Tasmanian Heritage Register Datasheet

Tasmanian Heritage Council

134 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: **Jutland House and carriage drive**
Status: Provisionally Registered
Tier: State

THR ID Number: **12154**
Municipality: Hobart City Council
Boundary: CPR11716

Location Addresses
53 MONTAGU ST, LENAH VALLEY 7008 TAS
63A AUGUSTA RD, LENAH VALLEY 7008 TAS

Title References	Property Id
180924/1	7232445
198741/1	9941794

Front of house: from south-west, 1838 building to left
© NRE 2026

Rear of house: from south-east, c.1910 extensions
© NRE 2026

Rear façade: c.1910 extensions, ‘sleep-outs’ to right
© NRE 2026

Rear façade: glazing added to ‘sleepouts’ (c.1920s)
© NRE 2026

Front entry: c.1910 stained glass side lights, restored 2026
© NRE 2026

Front foyer: original timber stairway and floors (1838)
© NRE 2026

Front foyer: coat rack (c.1910); ceiling rose (c.1930)
© NRE 2026

Typical original interior details: door; window joinery
© NRE 2026

Front room: fireplace, ceiling rose (c.1930); shingles above
© NRE 2026

Lower floor: range of timber joinery, concrete floor (2026)
© NRE 2026

Cellar: sandstone foundations, brick; graffiti (1916-19)
© NRE 2026

Rear garden: from carriage drive, with weeping willow
© NRE 2026

Carriage drive: from east, stone edging visible to centre
© NRE 2026

Carriage drive: upper lane, looking north along boundary
© NRE 2026

Carriage drive: stone remains to right, likely from apron
© NRE 2026

Gardens, open sleepouts to rear (photograph c.1913)
TA PH30_1_2438

Statement of Significance: (non-statutory summary)

Jutland House and carriage drive is of historic cultural heritage significance to Tasmania due to its strong connection with the Government Farm and establishment of New Town in the early years of the colony, and its special association with the Colonial Architect and Engineer, John Lee Archer, being responsible for the construction of the house and gardens that he would occupy with his family. The home, which would later be named Jutland House, is also of significance as it is able to demonstrate the principal characteristics of a Colonial Georgian style domestic building, while having undergone a major redevelopment in the

Federation era. The remaining elements of the carriage drive extending to the south are of significance as they demonstrate the principal characteristics of a colonial carriageway in its original form; a rare surviving example in an urban area. The place also has a special association with the lawyer and politician William Bispham Propsting, being his home for around 15 years following his term as Premier in the early 1900s, until his second marriage in 1925, undergoing substantial changes under his ownership.

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.

Jutland House and carriage drive is important due to its relationship with the Government Farm and the development of infrastructure in the New Town area, under the supervision of Colonial Architect and Engineer, John Lee Archer. The evolution of the property, from a country estate to suburban dwelling, albeit retaining a garden setting, demonstrates the expansion of residential development along carriageways to the north of Hobart Town, and the increasing density of development over time. As a roadway dating from the early days of the settlement of New Town, the carriage drive is important in demonstrating both the layout of residential properties and development of road systems in Tasmania 's Colonial history, examples of which have been largely lost elsewhere.

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

Jutland House is rare as a dwelling designed by Colonial Architect and Engineer, John Lee Archer, whose legacy in Tasmania is the many public and institutional structures he designed for the Government and the Van Diemen's Land Company. The carriage drive is rare as a mostly intact carriageway from the colonial period in an urban area; with many destroyed through land subdivision, or subsumed by modern roadways created for motor vehicles.

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

The complex layers of development evident within the standing structure of Jutland House have the potential to further our understanding of colonial construction methods and materials as well as residential life in colonial Tasmania . The carriage drive has potential for scientific and social research to contribute to the understanding of Tasmania 's history, especially regarding the evolution of transport. There is also archaeological potential across the less developed areas of the property. It is likely that sealed artefact deposits and evidence of former structures may be found, with the potential to yield new information relating to historic ways of life.

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

Jutland House continues to demonstrate the principal characteristics of a Georgian villa from the early 19th century. However, its composition of gabled wings flanking a central verandah differs from the more vernacular Georgian style evident in most smaller dwellings in the colony. Once surrounded by larger grounds including crops and outbuildings for livestock, the house, its decorative garden setting, and the carriageway from Augusta Road remain. Together they represent the gentrification of New Town during the 1830s and 1840s, following the early focus on the provision of food and basic infrastructure for the new colony. The successive expansion of the place, including a major redevelopment in the Federation era, is important in its representation of the evolution of domestic architecture and gardens in Tasmania's inner suburbs, to meet the needs of an increasingly affluent middle class. These characteristics are evident throughout the building's form, construction and detailing. The carriage drive demonstrates the principal characteristics of a colonial era carriageway.

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.

Jutland House and the associated carriage drive have special associations with the lives of several prominent people in Tasmania's history. Most significantly, it is known as the home built by Colonial Architect and Engineer, John Lee Archer, which he would occupy with his new family until his retrenchment in 1838. It is also important as the home of early 20th-century Premier, William Bispham Propsting, from 1908 to 1923, during which time it would undergo substantial changes to improve amenity and fit the architectural style of the time.

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:

Jutland House and carriage drive is located in Lenah Valley, around 2 kilometres to the north-west of Hobart's city centre. The carriage drive extends from Augusta Road as it meets Raluana Lane, following a curved north-westerly path down to the dwelling which became known as Jutland House. Jutland House is set back 20 metres from Montagu Street, on the outside of the bend as it approaches Hickman Street. Adjoining land to the north is developed with a range of housing including multiple dwelling units dating from the 1930s and 1980s. The block directly to the east is largely occupied the Lenah Valley Hospital (operated by Calvary Care at the time of writing). Other development in the surrounding area is predominantly residential and is characterised by single and double storey brick buildings of assorted styles from the 1900s to the 1960s, interspersed with a range of community facilities. Nearby to the west are two federation era red brick houses which are included on the register (THR #2678 and #8238).

Description:

The place referred to as Jutland House and carriage drive extends across two properties. It is occupied by a substantial dwelling along with the remains of its gardens, outbuildings and roadways, developed over almost two centuries. Remains of the carriage drive are evident on the house lot (now 53 Montagu Street) and to the western side of the internal lot now known as 63A Augusta Road.

Due to subdivision over the past century, Jutland House is now approached from Montagu Street, with the driveway running along the south-western boundary of the house lot. The current building is the result of extensions and remodelling since construction of the original home by John Lee Archer in the 1830s and these layers of development all form part of the place's significance.

The walls, of stuccoed masonry with some timber and glazed elements, are topped with hipped and gabled roofs now clad in corrugated steel and finished with boxed eaves and simple chimneys. The gables are projected, or 'flying', and the inset ends are decorated with a half-timbered effect. A range of single-paned casement and 12 paned double-hung timber windows remain in place, while former 'sleep-outs' are enclosed with large expanses of small paned glazing in a variety of configurations.

Building integrity and condition

The Jutland House and carriage drive properties have evolved through subdivision and building works, reflecting the growth and intensification of Hobart's residential suburbs to the north and the evolving expectations of their owners. The development of the place can be loosely grouped into four main phases of building:

- The foundation work of Archer and others in the **Colonial Consolidation period** (from the 1830s to 1855);
- The alterations and additions of Propsting and others in the **early 20th century**, up until World War II (including separation of the southern end of the carriage drive by subdivision in 1924);
- A substantial redevelopment of the ground floor for a guesthouse in 1984 (**late 20th century**); and
- The **21st-century** development underway at the time of writing.

Most of the changes to Jutland House have been sympathetic interventions, either in keeping with the form and style of the original house, or otherwise incorporating elements of high quality design and construction considered to be appropriate representations of the time and place.

The development application submitted in 2020 proposed the following works to support further intensification of the residential and visitor accommodation uses on the Jutland House property:

- Alterations to the main house to provide for two separate dwellings, each over two levels and divided by a modified wall running north-south.
- A 66m2 extension of the lower level to provide a kitchen and living area for the rear dwelling.
- Construction of a 70m2 garden pavilion, in place of the shed to the south-eastern corner of the garden, for use as visitor accommodation (City of Hobart PLN-20-116).

A Heritage Impact Assessment (HIA) supporting the proposal reported that the main building was generally in 'good condition with only minor conservation work required'. The report concluded that the development was appropriate as the latest of a number of layers of history, and the work to fabric was both minimised and reversible where possible. Recommendations were made regarding extant recording of fabric, identification and completion of conservation works and minimisation of fixings to existing fabric (Johnston 2019, p.16). The works were approved with conditions including compliance with the recommendations set out in the HIA and commenced in 2025. While this 21st-century phase makes changes to the plan and form of the building, the earlier stages of development remain and will be easily recognisable.

The outbuildings remaining at the time of writing included an outside toilet and a garden shed, both described as ordinary, obsolete, and in poor condition in 2019, and as such their removal was approved to make space for the kitchen extension and garden pavilion respectively (Johnston 2019, p.22; City of Hobart Development Application PLN-20-116).

ELEMENTS OF HIGH SIGNIFICANCE

Carriage drive

The alignment of much of the carriage drive that connected the Archer property to Augusta Road is still clearly visible, with an approximately 3 metre wide path remaining alongside the rear boundaries of the properties at 47, 49 and 51 Montagu Street.

The gravel surface of the drive still exists along much of its length, however, in 2026 is entirely covered with grass. The most visible elements are large stones that form low retaining walls required to support the drive cut into the east facing hill slope. A garage was erected over the path at the southern corner of 53 Montagu Street, but beyond this southern boundary the western edge of the drive can be seen as it passes the rear fences of the Montagu Street properties at distances between one and three metres.

The alignment of the current driveway access to 65 Augusta Road appears to loosely follow the alignment of the original carriageway as documented by the VDL Land and Surveys Department. However, the land at this southern end of Archer's property has been modified by substantial road and landscaping works and there are no visible remains in place beyond the southern boundary to 47 Montagu Street.

To allow a sense of the original function and to protect the intact carriageway features from disturbance, a clear curtilage is to be provided along its path to the south of the 53 Montagu Street property. This southern section of the registered area extends 12 metres to the east from the rear boundaries of the properties at 47 and 49 Montagu Street, along the length of the visible remains of the carriageway as described on the boundary plan.

19th-century building

The remaining elements of the original house are considered significant in their representation of John Lee Archer's Georgian style of architecture and the developing culture of Van Diemen's Land in the 1830s. This includes the building's form, layout, structure and detailing, all of which are evident 190 years on. Formally, the current building exhibits characteristics of the style in its symmetrical composition including projecting wings with a verandah between, an adaptation of earlier English Palladianism to suit the milder climates of the antipodes. The layout, including the four main rooms on the upper level and kitchen and cellars below, is still evident. An extension providing a kitchen and washroom to the upper level and a larger room below was built in the second half of the 19th century. The form of these rooms, centrally placed to the rear of the original form, is also still evident, despite being altered and gradually built around. The main roofline; thick stuccoed masonry walls; timber joinery including six-panelled cedar doors, wide door jambs, window reveals and skirting boards on both levels; door and window furniture; and timber fire surrounds and mantlepieces on the lower level, are important features remaining from the mid-19th century.

Early 20th-century alterations and additions

A number of new rooms and open 'sleep-outs' over two levels to the rear of the house appear to be part of the early

20th century alterations and additions mostly undertaken by William Bispham Propsting. These are also of high quality and represent this important era in the history of the place. Externally these surviving details include the front entrance door joinery with its wide half-sidelights and a transom light in Art Nouveau style, and small pane windows to sleep-outs. While the verandah is believed to be an original feature, the timber fretwork between its posts appears to be carved with an Art Nouveau motif from this period. The interior also retains details and elements of quality from around this time. These include distinctive carved timber posts and balustrading to the central staircase, polychrome brick fireplaces and ceramic hearth tiles, decorative plasterwork wall vents, and elaborate Art Deco style ceiling features in the rooms fronting the verandah.

Garden setting

While the size of the property and the extent of the gardens surrounding the house have been reduced dramatically since its construction, the situation of the building on the north-east facing slope with lawns and garden plantings providing privacy and framing views into and out of the property.

ELEMENTS OF CONTRIBUTORY SIGNIFICANCE

Minor alterations to the property undertaken between 1939 and 1984 are part of the early evolution of the place and are considered to contribute to its broader social values. 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 fabric from this period are to be considered on their merits when works are proposed.

Garden plantings

Many garden trees are visible in photos from the early 20th century and a number of these may remain, contributing to the green belt formed by the 19th century estates of Lenah Valley. The most highly valued planting is the large Weeping Willow still growing to the rear of the house. This appears as a fully grown tree in images from 1913 and remains in good condition, forming an integral part of the established garden landscape along the valley to the north of August Road.

ELEMENTS NOT ASSESSED AS BEING OF SIGNIFICANCE

The following works carried out between 1984 and 2027 are not considered to be of significance:
- Alterations to interiors when reconfigured for a guesthouse in 1984.
- Alterations to interiors to form two separate dwellings from 2025 to 2027 (approved by PLN-20-116 incorporating WA#6185). Separation of the dwellings follows the rear wall of the original house and the majority of changes are noted as being reversable.
- Kitchen addition to rear, to be commenced in 2026/27 (PLN-20-116, WA#6185).
- Garden pavilion for accommodation, to be commenced in 2026/27 (PLN-20-116, WA#6185).

ARCHAEOLOGY

Areas less affected by 21st-century development may also retain evidence of former structures and sealed artefact deposits with the potential to yield new information relating to historic ways of life at Jutland, and the broader colony. The carriage drive, with its road surface largely covered by lawn in 2026, may also hold some archaeological potential, mostly regarding materials and construction techniques used.

History:

The site

The area between Kunanyi / Mt Wellington and the River Derwent 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, colonial chaplain Robert Knopwood observed ‘a great many native hutts (sic) and fires’ around the shore of the Derwent, to the north of the township (Nicholls 1977, p.46). For a short time there were amicable relations and trade between the settlements, however, the penal colony grew quickly and competition for food sparked conflict (Alexander 2006, p.5).

Located less than 5 km north-west of the first camp at Sullivans Cove, the waterway now known as the New Town Rivulet became a source of fresh water for the colony and free settlers were granted 100-acre-lots of land along its banks. A Government Farm was established near Cornelian Bay and by 1807 a ‘reasonable road’ had been constructed (Wilson 2005, p.309). This low lying land was found to be fertile and was well used, first for hunting, then farming and orcharding; the subsequent development effectively driving the First Tasmanians out of the area (Scripps 1993, p.7).

By 1821 investment in infrastructure, including extension of the carriage road from Hobart to New Norfolk, encouraged wealthy settlers to develop estates in New Town and more government facilities followed (Wilson 2005, p.309). When the Colonial Civil Engineer and Architect, John Lee Archer arrived from England in 1827, he was responsible for a number of these public works. By 1831 Archer was living and working from a cottage on the Government Farm while supervising construction of the Orphans' Schools in the Queen's Asylum (Smith 1962, p.50). It was not long before he managed to obtain a portion of government land located to the south of the cottage, upon which to build his own home, possibly in preparation for his marriage to Sophia Mattinson in September 1833 (p.50; TA RGD36/1/2 no 2156).

The couple took out a mortgage of £300 against the 5 acres 1 rood and 19 perches of land in 1834 (LIST Historic Deed 01/4303), likely to fund construction of the house and outbuildings which would form the core of the place later known as Jutland House and carriage drive. The property is known to have been occupied by the Archers until at least 1837, when the census names members of the household including their two daughters; Sophia's father, William; and four assigned convicts (1837 Census, POL 361/1/1, p.38). However, the land is not recorded as being formally acquired by the Archers until 1838, when a transaction of £200 is noted (LIST Historic Deed 02/1577); apparently bringing their affairs into order following John's retrenchment from his position as Colonial Architect , and the family's subsequent move to the north-west of the island (Smith 1962, p.53).

Early development and natural assets There are few records available relating to the construction of the early buildings on the site. Instead, we rely on simple maps and descriptions from advertisements when the property was on the market during the 19th century. The first, in 1838, noted the 5 acres and 1 rood of land was developed with a house of seven rooms and two cellar rooms, a four stall stable, coach house, harness room, poultry house and a large hay loft, before it was purchased by Adam Amos, a farmer from the East Coast, in December 1838 (Johnston 2019, p.8; LIST Historic Deed 02/2202). The carriage drive which served the house was also in place at this time.

Amos and his wife moved into the New Town property to manage the sale of produce from the family's farm at Cranbrook, Gala (THR #1513), selling up and returning shortly before Adam's death in 1845. When the place was advertised in 1843 there was little change in its description, the only additional amenity being a kitchen located on the lower level (Johnston 2019, p.8).

In in 1844 the property came into the possession of Danish-born watchmaker, jeweller and businessman, David Meyer Heckscher, and his wife Susannah (LIST Historic Deed 02/7221; TA File No. 18342, p.164), and they would reside there with their growing family until their departure to California in 1850 (*Hands of Time* website 2026; TA Heckscher Birth records). Heckscher appears to have had a good life in the colony, winning government commissions, securing contracts to maintain town and church clocks, and investing with Alexander Fraser in businesses including whaling operations (TA Fie No. 15602; *Hands of Time* website 2026). And so, it seems the family were following the opportunities offered to a jeweller by the California goldrush, and that they continued on this path with their move to Victoria in 1854 (TA POL 220-1-3, p.745). It is difficult to discern any further expansion of the main house while occupied by the Heckscher family. It is however evident that the property came to be known as Jutland during this period, apparently relating to Heckscher's birthplace, Aarhus, on the Jutland Peninsular (*Courier* 24 July 1847, p.1; TA File No. 18342, p.164).

John James purchased Jutland in 1850 (LIST Historic Deed 03/5034) and it was offered for sale a number of times over the following five years. Advertisements from this time variously indicate that the land area increased to 7 acres and back to 6 and that new shingles, a second kitchen, men's rooms (later described as servants' apartments), piggeries, a cow shed, and a water cistern had been added (*Courier* 16 January 1850, p.1; *Hobarton Guardian* 27 August 1851, p.2). In 1850 the verandah was described as flagged and the grounds as being 'in the highest state of cultivation, and under crop', but also as including gardens 'studded with the finest fruit trees of every description'. The *Courier's* sales pitch also noted the magnificence of the scenery and the 'never failing spring of beautiful water close to the house…', and in 1851, the *Hobarton Guardian* raised the presence of coal as an additional inducement for potential purchasers. When the property, described as the 'splendid estate of Jutland', was offered for auction on behalf of John Rogers Fraser in 1854, the home's 'splendid English furniture, valuable pictures, plate and plated ware, glass, china, and other effects…' were also up for sale (*Colonial Times* 30 March 1854, p.1).

In 1855 the property was mortgaged by John Barnes (LIST Historic Deeds 04/1272; 06/0470) and it stayed in his possession until his death in 1878. Oownership then passed to his wife, Mary Russell Barnes, but the house appears to have been rented out for much of this time. In 1868 'private apartments' were being sublet by Joseph Holmes (*Mercury* 14 February 1868, p.1; 17 December 1868, p.1) and by 1871 the whole 'commodious' house and 6 acres of grounds were being advertised 'for let' (*Mercury* 8 November 1871, p.1).

Turn of the century and the Propsting era

The next documented changes in ownership occurred following Mary Barnes' death in 1907, when the solicitor, accountant and politician, Frederick Bowden Rattle, passed a small portion to the northern end of the Jutland property to the New Town council for £85 (Historic Deed11/6468). Rattle was again responsible when, in 1908, the larger portion of the original grant, by then reduced to four acres, was transferred to another lawyer-turned-politician, William Bispham Propsting (land title Vol.168 Fol.86). Known best as a campaigner for Federation and serving as Premier of Tasmania from 1903 to 1904, Propsting was a widely respected citizen who made Jutland his home for around 15 years (Thorp 1988). During this time, substantial changes were made to the main house. These included improvements to amenity such as the addition of an electric hot water service and a gas stove. An advertisement for sale describes additional rooms as 'sleepouts' (verandahs or porches intended for sleeping which could be enclosed with glazing or remain open), only one noted as being 'glassed in' (Johnston 2019, p.12).

A subdivision completed in 1923 resulted in the separation of a portion of land to the southern end of the property and its transfer to Mildred Elizabeth Craike (land title Vol.316 Fol.104). This 1 acre and 6.9 perch lot included around two thirds of the length of the carriageway and further isolated Jutland House from its former address, Augusta Road.

Following Propsting's death in 1937, portions of this land were still in the ownership of his estate, with a lot of 1 rood and 17 perches to the east of the house being sold by his widow to Arthur Herbert Johnston in 1939 (land title Vol.437 Fol.21).

Later development

Edith Davies (nee Drake), second wife and widow of CR (Reg) Davies from the *Mercury* newspaper family, owned the house lot from 1925 until the 1930's, when John Elliot Thorpe, President of the Hobart Symphony Orchestra took ownership (land title Vol. 333 Fol.151).

Following WWII, the property was purchased by an Ironmonger, Robert William Levis and his family lived there until the 1960s (LIST title documents). With further subdivision, Levis constructed another dwelling on adjacent land. The land area continued to be eroded by subdivision over the 20th century (LIST title documents) and in 1984, owners, DJ and VBF Pryor, reconfigured the interior of the lower level of the house to provide toilet, bathing and laundry facilities for use as 'bed and breakfast' visitor accommodation, (Johnston 2019, p.9).

The Colonial Architect

Born in Kent to English and Irish parents, John Lee Archer (1791–1852) trained and worked as an architect and engineer in England, Ireland and Scotland before sailing to Van Diemen's Land in 1827 to take up the position of Colonial Architect and Engineer. He would serve in this role for over a decade and lived and worked around the property that would become Jutland House for over half of that time. Archer was responsible for many of Tasmania's significant early structures, which were described as possessing 'virtues of simplicity and good proportion, combined with a satisfying sense of stability' (Smith 1966). His high-profile public buildings, mostly in the Georgian Renaissance style, include Hobart's 1830 Customs House (now Parliament House THR #2525), elements of the Treasury Complex and Public Buildings (THR #11734), the Salamanca Place Ordnance Stores from 1834 (THR #1651–2 and #6958–63), and buildings within the Anglesea Barracks site (THR #2290). He was also responsible for numerous refined religious buildings and penal establishments in the south of the state which still stand. These include the 1828 St Luke's Presbyterian (now Uniting) Church at Bothwell (THR #44); the St John's Church complex, including the Orphan Schools, in New Town (THR #11000), work upon which led him to live nearby in the Lenah Valley; St Luke's Anglican Church in Richmond from 1834 (THR #1135); the Penitentiary Chapel, or Old Trinity, in Hobart (THR #12092) also completed in 1834; and the nave of St George's, Battery Point (THR #1688), commenced in 1836. However, Archer may be best known for his work in civil engineering, and especially for the Ross Bridge (THR #12099), with its wide arches and elaborately carved stonework (Smith 1966).

The Royal Engineers took over much of the colony's civil work in 1836 and by 1838 a decline in government revenue led Sir John Franklin to abolish Archer's position entirely. Despite his apparent productivity and good name, confirmed by a memorial written by Franklin at the time, Archer was left without an income. So, having served as a magistrate alongside his other duties since 1828, he finally accepted the position of Police Magistrate at Circular Head (Smith 1962, p.53). Archer then found work with the Van Diemen's Land Company, designing a several structures around North-West Tasmania. It was enough to keep his growing family, and he remained in the region until his death, aged 62 (Smith 1962, p.54; Johnston 2019, p.7).

The Premier

William Bispham Propsting (1861–1937) was born in Hobart Town to Henry Propsting and Hannah (née Cater), reportedly one of the 26 children fathered by the illustrious ex-convict who became a merchant and grazier, and later served on the town Council (Thorp 1988).

Educated in Hobart, William trained and worked as a teacher in and around Adelaide before being persuaded by his potential father-in-law, South Australian politician, (Sir) Jenkin Coles, that he should reconsider his career if he was to be a viable suiter for his daughter, Caroline. William decided to study law and set up practice in Hobart before marrying Caroline 1893. He soon established himself as a successful trial lawyer and advocate of Federation. In 1899 he was elected to Tasmania's House of Assembly. He quickly became leader of the Liberal-Democrats in Opposition and became Premier and Treasurer in April 1903. Possibly fitting with his swift rise, Propsting's term would be short. He had some success with improvements to education system and facilities in Hobart, but was frustrated by the Legislative Council's power to block legislation, particularly relating to establishment of the Great Western Railway. Finding the situation untenable, Propsting resigned in July 1904 (Thorp 1988), but continued his political life and was elected to the Legislative Council in 1905. He held a number of ministries in government between 1906 to 1923, serving variously as attorney-general, minister for education and minister railways. It was during this time that William purchased Jutland in New Town and moved his family there, staying at least until Caroline's death in 1923. Around the time of his marriage to his second wife, Lilias Anne McFarlane, in 1925, William moved to her home of Dumbarton in New Town (Thorp 1988).

Comparative analysis:

b) i. **Dwellings designed by Colonial Architect and Engineer, John Lee Archer** - Rare

Of the 34 places attributed to Archer in the register at the time of writing, Jutland House and Highfield (THR #892) are the only dwellings, and Archer's work was on additions to the original dwelling. While this is not the definitive list, it is evident that a very small proportion of the buildings known to have been designed by John Lee Archer were dwellings , and even fewer would be considered as private houses. Of the 71 projects included in the inventory prepared by Roy Sharrington Smith for his 1962 biography of Archer; eight places are classified as dwellings. Of these, five were for accommodation associated with churches and gaols. The three private houses listed are Jutland; Highfield (THR #892) in Stanley; and a 'Store-keeper's Residence' at Circular Head (Smith 1962, p.63), which, if included on the register, is not attributed to Archer. An addition to this list may be the pavilion that became New Town's Swanston House (THR #2762) in 1832, which has since been attributed to Archer. Described as a 'single storey sandstone Old Colonial Regency domestic building', the pavilion constructed for Charles Swanston by Thomas White and Henry Seabrook was an addition to an earlier single-storey bungalow, Prospect Cottage (c.1812) (Howatson 2011, p.86).

Dwellings designed by architects for themselves in the early years of the colony are also uncommon.

The sandstone 'Lodge' at **Barrington** (THR #2763) in New Town was built c.1848 by architect William Porden Kay as his own home. Kay became Colonial Architect when the position was re-created following Archer's retrenchment. Barrington is of a different character to Jutland, a grand classical presence.

Woolmers Cottage (part of THR #5077) was designed by William Archer, the first known Tasmanian-born architect, for his brother Thomas when he returned from England in 1842, and when Thomas died, William may have lived there for a period.

James Alexander Thomson appears to have resided for the most part in a building at 26 Liverpool Street, Hobart, most likely over his office, which is no longer standing.

b) ii. **Intact carriageways from the colonial period in urban areas** – Rare

There are no other urban places entered in the Register specifically for their significance as an intact carriageway. While many larger estates on the edges of the early townships were accessed by carriageways and a number of these were designed as integral parts of the garden settings of houses, often in a circular of oval form, most have been lost due to subdivision and construction of 20th-century roadways.

Many of the carriageways (or 'carriage ways') referred to in registrations are the short lanes, often partially covered by arched ceilings, which provided passage through a building form to a courtyard or the rear of a property. These range from substantial elements within Parliament House and Gardens (THR #2525), to the distinctive openings providing permeability through inner city commercial buildings (THR #2172), and the simple openings between conjoined cottages (THR #2161) which exist in both urban and suburban areas. Exceptions include the formal carriageways which remain on some significant rural properties, such as those approaching the main houses at Malahide (THR #558), Exton House (THR #4855), and Brickendon (THR #5180), a circular and oval carriageways in the gardens of Harwick Hill (THR #5052) and Woolmers (THR #5077), respectively. Woolmers Cottage also retains evidence of gardens, including an oval carriage way.

The best example of a carriageway in an inner suburban setting is that of Runnymede (THR #12100), located nearby in New Town. Further north there are also considerable remnants of the original carriageways at Claremont House (THR #1593) in Claremont and Mount Nassau (THR #1181) in Granton.

d) i.**Georgian villas**

The majority of dwellings in the early years of the colony were small, simple versions of Georgian architecture. Villas from this period incorporating the antipodean variation on Palladian principles similar to Jutland House, specifically the composition of symmetrical wings flanking central verandahs, are uncommon. However, there are a number of registered places now described as 'marine villas' built from the 1830s to 40s around New Town, and while Jutland is further from the Derwent, these villas are possibly the most similar in appearance.

Runnymede (THR #12100), is a highly intact example of an early 19th century marine villa, consisting of entrance gate, main house (including decorative finishes both c.1840s and recreated), cottage, stables and coach house, dog kennel, and a significant core of a once larger garden, including carriage drive, reflecting the early 19th century taste for the Gardenesque Movement popularised by JC Loudon and also the gentrification of New Town during the 1830s and 1840s, following an initial period where the focus was the production of food and the establishment of basic infrastructure for the new colony.

The original **Derwent Park** house (THR #1614) built by Thomas Edmund Wells c.1818 was destroyed in 1864. The replacement retains a plan form similar to Jutland and Runnymede, but the proportions differ.

The following examples share less similarity in appearance, but may still be classified as **domestic buildings** in the **Colonial Georgian** style utilising Palladian principles, from the same period, and in the same locality.

• The sandstone pavilion of **Swanston House** (THR #2762) is of a design attributed to John Lee Archer, but it varies from the broader low-lying form of Jutland House, and is an addition to an earlier dwelling.

• **Lauderdale Cottage** (THR #2736), designed by former convict architect James Thomson in 1843, has a compact form more typical of early Victorian Regency, however, the wings and a porch are evident under the simple hipped roof.

• **Wendover House** (THR #2764; 2765; 5919) includes a two-storey section built c.1835 for Orphan School master, John Offor, and an 1840s addition by merchant developer, Lavington Roope. The stuccoed single-storey addition bears most resemblance to Jutland, but the form and the verandah's Regency detailing differ.

• **Barrington** (THR #2763) includes a sandstone lodge built c.1848 by Colonial Architect William Porden Kay as his home. While the two storey main building may have some Palladian influence, it has a grand presence and appears to draw more directly on classical precedents with its use of arches and pediments.

Northern examples of Georgian villas from this period incorporating wings flanking verandahs are even less common. Registered places described as 'marine villas' along the Kanamaluka / Tamar Estuary include:

• **Marion Villa** (THR #1484) at Low Head was built in 1839 as a holiday home for James Cox. Stucco, symmetry and projecting bays are evident, but the single-storey form lacks Jutland's breadth and verandahs.

• **Kelso House** (THR#5678) has a similar basic form to Jutland, but is set on a large flat site differs in detailing. There is little on record regarding the history of the place.

Of the places considered, Jutland is the only dwelling clearly demonstrating successive expansion including high quality interventions from the Federation era. Jutland is also the only example of the type with wings topped with gabled roofs. However, it is probable that the roof lines were adjusted at some point before 1913.

d) ii. **Carriageway in its original form**

As noted in regard to criterion (b), there are formal carriageways remaining on some significant rural properties, such as those approaching the main houses at Malahide (THR #558), Exton House (THR #4855), and Brickendon (THR #5180), and circular and oval carriageways in the gardens of Harwick Hill (THR #5052) and Woolmers (THR #5077), respectively. However, due to its proximity and suburban context, the best comparator is again likely to be the carriageway of Runnymede (THR #12100).

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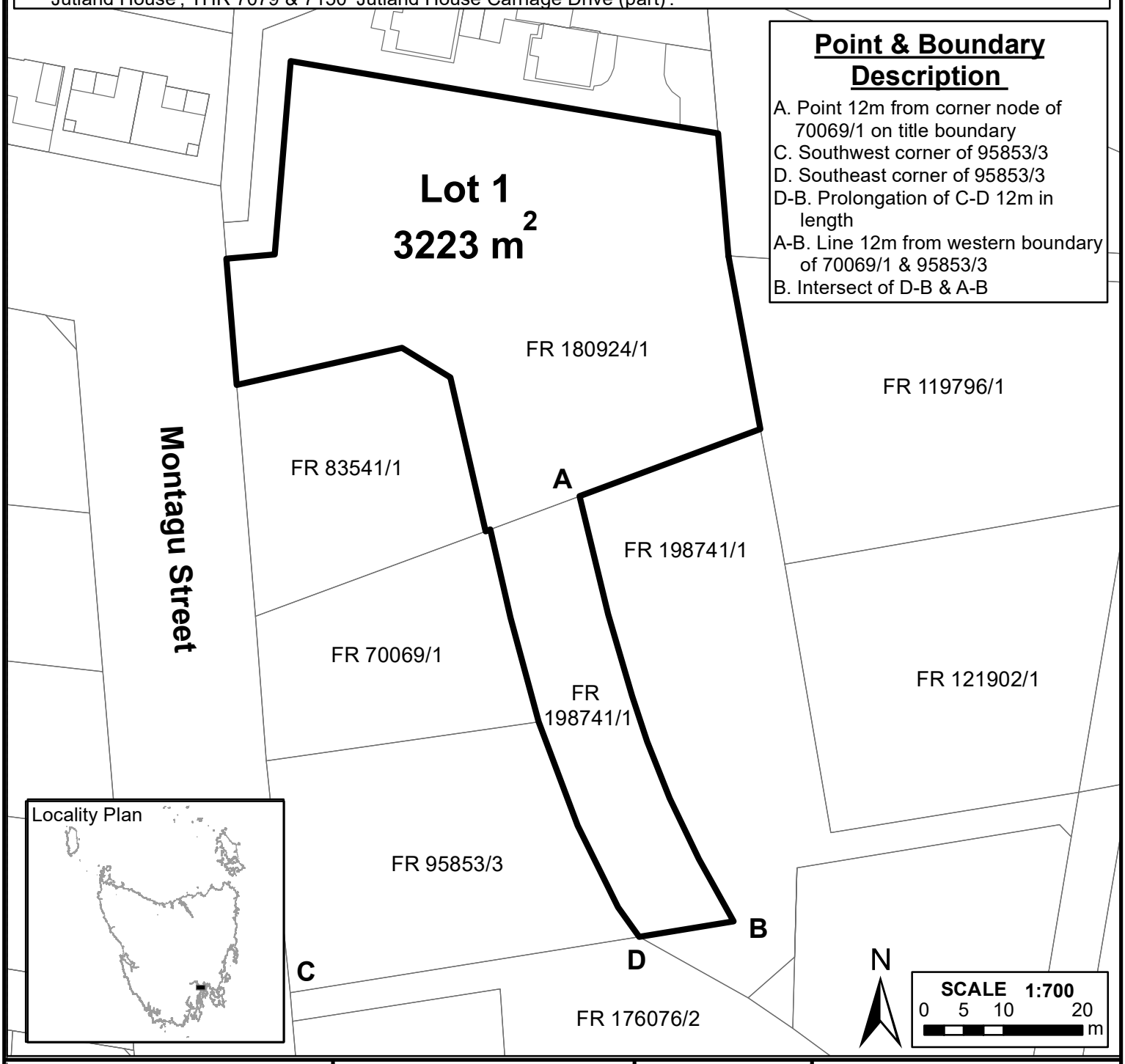
Note

1. Lot 1 represents the registered boundary for "Jutland House and carriage drive", #12154 on the Tasmanian Heritage Register.
2. Lot 1 is the whole of parcel FR 180924/1 & the partial parcel of 198741/1, 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 2677 'Jutland House', THR 7079 & 7150 'Jutland House Carriage Drive (part)'.

Point & Boundary Description

A. Point 12m from corner node of 70069/1 on title boundary
C. Southwest corner of 95853/3
D. Southeast corner of 95853/3
D-B. Prolongation of C-D 12m in length
A-B. Line 12m from western boundary of 70069/1 & 95853/3
B. Intersect of D-B & A-B



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

No.	PRODUCTION / AMENDMENT	AUTHORITY	REFERENCE	DRAWN	APPROVED	DATE
1	Production	THC	12154	AW	M.FORD	30.9.26

Tasmania

Jutland House and carriage drive

53 Montagu St & 63A Augusta Rd, Lenah Valley

PREPARED BY
HERITAGE TASMANIA

Tasmanian Heritage Council

GDA

CENTRAL PLAN REGISTER

p.p. Surveyor General: _____

Date Registered: 12.10.26

CPR 11716