

people place heritage

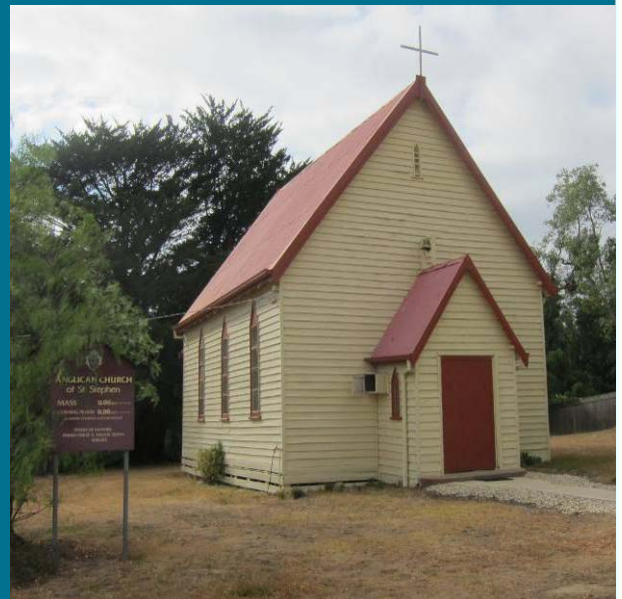
CONTEXT

MITCHELL SHIRE STAGE 2 HERITAGE STUDY REVIEW

Final

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Prepared for
Mitchell Shire Council



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Project Team:

Louise Honman, Director

Ian Travers, Senior Consultant

Jessie Briggs, Project assistant

Consultant

David Helms, Heritage planner

Report Register

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Context Pty Ltd

22 Merri Street, Brunswick 3056

Phone 03 9380 6933

Facsimile 03 9380 4066

Email context@contextpl.com.au

Web www.contextpl.com.au

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EXECUTIVE SUMMARY

Places of local significance

Table 1 lists the places that meet the threshold for local significance and should be added to the HO, subject to updates to the Mitchell Heritage Database (Hermes) records including:

- New or amended History and Description.
- Comparative analysis.
- A statement of significance in the standard format as required by the VPP Practice Note *Applying the Heritage Overlay* 2012.

Proposed updates to the Hermes records are provided in Appendix A.

Table 1 – Places of local significance

Name	Address
Broadford Pre-1912 Houses Group	Various, Broadford
Bluestone culverts	High Street, Broadford
Brick spoon drain	(outside) 200-06 High Street, Broadford
Broadford Bush Nursing Hospital (Former)	158-62 High Street, Broadford
Broadford Paper Mill	209 High Street (and 21 Last Street) Broadford
Our Lady of Help of Christians Catholic Church	2 McKenzie Street, Broadford
Broadford Cemetery	77-89 Piper Street, Broadford
Beuhne Monument and Avenue of Southern Mahogany Gums	Kilmore-Broadford Road, Kilmore
Bluestone gutter	(outside) 8 & 10 Melbourne Street, Kilmore
Smiths Bridge	Baynton Road, Pyalong
Masonic Lodge and Moreton Bay Fig	25 Anzac Avenue, Seymour
Hume and Hovell Memorial	Anzac Avenue, Seymour
Australian Light Horse Memorial Park and surrounds	Goulburn Valley Highway, Seymour
Flood marker	cnr. Station and Wallis Streets, Seymour
Seymour Electric Light Co. Power House (Former)	32 Victoria Street, Seymour
Tallarook to Mansfield Railway Reserve	Tallarook & Trawool
Howe's Hotel (Former Junction Hotel)	6 Main Road, Tallarook
Tallarook Mechanics' Institute	44 Main Road, Tallarook
St Stephen's Anglican Church	61 Main Road, Tallarook
St Joseph's Catholic Church	66 Main Road, Tallarook
McIvor Timber & Firewood Co. Tramway Depot	McIvor Siding, Tooborac
Seymour water supply system storage reservoir & diversion weir	Falls Creek Road, Trawool
Tyaak Cemetery	(off) Strath Creek Road, Tyaak
Wallan Cemetery	148 Queen Street, Wallan
Costello's Road, Bridge	Costello's Road, Willomavin

Places that are not significant

Table 2 lists the places that do not meet the threshold of local significance and provides a summary of reasons why.

Table 2 – Places that are not of local significance

Place	Comments
Cork Oak, 119 (opp.) Northern Highway, Kilmore	This does not meet the threshold of local significance as it is a small specimen of this tree and is not an outstanding example for aesthetic or horticultural reasons. It has no particular historic associations.
Bridge over Cameron's Creek, Pyalong	Following recent alterations the bridge does not meet the threshold of local significance due to its reduced integrity, particularly when compared to the more intact bridges at Baynton's Road, Tooborac and Costello's Road at Willomavin.
House & outbuildings, 200 Northern Highway, Tooborac	This place does not meet the threshold for local significance as it has been considerably altered, particularly when compared to the other heritage places within Tooborac that are recommended for inclusion in the HO (e.g., Former Sugarloaf Hotel, Taringa farm complex, McIvor Inn and Merivale, and Leicester House).
Railway bridge, Trawool	This railway bridge does not meet the threshold for local significance as an individual place as it dates from the 1950s and has been considerably altered since then. However, it is a contributory feature within the Tallarook-Alexandra rail reserve, which is of local significance (Refer to Table 1).
Our Lady of the Way Catholic Church, Bentinck Street, Wallan	The church building was moved to this site in 1970 from Graytown and further alterations were carried out. As a relatively recent building it does not meet the threshold of local significance.
House, 32 Wandong Avenue Wandong	This place does not meet the threshold for local significance, as it does not possess sufficient architectural or historic value when compared with other houses in Wandong. It is similar to 19 Wandong Avenue that was not recommended for assessment as part of the 2006 Study.
House, 21 Dry Creek Crescent Wandong	This place does not meet the threshold for local significance, as it is similar to, but less intact than 11 and 13 Rail Street, Wandong. Whilst retaining some of its architectural features it has also had a large number of alterations.

Places not assessed or that require further research

Table 3 lists the places that were not assessed or that require further research with a summary of reasons:

Table 3 – Places not assessed or that require further research

Place	Comments
Houses 52 & 58 Ferguson Street, Broadford	Potentially part of the pre-1912 House Group as they are relatively intact, however, they are not shown on the 1912 plan and so require further research (Title search, rate book examination) to determine whether they meet the threshold for local significance.
Broadford inter-war house group	The 2006 Study identified a number of inter-war houses of potential significance. The inter-war period was another time of significant growth in Broadford, associated with the paper mill. These houses should be assessed as a group or serial listing as has been done for the pre-1912 group.
APM Staff Houses 200-204 High Street & north side of Rupert Street, Broadford	These houses were built for APM Staff when the Paper Mill was expanded after WWII. They were not identified by the 2006 Study, but have been identified by fieldwork and research carried out for this review.

Place	Comments
War memorial tree, cnr. Union & Albert streets, Kilmore	While the oral history in the 2006 Study indicates that this tree was planted as a memorial to World War I it does not tell us whom it was planted for. Research including a review of local histories and newspapers of the period (available on-line via the Trove website) has not revealed any information that corroborates this oral history. Further research is required – contact with the original source of the oral history and the Kilmore Historical Society is recommended.
Weirs over Mollisons Creek, Pyalong	The purpose of these weirs is not certain. It appears that the larger weir is/was part of the township water supply, while the smaller weir may have been associated with the sand mining carried out from c.1920s to the 1960s. The date of the weirs and their purpose needs to be confirmed by further research – this may include contacting the local historical society, council employees or the local water authority.
Seymour RSL, Station Street, Seymour	No information was found in available primary and secondary sources (e.g. newspapers and <i>New Crossing Place</i>). Further consultation with local historical society and other interest groups is required.
Cairn on Flagstaff Hill, Tooborac	Not assessed as the cairn is on private land and could not be accessed. It appears, however, that this cairn if it still exists would be of local historic significance as it commemorates Major Mitchell’s exploration through this area
House, 10A Dry Creek Crescent Wandong	This place has been researched but further information is required to clarify whether the original part is a converted and re-located school or hall. Although the place has been altered it may have interesting origins that have not yet been confirmed.

Recommendations

Mitchell Shire heritage database (Hermes) updates

Update the heritage database records for the heritage places and precincts with the information in Appendix A.

Planning Scheme Amendment

Prepare and exhibit a planning scheme amendment that would add the places listed in Table 1 to the Heritage Overlay. Where a place is recommended for inclusion in the heritage overlay:

- The description of the place in the HO schedule should be the Name and address of the place, except as specified in section 3.
- The HO extent should include the whole of the place as defined by the title boundaries, except as specified in section 3.
- Specific controls (e.g., interior controls, tree controls etc.) should not apply, except as specified in section 3.

Victorian Heritage Register

There are no places of potential State significance that should be nominated for inclusion on the Victorian Heritage Register.

Victorian Heritage Inventory

The following places should be added to the Victorian Heritage Inventory:

- Australian Light Horse Memorial Park and Surrounds, Goulburn Valley Highway, Seymour (HO and VHI)

- McIvor Timber and Firewood Co, Tramway Depot, Northern Highway & Major's Line Road, Tooborac (HO and VHI)

Victorian Heritage Register

There are no places of potential State significance that should be nominated for inclusion on the Victorian Heritage Register.

Further work

Assess the places listed in table 3.

Review the thematic history having regard to the detailed research carried out for this study to determine whether the emphasis given to particular themes needs to be amended or whether new themes may have emerged.

Install interpretive/information signs to identify and explain the historic significance of the following monuments:

- The remnant bluestone chimney monument in Lithgow Street, Beveridge. An assessment of the condition of this structure and the need for minor repairs is also desirable.
- The Hume & Hovell monument in Seymour.
- The flood level marker in Seymour.

1 INTRODUCTION

1.1 Purpose

Context Pty Ltd was appointed in 2013 to undertake a review of 48 places to determine the level of heritage significance and provide recommendations to Council regarding the appropriateness for Heritage Overlay controls on these places. Appendix A provides a list of the places assessed by this study.

The key tasks have been:

- Assessing the cultural heritage significance of places.
- Preparing new or updated statements of significance for places assessed to be of local significance.
- Making recommendations for heritage overlay controls.
- Updating the Mitchell Shire Hermes database.

1.2 Background

The places included in this study were originally assessed, or identified and partially assessed by the following studies:

- The *Mitchell Shire Stage Two Heritage Study 2006*, prepared by Lorraine Huddle and Associates. There are 27 places of potential significance that were partially assessed by the 2006 Study, however, a limited budget meant that detailed investigation and research was not carried out. These places therefore require assessment to determine whether the application of a HO is appropriate.
- The *Mitchell Shire Heritage Amendment – Review of heritage precincts*, prepared in 2010 and updated in 2012 by Context Pty Ltd. This study identified 23 places of potential individual significance, which were within precincts originally identified by the 2006 Study. However, the 2012 Review found that some precincts (e.g. Pyalong) are not significant, while the boundaries of other precincts were changed. As a consequence, a number of places that are no longer within a precinct now require individual assessment. In addition, there are four places within the Tallarook precinct that have potentially significant interiors and require further assessment to determine whether the application of individual HO controls is warranted.

In addition there are two places that were assessed in 2010 by Willys Keeble, which require review:

- Remnant chimney, Lithgow Street, Beveridge
- Australian Light Horse Memorial Park, Seymour

1.3 Terminology

The terminology used in this report is consistent with the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (the Burra Charter) and its guidelines. A glossary of some key terms is provided in this report.

The following abbreviations are used throughout this report:

- VPP Practice Note – refers to The VPP Practice Note *Applying the Heritage Overlay* (2012)
- The 2006 Study – refers to *Mitchell Shire Stage Two Heritage Study 2006*, prepared by Lorraine Huddle and Associates

- The 2012 Review – refers to the *Mitchell Shire Heritage Amendment – Review of heritage precincts*, prepared in 2010 and updated in 2012 by Context Pty Ltd

2 METHODOLOGY

2.1 Introduction

This report was carried out in accordance with the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (the Burra Charter) and its guidelines. The methodology and approach to this study and its statutory recommendations was also guided by:

- The recently updated VPP Practice Note *Applying the Heritage Overlay* (2012).
- Relevant Independent Panel reports and, in particular, the Advisory Committee report in relation to the *Review of Heritage Provisions in Planning Schemes*¹ (The Advisory Committee Report), which was completed in August 2007.

Key steps

The key steps in the study process were as follows:

- A initial 'desktop' review of places on the list followed by an inception meeting with Council to determine if there are any that are not worthy of further investigation as they are either already documented to an acceptable standard or for any other reasons (e.g. altered or demolished)
- Field inspection of all places. Following this task the shortlist of places for detailed assessment was refined further by identifying places unlikely to meet the threshold of local significance as a result of demolition or for other reasons. Revisions to the shortlist were confirmed with Council.
- Undertake detailed assessment of shortlisted places.
- Information about each place gathered by previous studies or assessments was reviewed and additional research was carried out where required – this included a review of both primary (e.g. Land Victoria records) and secondary (e.g. local histories) sources as cited. With the assistance of Council specific information was obtained from local historical societies, where required (For example, the 2006 Study sometimes makes reference to original plans or other information about sites held by the societies).
- In accordance with the VPP Practice Note the Hercon criteria were used in the assessment of significance. The Hercon criteria are listed in Appendix D.
- The thresholds applied in the application of significance are State significance and local significance. Local significance 'includes those places that are important to a particular community or locality'. Further discussion about establishing thresholds is provided in section 2.2, while section 2.3 describes what constitutes a precinct and definitions of Significant and Contributory.
- In accordance with the VPP Practice Note statements of significance have been prepared using the format of 'What is significant?', 'How is it significant?' and 'Why is it significant?'.
- A draft report outlining the methodology and key findings, and including a copy of the proposed updates to Hermes place records was submitted to Council for comment and review.

¹ *Review of Heritage Provisions in Planning Schemes. Advisory Committee Report. The way forward for heritage* (The Advisory Committee Report), August 2007 (viewed online on 7 June 2009 at <http://www.dse.vic.gov.au/DSE/nrenpl.nsf/LinkView/954D4DD9314DF831CA256D480003CED9E82B85B30B18B0A4CA2572FF00270933#heritage>)

- A final report including updated Hermes place records was submitted upon receipt and review of comments from Council.

The project brief did not require consultation with property owners.

2.2 Establishing a threshold of local significance

What is a threshold?

The Heritage Victoria standard brief for Stage 2 heritage studies notes that local significance can include places of significance to a town or locality, however, whether the 'threshold' of local significance is achieved depends how relevant heritage criteria are applied and interpreted.

The Advisory Committee Report notes that the related questions of the application of appropriate heritage criteria and establishing 'thresholds' that provide practical guidance to distinguish places of 'mere heritage interest from those of heritage significance' have been the subject of continuing debate in recent times. While there was agreement that the AHC criteria (which were used in the 2006 Study) may be appropriate for use at the local level, the question of what establishes a threshold remains open to interpretation.

The Advisory Committee Report defines 'threshold' as follows:

Essentially a 'threshold' is the level of cultural significance that a place must have before it can be recommended for inclusion in the planning scheme. The question to be answered is 'Is the place of sufficient import that its cultural values should be recognised in the planning scheme and taken into account in decision - making?' Thresholds are necessary to enable a smaller group of places with special architectural values, for example, to be selected out for listing from a group of perhaps hundreds of places with similar architectural values.²

How is a threshold defined?

The Advisory Committee Report cites the Bayside C37 and C38 Panel report, which notes that:

With respect to defining thresholds of significance, it was widely agreed by different experts appearing before this Panel that there is a substantial degree of value judgment required to assess a place's heritage value, so that there is always likely to be legitimate, differing professional views about the heritage value of some places.

There is a wide range of matters that can be taken into account in making any assessment (e.g. a place's value in relation to historic, social, aesthetic, cultural factors, its fabric's integrity and so on), leading to further grounds for differences between judgments.³

While there are application guidelines for the use of the AHC criteria (Developed in 1990 these are known as the *AHC Criteria for the Register of the National Estate: Application Guidelines*), they are designed for application at the regional or National level and the Advisory Committee Report cited a report prepared by Ian Wight for Heritage Victoria, which noted that they may require rewriting to 'make them clearly applicable to places of local significance'.

On this basis, the Panel made the following conclusions:

As also discussed, a fundamental threshold is whether there is something on the site or forming part of the heritage place that requires management through the planning system.

*As we have commented, we see the development of thresholds as something which responds to the particular characteristics of the area under investigation and its heritage resources. Nevertheless the types of factors that might be deployed to establish local thresholds can be specified State - wide. They would include **rarity in the local context, condition/degree of intactness,***

² Advisory Committee Report, p.2-41

³ Advisory Committee Report, p.2-32

age, design quality/aesthetic value, their importance to the development sequence documented in the thematic environmental history. (Emphasis added)

*This process is essentially a comparative one within the local area. That area may not coincide with the municipal area. Its definition should be informed by the thematic environmental history.*⁴

What is the role of the thematic history?

The previous comments highlight the important role played by thematic environmental histories in providing a context for the identification and assessment of places. However, while it would be expected that the majority of places of local significance would be associated with a theme in the thematic history not all places are and there may be some that are individually significant for reasons that are independent of the themes identified by the Study. The chair of the Advisory Committee Report, Jenny Moles, made the following comment in the Panel report prepared for the Warrnambool Planning Scheme Amendment C57:

The Panel also does not see it as inimical to the significance of this building that there is currently no mention of a guest house theme in the Gap Study Thematic History. It is simply not the case that every building typology will be mentioned in such a study. (Emphasis added)

The C57 Panel Report also once again highlighted that thematic histories are not ‘static’ documents and should be reviewed once more detailed assessments are carried out for places and precincts. This iterative approach allows a ‘more complete and more pertinent history of a municipality to be developed in terms of providing a basis for managing heritage stock and allows individual buildings to be placed in their historical context’.⁵

Conclusion

In accordance with the Advisory Committee comments a series of local ‘tests’ have developed to determine whether a precinct meets the threshold of local significance to Mitchell Shire using the Hercon criteria. It is noted that a precinct need only meet one ‘test’ or criteria in order to meet the threshold of local significance. Meeting more than one ‘test’ does not make the precinct more significant – it simply means that the precinct is significant for a variety of reasons. The tests are:

- The place or precinct is associated with a key theme identified in the thematic environmental history. The place will have a strong association with the theme and this will be clearly illustrated by the fabric, when compared with other places (Criterion A).
- The place or precinct may be rare within the municipality or to a township or locality. It may contain very early buildings, or be of a type that is under-represented within Mitchell Shire (Criterion B).
- The place contains archaeological remains that may provide further information about the history of a site, particularly of processes and activities that are rare or no longer practised in Mitchell Shire (Criterion C).
- If it is a representative example of a place or precinct type it will usually have the typical range of features normally associated with that type – i.e. it will be a benchmark example – and it will usually have a high degree of integrity (i.e. a high proportion of the places will be considered to be contributory) (Criterion D).
- It has distinctive aesthetic qualities when compared to other places. The aesthetic qualities will be embodied in the fabric and setting of the place, and may also be derived from views to and from the place (Criterion E).

⁴ Advisory Committee Report, p.2-45

⁵ *Warrnambool Planning Scheme. Amendment C57 Panel Report*, December 2008, Jennifer A. Moles, Chair

- The place is an exemplar of an architectural style or represents significant technical or artistic/architectural innovation or achievement when compared to other similar places in the municipality. The places will usually have a high degree of integrity when compared to other places (Criterion F).
- The place has strong social or historic associations to a township or locality (Criterion G) or to an individual or organisation (Criterion H) and, in particular:
 - There is continuity of use or association, meanings, or symbolic importance over a period of 25 years or more (representing transition of values beyond one generation).
 - The association has resulted in a deeper attachment that goes beyond utility value.
 - The connection between a place and a person/s or organisations is not short or incidental and may have been documented – for example in local histories, other heritage studies or reports, local oral histories etc.

By comparison, places that do not meet the threshold of local significance will generally be those where:

- Historical associations are not well established or are not reflected in the fabric because of low integrity, or
- The precinct is common within the municipality or local area and/or already well-represented in the Heritage Overlay, or
- If a precinct, it has a high proportion of non-contributory buildings, or
- It is a typical, rather than outstanding example of an architectural style or technical achievement and there are better comparative examples in the municipality.
- The social or historical associations are not well established or demonstrated.

2.3 What constitutes a precinct?

At present there are no definitive guidelines that provide assistance in identifying and defining a heritage precinct. This was acknowledged by the Advisory Committee appointed to undertake the *Review of Heritage Provisions in Planning Schemes*, which made the following comments in the final report submitted in August 2007:

*Various Ministerial Panels have considered the question of the conceptualisation of the extent of a significant heritage place, particularly in relation to heritage areas or precincts, industrial sites and large rural properties. The Greater Geelong Planning Scheme Amendment C49 Ministerial Panel (February 2004) pointed out that the Practice Note Applying the Heritage Overlay does not provide any guidance on identification of heritage precincts. It noted that practice within the profession suggested that precincts should contain a substantial proportion of buildings that were assessed as being of precinct heritage significance, as defined in the statement of significance. A statement of significance should outline what is significant, why it is significant and how the place demonstrates the heritage significance.*⁶

The Advisory Committee Report considered a number of submissions and various relevant Independent Panel reports. The final conclusions and recommendations suggested that the criteria for the definition of a precinct should take into account:

- the geographic distribution of the important elements of the place, including buildings and works, vegetation, open spaces and the broader landscape setting.
- whether the place illustrates historic themes or a particular period or type of development.
- whether it is a defined part of the municipality recognised by the community.

⁶ Advisory Committee Report, p.2-48

- whether non-built elements such as the subdivision pattern contribute to its significance.

The Panel went on to note that criteria suggested by the Hobsons Bay C34 Panel, ‘may be appropriate for inner urban, relatively homogenous precincts but appear to us to be too prescriptive for application in other situations’. It concluded that:

*Thematically related buildings or sites that do not adjoin each other or form a geographic grouping should, where appropriate, be able to **be treated as a single heritage place and share a statement of significance and HO number.***⁷ (Emphasis added)

Guidelines for this approach (Referred to as ‘Group, serial or thematic listings’) were included in the recent update of the VPP Practice Note.

Finally, with regard to the proportion of significant (or significant and contributory) buildings that is desirable within precincts, the Advisory Panel considered that:

*..the stress on built fabric inherent in this question is misleading. Precincts need to be coherent, thematically and/or in terms of design, and need to be justifiable in relation to protection of significant components. It is neither possible nor desirable to set hard and fast rules about percentages.*⁸

How a place is defined as either ‘Significant’, ‘Contributory’ or ‘Non-contributory’ is discussed below.

Conclusions

Section 2.2 already provides guidance for determining whether or not a precinct meets the threshold of local significance. For the purposes of this review, a precinct is considered to possess one or more of the following characteristics:

- They contain contributory places that individually or as a group illustrate important themes set out in the thematic history.
- The places within a precinct may or may not adjoin one another. Where they do not form a contiguous grouping they will be significance both individually and as a group, and will have a strong and demonstrated thematic or historic association as set out in the VPP Practice Note.
- Where places form a contiguous grouping they will have largely intact or visually cohesive streetscapes that are either aesthetically or historically significant (or both). Precincts that are historically significant will include elements such as housing styles and subdivision layouts that are representative or typical of a particular era or type. Precincts of aesthetic significance will be distinguished by the high or exceptional quality of the housing design and/or estate layout and features when compared to other examples.
- They may contain a high proportion of Significant or Contributory properties (see definitions below)

2.4 When is a place Significant, Contributory or Non-contributory?

For the purposes of this Review the following definitions have been adopted, which are based upon those from *The Heritage Overlay: Guidelines for Assessing Planning Permit Applications* (2007) prepared by the Heritage Council:

- A *Significant* place is a single heritage place that has cultural heritage significance independent of its context. That is, if the precinct did not exist, they are places of local significance that could be eligible for individual inclusion in the HO. These places may also

⁷ Advisory Committee Report, p.2-55

⁸ Advisory Committee Report, p.2-54

contribute to the significance of a precinct. *Significant* places will usually have a separate citation and statement of significance.

- *Contributory* places are those that contribute to the significance of a heritage precinct, but would not be significant on their own.
- *Non-contributory* places do not contribute to the significance of a heritage precinct. In some instances, a *Significant* place may be considered *Non-contributory* within a precinct. For example, an important Modernist house within a Victorian era precinct.

Whether a place is ‘Significant’, ‘Contributory’ or ‘Non-contributory’ will depend on the reasons for significance expressed in the statement of significance. ‘Non-contributory’ places will include the places that are not associated with the reasons for significance and may include places that would otherwise be considered ‘Contributory’, except that they have been substantially altered and have a low level of integrity. On the other hand, a building may have been altered (new windows, changed colour scheme, minor additions) and still be considered Contributory. Table 3.1 provides a broad outline of how the integrity of a building affects the level of significance of a place within a precinct.

Table 3.1 – Integrity and level of significance within a precinct

Integrity	Comments	Level
High	<p>The building appears to be very intact externally with little change to the principal elevations (i.e. façade and side walls) – i.e. weatherboards and/or roofing iron may be original, windows and front door are original. Most if not all of other original detailing is intact. Other features that contribute to the setting of the place such as fences, garden plantings etc. may be intact.</p> <p>Note: This term may be applicable to a building where an addition/s has been made, but the form and detailing of the original section of the building remains intact.</p>	Contributory or Significant
Moderate	<p>Minor alterations have been made, but much of the original form and detailing remain intact. Where materials or detailing have been replaced, similar or ‘like for like’ materials have often been used. Where changes have been made they are often reversible - such as the replacement of windows and doors within existing openings. Where additions have been made they are sited or of such a scale that they do not overwhelm the original building – e.g. they have been made to rear or secondary elevations and do not affect the principal or primary elevations of the building or are smaller freestanding structures.</p>	Contributory
Low	<p>Major alterations or additions have been made to the building, often to the extent that the original form and style is hard to recognise. Cladding materials have been replaced using different materials. The roof has been significantly modified or removed entirely. Chimneys have been removed, windows and door have been replaced, and the form/size may also have been altered. Many of the changes are not readily reversible.</p>	Non-contributory

Conclusions

In accordance with the above definitions:

- Places of individual significance will usually have a High degree of integrity. Exceptions to this rule may include places that because of their rarity are considered to meet the threshold despite having a lower degree of integrity – this is often true of very early places, or places that have primarily archaeological values.
- The majority of places within a precinct will be assessed as ‘Contributory’ unless:

- They are a place of individual significance that has an individual citation and/or is individually listed in the HO Schedule.
- They have low integrity or are Non-contributory for other reasons.

3 PLACE REVIEW

This section provides a summary of the findings and recommendations for each place reviewed by this study. Where a place is recommended for inclusion in the heritage overlay:

- The description of the place in the HO schedule should be the Name and address of the place, except as specified below.
- The HO extent should include the whole of the place as defined by the title boundaries, except as specified below.
- Specific controls (e.g., interior controls, tree controls etc.) should not apply, except as specified below.

3.1 Beveridge

3.1 Remnant chimney, Lithgow Street

This is a small bluestone monument, which comprises a section of the original chimney from the 1865 Donnybrook and Wallan Wallan Roads Board building. The monument is situated on the south side of Lithgow Street, in the triangle of land created by that street, the Hume Freeway and the on-ramp to the Melbourne-bound carriageway of the freeway.

This place was not assessed by the 2006 Study. It was assessed in 2010 by heritage consultant Willys Keeble, who prepared the following statement of significance.

What is significant?

The hexagonal bluestone remnant chimney from the 1865 Donnybrook and Wallan Wallan Roads Board building which stood on this site.

How is it significant?

The remnant chimney is of local historical and social significance to Mitchell Shire.

Why is it significant?

The remnant chimney is historically significant as part of the Donnybrook and Wallan Wallan District Roads Board building which served as a Shire Hall until 1915 (Criteria D). It is of social significance to the community who argued for preservation of the distinctive chimney shaft as physical evidence of the former Shire and community Hall, and its original location (Criteria G).

There is a description and history for this place.

Findings and recommendations

The remnant chimney associated with the Donnybrook and Wallan Wallan Roads Board meets the threshold of local significance to Mitchell Shire for its historic and social values. Minor edits have been made to the SoS, history, and description in the Hermes database.

The remnant chimney is recommended for inclusion in the Heritage Overlay. No specific HO schedule controls are recommended. The HO should apply to the whole of the land within the area bounded by Lithgow Street, the Hume Freeway and the on-ramp to the Melbourne-bound carriageway of the freeway.

The installation of an interpretive/information sign identifying this monument and explaining its historic significance is also recommended. An assessment of the condition of the structure and the need for minor repairs is also desirable.

3.2 Broadford

3.2.1 Broadford Pre 1912 Group

This potential 'precinct' is actually a group or serial listing as defined by the VPP Practice Note. The study brief identifies the following places of potential heritage significance within this group:

- House (Castles), 42 Hamilton Street
- House (Symon's), 175 High Street
- House (Hares), 185 High Street
- Former Mill House, 206 High Street
- House (Williams), 11 McKenzie Street
- Cottage, 15 McKenzie Street
- House, 21 Murchison Street
- Houses, 8 & 12 Rupert Street
- House, 1-3 The Parade

This group as originally identified by the 2006 Study comprised 46 individual places, which are shown on a 1912 map of Broadford. The majority of the places listed in the 2006 Study are houses with several non-residential places including the Broadford Primary School, the Salvation Army Hall and the former shop at 37 Powlett Street. The places are scattered throughout Broadford township, mostly on individual sites, and some in groups of two or three on adjoining sites. The condition and integrity of the places varies.

The 2012 Review found that the places identified by the 2006 Study do have strong thematic and historic associations as a 'snap shot' of the development of Broadford in the late nineteenth and early twentieth century. However, the 2012 Review also found that some of the houses have been altered and do not justify inclusion in the HO either individually or as part of the group. In addition, the 2012 Review identified a number of houses that appear to be of pre-1912 date that were not included on the list compiled in the 2006 Study.

Consequently the 2012 Review made the following recommendations:

- Including about 6 of the houses in Pinniger (north-east side only) and Gavan streets, as well as the house at 39 High Street (corner Pinniger) and some intervening inter-war houses within a small precinct, which is recommended for inclusion in the HO.
- Including the house at 37 Powlett Street and the Salvation Army Hall in the Town Centre precinct, which is recommended for inclusion in the HO.
- Adding the former Presbyterian Manse at 26 Hamilton Street, to the Presbyterian Church (which is already in the HO) and extending the HO to include that property.
- Including the Broadford Primary School in an individual HO.

Of the remaining houses, the 2012 Review recommended that the places listed above should be the subject of further detailed assessment.

The 2012 Review did not recommend the balance of houses for further assessment as they were considered unlikely to meet the threshold of local significance due to lower integrity.

Findings and recommendations

The houses in this group meet the threshold of local significance to Mitchell Shire for their historic and architectural values both individually and as part of a group in accordance with the VPP Practice Note guidelines for Group listings.

The SoS, history, description have been revised and a comparative analysis prepared - please refer to Appendix A.

The proposed group listing includes the following houses, which are recommended for inclusion in the Heritage Overlay with a single HO number (no specific HO schedule controls are recommended):

- House, 27 Hamilton Street*
- House, 42 Hamilton Street
- House, 168 High Street*
- House, 175 High Street
- House, 185 High Street
- Former Mill House, 206 High Street
- House, 9 Jamieson Street*
- House, 11 McKenzie Street
- House, 21 Murchison Street
- House, 1-3 The Parade

The description for this place in the HO schedule is as follows:

Broadford Pre-1912 House Group

The heritage place includes the houses at 27 & 42 Hamilton Street, 168, 175, 185 & 206 High Street, 9 Jamieson St, 11 McKenzie St, 21 Murchison St and 1-3 The Parade, Broadford.

(Note: As part of the review for this study, all the houses previously identified by the 2006 Study or shown on the 1912 map were re-examined. The above list therefore includes three additional places marked with an asterisk*.)

The following houses, which are less intact, are not recommended for inclusion in the HO:

- Cottage, 15 McKenzie Street
- Houses, 8 & 12 Rupert Street

In addition:

- There are two places at 52 and 56 Ferguson Street for which further research is required. These houses do not appear on the pre 1912 residential map, but appear to be late Victorian or Federation in date and are relatively intact. Title searches and examination of the Broadford Rate Books is recommended.
- Minor updates have been made to the citation for the Pinniger Street precinct, which was assessed by the 2012 Review. A new description, comparative analysis, and addendum to the History are provided in Appendix A.

3.2.2 Bluestone culverts, High Street

The 2006 Study (Volume 3b, p.194) identified and partially assessed a nineteenth century bluestone culvert running under Kilmore-Broadford Road and situated opposite 54 Casey Crescent. It provides an incomplete statement of significance:

The bluestone culvert and gutter is aesthetically, historically and scientifically significant at a LOCAL level.

There is a brief description, however, there is no history or comparative analysis.

During the fieldwork for this study a second, similar, culvert was identified under High Street, about 180 metres to the south-west of Pinniger Street.

Findings and recommendations

These two bluestone culverts meet the threshold of local significance to Mitchell Shire for their historic, technical and architectural values.

A new SoS, history, description and comparative analysis have been prepared - please refer to Appendix A.

The two, bluestone culverts are recommended for inclusion in the Heritage Overlay with the appropriate extent of the HO as shown hatched on the following plans. No specific HO schedule controls are recommended.



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Bluestone culvert south of the intersection with Casey Crescent and north of Dry Creek Road.



Bluestone culvert approximately 185 metres to the south of Pinniger Street (and south of Broadford Railway Station).

3.2.3 Brick spoon drain, High Street (outside nos. 200-206)

This is a late nineteenth century or early to mid-twentieth century brick spoon drain, which is situated on the south side of High Street, extending north from the corner of Last Street at the front of the houses from nos. 200 to 206.

This place was partially assessed by the 2006 Study (Volume 3b, p.223), which includes an incomplete statement of significance:

The brick spoon drain in High Street Broadford, is scientifically significant at a LOCAL level as it is believed to be the last remaining gutter of its type in Broadford.

There is a brief description, however, there is no history or comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic values.

A new SoS, history, description and comparative analysis have been prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay. The HO should be applied to land within the road reserve outside nos. 200 to 206-8 High Street to a depth of 5 metres from the property boundary. No specific HO schedule controls are recommended.

3.2.4 Bush Nursing Hospital (Former), 158-62 High Street

This former Bush Nursing Hospital is an inter-war building constructed of brick with a hip roof and is set within landscaped grounds at the corner of High Street and Short Street, Broadford.

This place was partially assessed by the 2006 Study (Volume 3b, p.177), which includes a statement of significance:

The former Bush Nursing Hospital, is historically and socially significant on a LOCAL level. (AHC A4). It has a long association with the provision of health services to the Broadford community as the Bush Nursing Hospital, later as the Community Health Centre, and as Broadcare.

The former Bush Nursing Hospital is socially significant on a LOCAL level (AHC G1) as it is recognised by the community as having public value and is held in high esteem for its social associations with the whole community whose family and friends received health care from this place from 1933 onwards.

Overall, the former Bush Nursing Hospital is culturally significant at a LOCAL level.

There is a brief description and history, however, there is comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, social and architectural values.

The SoS has been revised and a new history, description and comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay. No specific HO schedule controls are recommended.

3.2.5 Broadford Paper Mill, 209 High Street & 21 Last Street

This place was partially assessed by the 2006 Study (Volume 3b, p.179), which includes an incomplete statement of significance:

This is a complex site consisting of many features. It has historic and social significance at the local level. The extent and details associated with the cultural significance requires further detailed physical and historical research, and preferably a conservation management plan.

There is a brief description and history, however, there is no comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, social and aesthetic values. A new SoS, history, description and comparative analysis have been prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay with tree controls. The mapping for the weirs along the creek has not been undertaken as access to this area was discouraged.



3.2.6 Our Lady of Help of Christians Catholic Church, 2 McKenzie Street

This is a Federation Carpenter Gothic Church at the south-east corner of McKenzie Street and The Parade.

This place was partially assessed by the 2006 Study (Volume 3b, p.166), which includes a statement of significance:

Our Lady of Help of Christians, Catholic Church, Broadford, is aesthetically significant on a LOCAL level as an example of a typical late nineteenth century Victorian era Carpenter Gothic timber church building.

Our Lady of Help of Christians, Catholic Church, Broadford, is historically significant on a LOCAL level. It is of importance for its association throughout most of the twentieth century with events, developments and cultural phases which have had a significant role in the occupation and evolution of the Broadford catholic community.

Our Lady of Help of Christians, Catholic Church, Broadford is socially significant on a LOCAL level as it is recognised by the community as having public value and is held in high esteem for its social associations with the whole community whose nineteenth and twentieth century history is interwoven with the history of the place.

Overall, Our Lady of Help of Christians, Catholic Church, Broadford, is culturally significant at a LOCAL level.

There is a brief description and history, however, there is no comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, social and architectural values.

The SoS, history, description have been revised and a comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay. The HO should apply only to the northernmost lot containing the church, which is described as Allotment 34, Section 40, Township of Broadford. No specific HO schedule controls are recommended.

3.2.7 Broadford Cemetery, 77-89 Piper Street

The Broadford Cemetery is situated at the north side of Piper Street at the end of Murchison Street.

This place was partially assessed by the 2006 Study (Volume 3b, p.179), which includes an incomplete statement of significance:

The Broadford Cemetery, Piper Street, Broadford, layout, trees, entry gates and monuments, have aesthetic, historic, social and scientifically significant values at a LOCAL level.

There is a brief description and history, however, there is no comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, social and aesthetic values. The SoS, history, description have been revised and extended and a comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay with tree controls.

3.3 Kilmore**3.3.1 Beuhne Monument and Avenue of Southern Mahogany Gums, Kilmore-Broadford Road**

This place comprises a bluestone cairn on the west side of the Kilmore-Broadford Road (just to the north of the intersection with the Northern Highway) and an associated row of Southern Mahogany Gums (mostly on the east side of the road).

NOTE: The 2006 study listed the address of this place as Broadford, however, it is actually within Kilmore.

The place was assessed by the 2006 Study (Volume 3b, p.204), which includes a statement of significance:

The Beuhne Monument Cairn and Avenue of Southern Mahogany Gums, 1949, Kilmore-Broadford Road, Broadford is aesthetically significant at a LOCAL level (E1) as a cultural landscape consisting of a distinctive avenue of 55 year old Southern Mahogany Gums.

The Beuhne Monument Cairn and Avenue of Southern Mahogany Gums, 1949, Kilmore-Broadford Road, Broadford is historically significant at a LOCAL level (A4 H1) for the association with the ceremony to unveil a memorial cairn erected in honour of the late Mr Frederick Richard Beuhne. The memorial was erected by the Victorian Apiarists Association of which the late Mr Beuhne was a foundation member and formerly resided at Tooborac.

There is a description and history, however, there is no comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic and aesthetic values.

The history and description prepared for 2006 Study are generally appropriate and minor edits have been made to the Hermes record. A new SoS and brief comparative analysis have been prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay with tree controls to apply to the Mahogany Gums. The HO should apply to the monument and surrounding land within the edge of the road and the boundary of the road reserve, and the trees and land within the edge of the road and the boundary of the road reserve. The recommended HO extent is shown hatched on the following plan.



3.3.2 Bluestone gutter, Melbourne Street

This is a bluestone gutter on the east side of Melbourne Street between Foote and Bourke streets.

This place was partially assessed by the 2006 Study (Volume 3b, p.181), which includes an incomplete statement of significance:

The bluestone gutter in Melbourne Street Kilmore is the last remaining authentic example of once common infrastructure in Kilmore, and thus it is historically and scientifically significant at a LOCAL level.

There is a brief description and management recommendations, however, there is no history or comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic values.

A new SoS, history, description and comparative analysis have been prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay – the HO should apply to that part of the road reserve outside of 8 and 10 Melbourne Street to a minimum depth of 5 metres from the property boundary. No specific HO schedule controls are recommended.

3.3.3 Cork Oak, 119 (opposite) Northern Highway

This is a small Cork Oak, which is situated adjacent to the median strip between the Northern Highway and the service road serving the industrial estate. The tree is opposite the factory at 119 Northern Highway.

This place was partially assessed by the 2006 Study (Volume 3b, p.223), which includes an incomplete statement of significance:

The cork tree has historical and scientific significance as a rare and large example of this type of tree, in the shire.

There is a brief description and history, however, there is no comparative analysis.

Findings and recommendations

This tree does not meet the threshold for local significance as it is a small specimen of this tree and is not an outstanding example for aesthetic or horticultural reasons. It has no particular historic associations. It is not recommended for inclusion in the HO.

3.3.4 War Memorial Tree, Cnr. Union & Albert streets

This is a mature Eucalypt, which is situated in the road reserve at the north-east corner of Union and Albert Streets.

This place was partially assessed by the 2006 Study (Volume 3b, p.229), which includes an incomplete statement of significance:

The gum tree on the north-east corner of Union and Albert Streets, Kilmore is historically significant at a LOCAL level as a rare example in the Mitchell Shire, of a ninety year old war memorial gum tree planted in 1915 by Toc Maher on behalf of Mrs Charlie Morrissey.

There is a brief description and a history (which is based on an oral history provided by Bob Humm), however, there is no comparative analysis.

Findings and recommendations

While the majority of war memorials were usually established by local communities with the assistance of local or State government authorities some were created by individuals in honour of family members. Probably the most notable example of a 'private' war memorial is the Calder Woodburn Memorial Avenue, which comprises an avenue of trees planted between 1945 and 1949 by Mr JLF (Fen) Woodburn as a living memorial to his son Calder who lost his life in WWII (VHR H1975).

While the oral history in the 2006 Study indicates that this tree was planted as a memorial to World War I it does not tell us whom it was planted for. Research including a review of local histories and newspapers of the period (available on-line via the Trove website) has not revealed any information that corroborates this oral history.

Further research is required – contact with the original source of the oral history and the Kilmore Historical Society is recommended.

3.4 Pyalong

3.4.1 Bridge over Cameron's Creek

This is a single span bridge over Cameron's Creek on the Glenaroua-Broadford Road at Pyalong.

This place was partially assessed by the 2006 Study (Volume 3b, p.211). In 2010 heritage consultant Willy Keeble undertook a further assessment of the bridge for Mitchell Shire and prepared a statement of significance and description. However, there is no history or comparative analysis.

Findings and recommendations

Since the 2010 assessment the bridge has been significantly altered, as follows:

- The replacement of the timber decking, which has included the placement of asphalt over the new deck
- The replacement of original timber post and rail guardrails with new metal safety rails.

As a consequence of these changes the bridge does not meet the threshold of local significance due to its reduced integrity, particularly when compared to the more intact bridges at Baynton's Road, Tooborac (refer to section 3.9) and Costello's Road at Willomavin (refer to section 3.14).

Accordingly, it is not recommended for inclusion in the heritage overlay.

3.5 Seymour

3.5.1 Masonic Lodge & Moreton Bay Fig, 25 Anzac Avenue

This is an early twentieth century Masonic Temple, which is situated at the north-east corner of Anzac Avenue and Goulburn Street in Seymour. There is a large Moreton Bay Fig at the south-west corner of the property.

This place was partially assessed by the 2006 Study (Volume 3b, p.190), which includes an incomplete statement of significance:

The Masonic Lodge and Moreton Bay Fig Tree are aesthetically, socially and historically significant at a LOCAL level.

There is a brief description and history, however, there is comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, social and aesthetic values. The SoS, history, description have been revised and a comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the heritage overlay with tree controls to apply to the Moreton Bay Fig.

3.5.2 Hume & Hovell Memorial, Anzac Avenue

This is a stone obelisk, which is situated within the road reserve on the west side of Anzac Avenue opposite Webb Avenue.

This place was partially assessed by the 2006 Study (Volume 3b, p.196), which includes a statement of significance:

The Hume and Hovell Monument, Goulburn Valley Highway, Seymour is aesthetically, historically and socially significant at a LOCAL level. It was constructed during the centenary celebrations in 1924 when local shires commemorated the 1824 journey with memorial at such key sites along the route, and a number of the approximately 40 memorials so erected in Victoria.

The style harks back to that of ancient monuments in the old world. These sites were also important in consolidating the mythology of exploration and pioneering that has become a celebrated part of Australia's history at the time.

There is a comprehensive history and a brief description, however, there is no comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, social and aesthetic values. The SoS, history, and description have been revised and a comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay. No specific HO schedule controls are recommended.

The installation of an interpretive/information sign identifying this monument and explaining its historic significance is also recommended.



3.5.3 Australian Light Horse Memorial Park, horse water troughs and plaques, Goulburn Valley Highway

The Australian Light Horse Memorial Park commemorates the area's important role as a military camp since the late 19th century, and particularly during the two World Wars.

Several citations have been prepared for the park, including most recently by Willys Keeble in 2007. This last citation is fairly comprehensive and satisfactory. The citation includes the concrete horse troughs and other remains on the Goulburn Valley Highway as well as those contained within the Seymour Bushland Reserve to the east.

Findings and recommendations

The Australian Light Horse Memorial Park, together with the horse troughs and remains on the west side of the Goulburn Valley Highway and those contained within the Seymour Bushland Reserve, meets the threshold of local significance for its historic, scientific (archaeological) and social values. The place is therefore recommended for inclusion on the Heritage Overlay (no specific HO schedule controls are recommended), to the following extent (and as shown on the plan below):

- The entirety of the Australian Light Horse Memorial Park, including the Waler Paddock
- The entirety of the Seymour Bushland Park
- A parcel of land along the west side of the Goulburn Valley Highway (this parcel contains the horse water troughs and some additional foundations).



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The whole of the camp area will contain archaeological relics and deposits, but in addition to the above, a number of private properties also lie within what was the camp’s footprint. To reflect this archaeological potential, it is therefore recommended that an area be included on the VHI, which includes the above with the addition of the following:

- The entirety of the Seymour Industrial Estate
- The entirety of the Granite Hills Race Track
- The entirety of the Seymour Golf Course
- 9088, 9090, 9090a, 9092, 9094, 9096 & 9100 Goulburn Valley Highway.

3.5.4 Flood marker, cnr. Station & Wallis streets (outside no.118 Station)

This is a small granite obelisk, which is situated adjacent to the footpath at the corner of Station and Wallis Street.

This place was partially assessed by the 2006 Study (Volume 3b, p.202), which includes an incomplete statement of significance:

The granite Flood Marker commemorates the upper reaches of the all the major post settlement Seymour floods and was placed there by the Seymour Historical Society. It is aesthetically, historically and socially significant at a LOCAL level.

There is a brief description and history, however, there is no comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic and social values. The SoS, history, and description have been revised and a comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay to the extent of the marker and surrounding land to a minimum extent of 2 metres. No specific HO schedule controls are recommended.

The installation of an interpretive/information sign identifying this monument and explaining its historic significance is also recommended.

3.5.5 Seymour RSL, 2 Station Street

This is a late inter-war or early post-WWII building with Moderne styling at the corner of Station and Crawford streets.

This place was not assessed by the 2006 Study, but was included in the proposed Seymour Commercial Precinct (Vol. 5, pp. 84-103). The 2012 Review revised the boundary of the precinct to exclude this property (which was Contributory to the precinct) and adjoining Non-contributory places to the west. The 2012 Review also recommended that further assessment be carried out to determine whether the Seymour RSL is of individual local significance.

Findings and recommendations

No information was found in available primary and secondary sources (e.g. newspapers and *New Crossing Place*). Further consultation with local historical society and other interest groups is required.

3.5.6 Seymour Power House (former), 32 Victoria Street

This is an early twentieth century gabled industrial building clad in corrugated iron.

This place was not assessed by the 2006 Study, but was included in the proposed Seymour Railway Precinct (Vol. 5, pp. 274-299). The 2012 Review revised the boundary of the precinct to exclude this property, which contains the former Power House as it was not directly related to the historic development of the precinct for railway purposes. The 2012 Review also recommended that further assessment be carried out to determine whether the former Power House is of individual local significance.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic values. A SoS, history, and description and comparative analysis have prepared - please refer to Appendix A.

It is noted that the fact that design and form of this building does not explicitly reveal its original role as a power house does not diminish its significance. The panel appointed to consider submissions to Amendment C186 to the Melbourne Planning Scheme made the following comment (p.50):

We find that changes which have been made to the building do not detract from an appreciation of their original warehouse role. We also do not think it is a fair criticism that the fabric does not reveal an association with Snider and Abrahams: warehouse buildings of this kind frequently were not 'labelled' as to the firm occupying them nor did the materials produced or stored inside generally dictate the form of the building – they are a generic type of building.

The same is true of power house buildings. They were generally simply designed buildings of generic industrial appearance such as this example in Seymour.

On this basis, the place is recommended for inclusion in the Heritage Overlay. No specific HO schedule controls are recommended.

3.6 Tallarook

3.6.1 Junction Hotel (Former, also Howe's Hotel, later Abbingdon), 6 Main Road

This is nineteenth century former hotel and stables complex, which includes a domed water tank/well.

This place was partially assessed by the 2006 Study (Vol.5 pp. 300-337), as part of the Tallarook Town Precinct. There is a brief history and description for the Junction Hotel, but no statement of significance or comparative analysis.

This place is within the Tallarook township precinct, which was assessed by the 2012 and recommended for inclusion in a precinct HO. It also recommended further assessment of the former Junction Hotel and three other places, which are of potential individual significance and may require different HO controls (e.g. interior controls) to the precinct.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, and architectural/aesthetic values. The history, description have been revised and updated and a statement of significance and comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion as an individual place in the Heritage Overlay with interior controls to apply to the stables (which includes significant interior features such as the original brick paved floor) and external paint controls to apply to both buildings, and tree controls.

3.6.2 Tallarook Mechanics' Institute, 44 Main Road

This is late nineteenth century weatherboard Mechanics' Institute hall.

This place was partially assessed by the 2006 Study (Vol.5 pp. 300-337), as part of the Tallarook Town Precinct. There is a brief history and description for the Mechanics' Institute, but no statement of significance or comparative analysis.

The 2012 Review recommended inclusion of the Tallarook township precinct in a precinct HO. It also recommended further assessment of the Mechanics' Institute and three other places, which are of potential individual significance and may require different HO controls (e.g. interior controls) to the precinct.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, social, and architectural/aesthetic values. The history, description have been revised and a SoS and comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay with interior controls.

3.6.3 Anglican Church of St Stephen, 61 Main Road

This is Victorian Carpenter Gothic Church (also known as St Stephen's Anglican Church).

This place was partially assessed by the 2006 Study (Vol.5 pp. 300-337), as part of the Tallarook Town Precinct. There is a brief history and description for St Stephen's Church, but no statement of significance or comparative analysis.

The 2012 Review recommended inclusion of the Tallarook township precinct in a precinct HO.

It also recommended further assessment of St Stephen's Church and three other places, which are of potential individual significance and may require different HO controls (e.g. interior controls) to the precinct.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, social and architectural/aesthetic values. The history, description have been revised and a SoS and comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay with interior controls.

3.6.4 St Joseph's Catholic Church, 66 Main Road

This is nineteenth century church constructed of bluestone.

This place was partially assessed by the 2006 Study (Vol.5 pp. 300-337), as part of the Tallarook Town Precinct. There is a brief history and description for the St Joseph's Church, but no statement of significance or comparative analysis.

The 2012 Review recommended inclusion of the Tallarook township precinct in a precinct HO. It also recommended further assessment of St Joseph's Church and three other places, which are of potential individual significance and may require different HO controls (e.g. interior controls) to the precinct.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, social and architectural/aesthetic values. The history, description have been revised and a SoS and comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay with interior controls.



3.6.5 Tallarook-Mansfield Railway (Railway reserve, Tallarook & Trawool)

This includes the whole of the former railway reserve between Tallarook and the municipal boundary near Trawool.

This place was partially assessed by the 2006 Study (Vol.3 pp. 212-213), which provides an incomplete statement of significance:

The Tallarook to Mansfield/Alexandra Railway Reserve is of LOCAL historic, aesthetic and social significance.

There is a brief history and description, but no SoS or comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic and aesthetic values - the rail embankment and associated features, such as bridges, and the former station sites are significant as remnants of the historic landscape, marking the course of the Tallarook to Mansfield/Alexandra Railway through the countryside. An expanded history and description and a new SoS and comparative analysis have been prepared – see Appendix A.

The place is recommended for inclusion in the Heritage Overlay to the extent of the whole of the former rail reserve now included in the Goulburn Valley Rail Trail (Note: in c.2010 DPCD prepared draft planning scheme maps for Amendment C49 showing the extent of HO275 proposed to apply to the railway reserve – these appear to be generally accurate). No specific HO schedule controls are recommended.

The whole line does not possess sufficient archaeological potential to warrant inclusion on the VHI.

3.7 Tooborac

3.7.1 House and outbuildings, 200 Northern Highway

This is an altered gabled late nineteenth or early twentieth century building, originally a shop and now a residence with some timber outbuildings.

This place was partially assessed by the 2006 Study, which provided the following comment:

There is insufficient aesthetic or historical significance at this time, to recommend protection on the Shire planning scheme. Lorraine Huddle August 2005.

There is a brief description, however, there is no history or comparative analysis.

Findings and recommendations

This place does not meet the threshold for local significance as it has been considerably altered, particularly when compared to the other heritage places within Tooborac that are recommended for inclusion in the HO (e.g., Former Sugarloaf Hotel, Taringa farm complex, McIvor Inn and Merivale, and Leicester House). It is not recommended for inclusion in the HO.

3.7.2 Smith's Bridge, Baynton Road

This is single lane inter-war timber road bridge.

This place was partially assessed by the 2006 Study (Volume 3b, p.209), which includes an incomplete statement of significance:

Smith's Bridge, Baynton Road, Near Sharps Lane, Tooborac is historically and scientifically significant at a LOCAL level as a now rare form of rural bridge construction.

There is a brief description, however, there is no history or comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, technical and aesthetic values.

The SoS and description have been revised and a history and comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay. The HO should apply to the whole of the bridge structure and surrounding land to a minimum extent of 5 metres. No specific HO schedule controls are recommended.

3.7.3 McIvor Timber and Firewood Company Tramway Depot, Northern Highway and Major's Line Road

This site represents the depot at which the tramway of the McIvor Timber and Firewood Company met the main line at Tooborac.

This place was partially assessed by the 2006 Study (Volume 3b, p.209), which included a statement of significance, brief description and history. There is no comparative analysis.

Findings and recommendations

The McIvor Timber and Firewood Company Tramway Depot meets the threshold of local significance to Mitchell Shire for its historic and scientific values.

The citation, which was prepared by the 2006 study, is fairly comprehensive and satisfactory given the available information and no changes are recommended, however, the SoS has been updated to the format as recommended by the VPP Practice Note – refer to Appendix A.

The place is recommended for inclusion on the Heritage Overlay. No specific HO schedule controls are recommended. The HO extent should include the following:

- A parcel of land at the south-east corner of the Northern Highway and Major's Line Road containing the remnant buildings and associated features that demonstrate the extent of the depot, as per the below mapping.



The depot and the whole length of the tramway have been shown to contain archaeological remnants. To reflect this potential, it is recommended that the depot area described above be included on the VHI, together with the following:

- The entire footprint of the tramway, as mapped by the Light Railway Research Society of Australia.

3.8 Trawool

Please refer to section 3.6.5 for findings and recommendations for the Tallarook-Mansfield Railway.

3.8.1 Railway Bridge, Goulburn Valley Highway

This is an altered railway bridge, which appears to date from the 1950s and presumably replaced an earlier timber trestle bridge.

This place was partially assessed by the 2006 Study (Vol.3 pp. 214). There is a brief history and description, but no statement of significance or comparative analysis.

Findings and recommendations

This place does not meet the threshold of local significance as an individual place and therefore it is not recommended for inclusion in the Heritage Overlay as an individual place. However,

as it is located within the Tallarook-Mansfield Railway precinct it is recommended for inclusion in the HO as part of that precinct (refer to section 3.6.5).

3.8.2 Seymour water supply storage reservoir and diversion weir, Falls Creek Road

This comprises two granite weirs, constructed over the Trawool Creek.

This place was partially assessed by the 2006 Study (Vol.3 pp. 214), which includes a brief history of the place, but no description or comparative analysis. In 2010 heritage consultant Deb Kemp prepared a new statement of significance:

What is significant?

The Trawool Diversion Weir and Large Reservoir over Falls Creek.

How is it significant?

The Trawool Diversion Weir and Large Reservoir are of local historic, social, aesthetic and technical significance to Mitchell Shire.

Why is it significant?

Trawool Diversion Weir and large Reservoir is of local historic and social significance as it provides tangible evidence of the development of the Seymour during the early 20th century.

It is of historic significance as it became a source of water for Seymour. [HERCON criteria A & G]

Trawool Diversion Weir and large Reservoir is of aesthetic significance as the use of granite used in the weir walls provides a fine aesthetic feature in the landscape. [HERCON criteria D]

The construction of the Trawool Diversion Weir and large Reservoir demonstrate technical significance. [HERCON criteria E]

There is a brief history and description, but no comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, technical and architectural/aesthetic values. A new history, description have been prepared and the SoS has been updated - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay. No specific HO schedule controls are recommended. The HO extent should be in accordance with the draft HO map prepared c.2010 by DPCD for Amendment C49 that shows the location of proposed heritage places in the Trawool district (the reservoir was shown as HO268).

3.9 Tyaak Cemetery

This is a small rural cemetery.

This place was partially assessed by the 2006 Study (Volume 3b, p.173), which includes an incomplete statement of significance:

The Tyaak Cemetery is aesthetically, historically, socially and scientifically significant at a LOCAL level.

There is a history and a brief description, however, there is no comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, social and aesthetic values. The SoS, history, description have been revised and a comparative analysis prepared - please refer to Appendix A. The recommendation for the preparation of a Conservation Management Plan has been deleted, as this is not considered to be essential for the management of this place.

The place is recommended for inclusion in the Heritage Overlay, which should apply to the whole of the cemetery site, which is Allotment 145W Parish of Broadford (The whole of the site is zoned PUZ5 and the HO should apply to the same). No specific HO schedule controls are recommended.

3.10 Wallan

3.10.1 Our Lady of the Way Catholic Church, 143-9 Bentinck Street

This is a mid twentieth century Carpenter Gothic Church.

This place was partially assessed by the 2006 Study (Volume 3b, p.200), which includes an incomplete statement of significance:

The timber Catholic Church, Wallan, is aesthetically, historically and socially significant at a LOCAL level.

There is a brief description, however, there is no history or comparative analysis.

Findings and recommendations

This place does not the threshold of local significance to Mitchell Shire. Research revealed that the church building was moved to this site in 1970 from Graytown near Heathcote and further alterations were carried out. As a relatively recent building it does not meet the threshold of local significance.

Accordingly, this place is not recommended for inclusion in the Heritage Overlay.

3.10.2 Wallan Cemetery, 148 Queen Street

This is the cemetery for the township of Wallan. It contains graves dating from the mid nineteenth century to the present day. However, the fencing, signage and plantings all appear to date from the late twentieth century.

This place was partially assessed by the 2006 Study (Volume 3b, p.225), which includes a statement of significance:

The Wallan Cemetery, Queen Street, Wallan is aesthetically significant at a LOCAL level (AHC Criterion D2, E1, F1) as it demonstrates a cultural landscape containing the design characteristics of a country cemetery, which commenced from 1857, including the layout, with associated funerary structures and historic trees.

The Wallan Cemetery, Queen Street, Wallan, is historically and socially significant on a local level (AHC criteria A4, H1, C2, G1). It is strongly associated with the continual development and community of the town and district of Wallan from 1857 up to and including 2005, a period of 148 years. Typical of country towns the names in the list of burials include early pioneers and settlers and multiple generations of families who settled in the region.

The Wallan Cemetery, Queen Street, Wallan is scientifically significant on a LOCAL level (AHC criteria F.1) for the numerous examples of the technical skills and materials dating from c.1857.

There is a history and brief description, however, there is no comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic and social values.

The SoS, history and description have been revised and a comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay. No specific HO schedule controls are recommended.

3.11 Wandong

3.11.1 House, 32 Wandong Avenue

The 2006 Study identified this house as a contributory place in the Wandong Precinct. The Wandong precinct was reviewed by Context in 2013 and reduced in size. This house was one of three in Wandong outside of the boundary of the revised precinct recommended for further assessment.

Findings and recommendations

This place does not meet the threshold of local significance to Mitchell Shire as it does not possess sufficient architectural or historic value when compared with other houses in Wandong. It is similar to 19 Wandong Avenue that was not recommended for assessment as part of the 2006 Study, It is not recommended for inclusion in the HO.

A history and description has been prepared and will be entered into the HERMES database.

3.11.2 House (former hall?), 10/10A Dry Creek Crescent

The 2006 Study identified this house as a contributory place in the Wandong Precinct. The Wandong precinct was reviewed by Context in 2012 and reduced in size. This house was one of three in Wandong outside of the boundary of the revised precinct recommended for further assessment.

Findings and recommendations

This place may meet the threshold of local significance as an individual place. Although the place has been altered it may have interesting origins that have not yet been confirmed. Further assessment is required to clarify whether the original part is a converted and re-located school or hall.

3.11.3 House, 21 Dry Creek Crescent

This Place was not included in the Wandong Precinct as assessed by the 2006 Study. It was identified by Context Pty Ltd as place of potential heritage significance in the 2013 Review of the Wandong precinct.

Findings and recommendations

This place does not meet the threshold of local significance to Mitchell Shire, as it is similar to, but less intact than 11 and 13 Rail Street, Wandong. Whilst retaining some of its architectural features it has also had a large number of alterations. It is not recommended for inclusion in the HO.

A history and description has been prepared and will be entered into the HERMES database.

3.12 Willomavin

3.12.1 Bridge, Costello's Road

This is a timber single lane inter-war road bridge.

This place was partially assessed by the 2006 Study (Volume 3b, p.213), and reviewed in 2010 by heritage consultant, Willys Keeble who prepared a new statement of significance:

What is significant?

Costello's Road Bridge, Costello's Rd. Willowmavin is a timber road bridge over Kilmore Creek built in the nineteenth or early twentieth century. Its original log abutments and two tall mid-creek trestles are significant although altered with steel ties and plates. The modern decking and steel guard rails are not significant.

How is it significant?

Costello's Road bridge is of local social, historic and technical significance to Mitchell Shire

Why is it significant?

Costello's Road Bridge, Costello's Rd. Willowmavin, provides tangible evidence as to the development of early infrastructure at creek crossings in the Willowmavin district and Mitchell Shire. (Criteria A and G)

It is of technical and historic significance for its relatively intact log substructure which demonstrates typical early design principles for log bridges crossing deep creek beds. (Criterion D)

There is a brief description, however, there is no history or comparative analysis.

Findings and recommendations

This place meets the threshold of local significance to Mitchell Shire for its historic, technical and aesthetic values.

The SoS and description have been edited and a history and comparative analysis prepared - please refer to Appendix A.

The place is recommended for inclusion in the Heritage Overlay. The HO should apply to the whole of the bridge structure and surrounding land to a minimum extent of 5 metres. No specific HO schedule controls are recommended.

REFERENCES

- Amendment C186 to the Melbourne Planning Scheme. Report of the Panel.* 11 July 2012
- Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (the Burra Charter) (1999)
- Context Pty Ltd (2012) *Mitchell Shire Heritage Amendment – Review of heritage precincts*
- Lorraine Huddle Pty Ltd (2006) *Mitchell Shire Stage Two Heritage Study 2006 (Volumes 1-5)*
- Department of Sustainability and Environment, (2012) VPP Practice Note. *Applying the Heritage Overlay*
- Department of Sustainability and Environment, (1999) VPP Practice Note. *Format of Municipal Strategic Statements*
- Department of Sustainability and Environment, (1999) VPP Practice Note. *Writing a Local Planning Policy*
- Review of Heritage Provisions in Planning Schemes. Advisory Committee Report* (August 2007)

GLOSSARY

Cultural significance	<p><i>Cultural significance</i> means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.</p> <p>Cultural significance is embodied in the <i>place</i> itself, its <i>fabric, setting, use associations, meanings, records, related places</i> and <i>related objects</i>.</p>
Place	<p><i>Place</i> means site, area, land, landscape, building or other work, group of buildings or other work, and may include components, contents, spaces and views.</p>
Conservation	<p><i>Conservation</i> means all the processes of looking after a place so as to retain its <i>cultural significance</i>.</p>
Burra Charter	<p>The <i>Burra Charter</i> is the short name given to the <i>Australia ICOMOS Charter for the Conservation of Places of Cultural Significance</i>, which was developed by Australia ICOMOS at a meeting in 1979 in the historic South Australian mining town of Burra. It is now widely accepted as the basis for cultural heritage management in Australia.</p> <p>The Burra Charter may be applied to a wide range of places - an archaeological site, a town, building or landscape and defines various terms and identifies principles and procedures that must be observed in conservation work.</p> <p>Although the Burra Charter was drafted by heritage professionals, anyone involved in the care of heritage items and places may use it to guide conservation policy and practice.</p>
ICOMOS	<p><i>ICOMOS</i> (International Council on Monuments and Sites) is a non-governmental professional organisation formed in 1965. ICOMOS is primarily concerned with the philosophy, terminology, methodology and techniques of cultural heritage conservation and is closely linked to UNESCO.</p>
Hermes/VHD	<p>Hermes is the short name for the Victorian Heritage Database, which is managed by Heritage Victoria. It contains the place records for heritage precincts and places in Mitchell Shire including those assessed by the <i>Mitchell Shire Stage Two Heritage Study 2006</i>.</p>
Post contact	<p><i>Post-contact</i> means the period after first contact between indigenous and non-indigenous (sometimes referred to as 'European') individuals or communities.</p>
HERCON criteria	<p>The <i>HERCON criteria</i> are used to assess whether a place has significant cultural heritage values. A list is provided in Appendix D.</p>

APPENDIX A – HERMES UPDATES

BROADFORD

Broadford Pre-1912 Group

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

5. *Building towns*; 5.3 *Housing*

Broadford

The township of Broadford is situated on land that was part of the Mount Piper pastoral run first held by Col. Henry John White in 1840. The town was surveyed and gazetted in 1854, after which quarter acre town allotments were sold for £2 each. Although the original Melbourne to Sydney track did not go through Broadford, by the 1850s, the mail coaches were using the shorter route from Kilmore through Broadford (Huddle, 2006:59-65).

Broadford developed around the farmers' market and the Sunday Creek Inn, which catered for travelers. The town grew steadily after gold was discovered nearby at Reedy Creek in 1857. In 1861 there were 29 dwellings and the population was 114 and by 1868, Bailliere's Victorian Directory described Broadford as a postal township with a police station and 'Cobb's Office' at the Sunday Creek Hotel. In addition to a number of farmers and labourers, a variety of occupations, trades and businesses were listed (Huddle, 2006:59-65).

As the township grew the Broadford District Road Board was proclaimed in 1869. The board's seven elected members first met at the Sunday Creek Inn and they included Donald Ferguson, former owner of the inn, James Maxfield, flourmiller, and Henry Philbrick, a tannery proprietor. The Broadford Shire Council was proclaimed in December 1874 (Huddle, 2006:59-65).

Primary production was an important activity with wool, wheat, timber and produce being the main commodities. Two other industries, the tannery and the flour mill, also contributed to the growth of Broadford in the nineteenth century.

In 1862 James Maxfield erected what was "considered to be a large flour mill for its time" on the Sunday Creek at Broadford. It was a water-powered mill that cost approximately six thousand pounds to build and was located near the site of the present Australian Paper Manufacturers' mill. At the opposite end of the town, Henry Philbrick opened a tannery near the Dry Creek Bridge on the Sydney Road in 1868 (Huddle, 2006:59-65).

The opening of the North-eastern railway from Melbourne to Seymour by 1872 contributed to the growth of the town and no doubt influenced the decision of the Lloyd brothers, Charles Edward and Leonard Richard, to purchase and expand Philbrick's tannery in 1872. The tannery provided housing for its workers and these residences would have been located near the western end of the town. (Huddle, 2006:59-65).

By 1879 the flour mill was no longer operating however it provided a site for a another mill, originally producing strawboard, which opened on this site in 1890. This mill, which would later become known as the Australian Paper Manufacturers' mill was the major contributor to the development of Broadford for most of the twentieth century (Huddle, 2006:59-65).

The original mill burnt down in 1911, but was re-built and re-opened just six months later with innovations such as the use of electricity powered by three steam generators - surplus electricity was supplied to the town of Broadford until the Second World War. Production

doubled during the First World War when the Mill's products were in high demand. Prosperity at the Mill continued after the War, as Rule (1990:31) notes:

In the decade after the war change was in the air. And, for a while in the 'roaring twenties' prosperity seemed assured as industries the world over set out to manufacture and sell goods which had been denied people in wartime. The Australian papermaking industry grew more sophisticated, and looked for economies of scale.

By 1901 Broadford boasted 107 dwellings and a population of 250 and a 1912 Residential Map of Broadford shows three concentrated areas of development: the section to the east of Sunday Creek closer to the flour mill and later paper mill; the section west of the creek and south of the railway station; and the section north of the railway line centred around the High Street and the Market Place (Huddle, 2006:59-65). As the mill expanded, so did Broadford with many new houses being constructed as mill production peaked in the 1920s and again in the 1950s, filling in many of the vacant areas shown in the 1912 map. After recording no increase between 1900 and 1910 the population of Broadford more than doubled to 650 by 1920 and 800 by 1930 (VMD).

[Note: This is an edited version of the Broadford Commercial Town Centre Precinct history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Stage Two Heritage Study 2006* with additional research by David Helms]

Precinct history

This group listing contains 10 houses shown on a 1912 residential map of Broadford, as follows:

- House, 27 Hamilton Street. The exact date of this house is not known, but it appears to date from c.1895. It could be one of houses built in 1891 that were described in a local newspaper report:

In Hamilton street ... there are at present no less than three new dwelling-houses in course of erection, namely one for Mr. Dixon ... another is being built by Cr. McKenzie on the next block to where this office stands, as a residence for Mr W. Seccombe, editor of THE COURIER, while a third is in building for Mr. George Calrk [sic] further down the street.

This house appears on a 1912 residential map of Broadford but the name of the occupier is illegible.

- House, 42 Hamilton Street. The exact date of this house is not known, but it was possibly constructed c.1885 for (and possibly by) John Bidstrup, a carpenter, who purchased the property in 1881. Bidstrup had acquired the property from Mary Aitken who had purchased it from the Crown Grantee in 1880 (Land Victoria 1). A 1912 residential map of Broadford shows this house occupied by 'Ellis Castle'.
- House, 168 High Street. The exact date of this house is not know, but it appears to date from c.1895. In 1893 this property (and three adjoining lots to the rear facing Street) was owned by a local doctor, George Skinner. William Skinner, a chemist, was owner from 1894-8 before it was transferred back to George. In 1907 the High Street allotment was transferred to Mary Brown, who acquired the balance of the land by 1921 (Land Victoria 7). This is one of several houses in this section of High Street shown on a 1912 residential map of Broadford and it is difficult to identify the occupier at that time.
- House, 175 High Street. The exact date of this house is not known. The owner in 1908 was Sarah Siebler of Broadford (Land Victoria 2). This is one of several houses in this section of High Street shown on a 1912 residential map of Broadford and it is difficult to identify the occupier at that time.
- House, 185 High Street. The exact date of this house is not known but it was possibly constructed c.1890 for Charles Ross who obtained the Crown Grant in December 1889. In 1912 the Hore family were the occupiers – they became owners of the property in the

following year (Huddle, 2006; Land Victoria 3). A 1912 residential map of Broadford shows this house occupied by 'Hoare', presumably a misspelling.

- Former Mill House, 206 High Street. The exact date of this house is not known, but it was possibly built c.1890 for James Macdougall and used as a residence by senior Paper Mill employees. The present house site forms part of 13 acres of land on the south side of Sydney Road that Macdougall acquired in April 1890, the same year that he established the paper mill on a site directly opposite. Almost immediately he took out a mortgage over the property, which may have been to finance construction of this house. The first resident may have been his son Duncan who was the first manager of the Mill from its 1890 opening until he left for England in 1896. That same year James Macdougall sold off most of the land (excluding this house site) to the Australian Paper Mills Company who had acquired the Mill from McDougall. In 1900 this house site and surrounding land (containing the present day 206-08, 210, 212 & 214 High Street) was sold to Jessie Corney, presumably the wife of Mr Corney who was the manager of Mill from 1896 to 1924. After Jessie Corney's death in 1902 the land was eventually transferred by 1917 to the Australian Paper Mills Company (*Broadford Courier & Reedy Creek Times*, Land Victoria 4)

Another resident of this house was Mr. James Pemberton and his wife Catherine. A 1912 residential map of Broadford shows this house occupied by Pemberton, while Mr Corney occupied the house directly opposite, that was adjacent to the mill complex. James Pemberton was the Chief Engineer at the paper mill and in 1924 became the mill manager, succeeding Mr Corney in the role. He was also a long term Shire Councillor and served a term as President (*Kilmore Free Press*, Huddle, 2006:38).

- House, 9 Jamieson Street. The exact date of this house is not known, but it appears to date from c.1900. A 1912 residential map of Broadford shows this house occupied by 'J. Foster'.
- House, 11 McKenzie Street. The exact date of this house is not known. John Parker, a labourer of Broadford obtained the Crown Grant in 1888. In 1891 the land was transferred to James Miller, an engine driver of Broadford. About a year later in February 1892 Miller took out a mortgage, which possibly financed the construction of this house. In 1899 John Parker reacquired the property and following his death in January 1912 it was transferred to his widow, Catherine, whose address was given as McKenzie Street (Land Victoria 5). A 1912 residential map of Broadford shows this house occupied by 'Parker'.
- House, 21 Murchison Street. The exact date of this house is not known, but it was reputedly moved to this site on a bullock wagon prior to 1912 (BDHS). The house can be seen in a c.1914 image in *Broadford. A regional history* (facing p.44). The Crown Grant for this property was made to John Davis in 1896. After several changes of ownership, Thomas Tresize of Broadford was owner by 1909 (Land Victoria 6). A 1912 residential map of Broadford shows this house occupied by 'Tersize', presumably a misspelling.
- House, 1-3 The Parade. The exact date of this house is not known, but it appears to date from c.1900 or earlier. A 1912 residential map of Broadford shows this house occupied by 'Clarke'.

Sources

Broadford & District Historical Society (BDHS) cited in Lorraine Huddle Pty Ltd, *Mitchell Shire Stage Two Heritage Study 2006, Volume 4 of 5*, p.309

Fletcher, B.J., *Broadford. A regional history*, Kilmore, 1975

Kilmore Free Press, 22 May 1924

Land Victoria 1 – Vol. 1301 Fol. 163, Vol. 1217 Fol. 301

Land Victoria 2 - Vol. 3255 Fol. 818

Land Victoria 3 - Vol. 1301 Fol. 163

Land Victoria 4 - Vol. 1650 Fol. 927, Vol. 2774 Fol. 749

Land Victoria 5 - Vol. 2089 Fol. 618

Land Victoria 6 - Vol. 2632 Fol. 300

Land Victoria 7 - Vol. 2473 Fol. 570

Lorraine Huddle Pty Ltd, *Mitchell Shire Stage Two Heritage Study 2006, Volume 4 of 5*, 'Broadford Pre 1912 Group Citation', pp.29-57

Broadford Courier & Reedy Creek Times, 19 June 1896, p.2 'Farewell to Mr. D. Macdougall'

Residential map of Broadford Victoria. December 1912. Johnston & Moody High Street Broadford, original copy held by Broadford Historical Society

Rule, Andrew (ed.), *Through the mill. A history of facts, figures, fancies and photographs to mark the centenary of the Broadford Mill 1890-1990*, 1990

Victorian Municipal Directory (VMD), entries for Broadford, 1900, 1910, 1920, 1930

Description

The Broadford Pre-1912 group comprises several houses that appeared on a 1912 residential map of Broadford – i.e., they were constructed prior to 1912. The majority of the houses in this group are in the eastern portion of the town between Sunday Creek and the Paper Mill, with one example at 42 Ferguson Street.

The houses in the group are typical of the early housing in Broadford, which was modest in scale and almost exclusively comprised two basic types – the symmetrical double fronted house with M-hipped roof or the simple double fronted cottage with single or multiple transverse gable roofs. The majority of houses are timber – only four pre-1912 brick examples have been identified and two of those are within this group (the other two are 29 Gavan Street, which is within the Pinniger Street precinct, and 8 Rupert Street, which has been altered and has not been assessed further).

The houses, which all date from the late Victorian or Federation period generally have symmetrical facades and verandahs to the main elevation and simple M-hip or gable roofs with a pitch of between 25-33 degrees.

The alignment of houses, which are detached, is parallel to the allotment boundaries and there are front and side setbacks. The houses are of modest scale; all are single storey with gable or hipped roofs. Most are constructed of weatherboard with galvanised roofs and brick chimneys, while there are some rare examples of brick construction. Windows are predominantly double hung timber frames.

The majority of the houses have limited decorative detailing, although some examples show the Italianate influence, as described below.

The houses are:

House, 27 Hamilton Street.

This is a simple double-fronted timber house with a M-hip roof and a separate skillion verandah with cast iron frieze. The symmetrical façade has a front door flanked by double hung sash windows. There is one corbelled bi-chromatic brick chimneys. The house appears to be in good condition and has a relatively high degree of external integrity. It compares to 21 Murchison Street.

House, 42 Hamilton Street.

This is a simple double-fronted gabled cottage with a rear skillion and a rear section under a separate gabled roof (service areas such as kitchens were often located in separate buildings in early houses). There are three tall brick chimneys, two with decorative detailing (the detailing is similar to 42 Hamilton Street). The front skillion verandah may not be original or may have

been reconstructed based on an original design. The cottage appears to be in good condition and has a relatively high degree of external integrity. It compares to 1-3 The Parade.

House, 168 High Street.

This is a symmetrical, double-fronted late Victorian timber house with a M-hip roof. The ashlar boards to the front elevation demonstrate the Italianate influence upon house design in the late nineteenth century and this is the only known example in Broadford. Original detailing includes the tripartite windows to the main elevation (double hung windows elsewhere), the front door arrangement (door may not be original) with sidelights and toplight, paired eaves brackets separated by diamond moulds and one bi-chromatic brick chimneys. The house appears to be in fair condition. The main change has been the replacement of the front verandah.

House, 175 High Street.

This is a relatively large (for Broadford) symmetrical, double-fronted late Victorian bi-chromatic brick house with a M-hip roof, which is attached to a gable-fronted brick former shop. Original detailing includes the tripartite windows to the main elevation (double hung windows elsewhere), a slightly recessed front door (door may not be original) with sidelights and toplight, paired eaves brackets separated by diamond moulds and bi-chromatic brick chimneys (one with pots). It compares to No.175 High Street. The shop front (which has been altered or reconstructed) has a high parapet concealing the gable end, timber framed shop windows and a recessed front door. The house style compares to 185 High Street.

House, 185 High Street

This is a relatively large (for Broadford) symmetrical, double-fronted late Victorian bi-chromatic brick house with a M-hip roof clad in slate (the only slate roof in Broadford) in two sections – a main roof and a lower section at the rear. Apart from the removal of the front verandah the house is very intact. Original detailing includes the tripartite windows to the main elevation (double hung windows elsewhere), front door with sidelights and highlight, eaves brackets and rendered or brick chimneys (one with pots). It compares to No.175 High Street.

Former Mill House, 206 High Street

This is a late Victorian/Federation timber house, asymmetrical in plan with a hip roof and projecting bay. There is a separate skillion verandah and one corbelled brick chimney. The window to the projecting bay has been replaced with a semi-circular window in the inter-war period. It is situated on a large allotment with a deep front setback.

House, 9 Jamieson Street

This is a double-fronted late Victorian/Federation timber house with a M-hip roof (with a secondary hip at the rear) and a separate skillion verandah. Original features include the double hung sash windows and a corbelled brick chimney to one side and another at the rear. The house appears to be in good condition and has a relatively high degree of external integrity.

House, 11 McKenzie Street

This is a double fronted brick house with a high hip roof and a separate verandah, which returns on one side (and may have been rebuilt or extended). Unlike the other houses it has a deep setback from the front and side boundaries. It appears to be in good condition and has a relatively high degree of external integrity.

House, 21 Murchison Street

This is a double-fronted late Victorian/Federation timber house with a M-hip roof with a rear skillion and a separate skillion verandah with cast-iron frieze. Original decoration includes eaves brackets separated by rectangular mouldings and a corbelled brick chimney. The house appears to be in good condition and has a relatively high degree of external integrity. It compares to 27 Hamilton Street.

House, 1-3 The Parade

This is a simple double-fronted gabled cottage with a rear skillion. It is attached to rear fibro-cement clad building with a gabled and skillion roof. There is one internal brick chimney with

decorative detailing (the detailing is similar to the chimneys at 1-3 The Parade). The front skillion verandah may not be original or may have been reconstructed based on an original design. The cottage appears to be in good condition and has a relatively high degree of external integrity. It compares to 42 Hamilton Street.

Comparative analysis

An historic 1912 map of Broadford shows the extant buildings at that time, including houses. Investigation by the *Mitchell Shire Stage Two Heritage Study 2006* and the *Mitchell Shire Heritage Amendment. Review of heritage precincts 2012* identified approximately 50 surviving examples of houses shown on the 1912 map. Of these, the 2012 Study recommended that about 6-8 houses be included in either the Town Centre precinct or a new precinct in Pinniger Street. The remaining houses that are within this group were recommended for further analysis, while the balance of houses was found not to meet the threshold of local significance because they are less intact.

Early housing in Broadford was typically modest and was almost exclusively comprised of two basic types – the symmetrical double fronted house with M-hipped roof or the double fronted cottage with single or multiple transverse gable roofs. The majority of houses were constructed of weatherboards – only four pre-1912 brick examples have been identified.

The condition and integrity of the surviving pre-1912 houses varies and it appears that none survive completely intact. Typical changes include:

- Removal and/or alteration, replacement or reconstruction of the front verandah. Few original front verandahs (29 Gavan St and 23 Murchison St, for example, appear to have original or early verandahs) survive although some have been rebuilt in a sympathetic manner.
- Replacement of windows
- Removal of chimneys.

The houses proposed for inclusion in this group listing are the most intact surviving examples. Generally speaking, the overall form and main façade of the house remains relatively intact including the windows and entrance doorway, and they retain other original features and detailing including chimneys. External cladding and roof/verandah materials are intact or sympathetically replaced. As noted above, few houses retain original verandahs and in one case it has been removed entirely – this is 185 High Street, which is included as it is otherwise a very intact and rare example of a bi-chromatic brick house.

The places that have been excluded are more altered. Typically, the façade is less intact and does not retain original windows, chimneys have been removed, and external cladding/roof materials changed.

Statement of significance

What is significant?

The Broadford Pre-1912 Houses Group comprises several houses and one former shop throughout Broadford that were constructed in the late nineteenth or early twentieth century and are shown on a map produced in 1912 showing the extent of development at that time. The places/elements that contribute to the significance of the precinct are:

- The houses at 27 Hamilton Street, 42 Hamilton Street (excluding the rear fibro-cement clad section), 168, 185 & 206 High Street, 9 Jamieson Street, 11 McKenzie Street, 21 Murchison Street, and 1-3 The Parade (including the rear gabled section).
- The house and former shop at 175 High Street.
- Original form, detailing, materials that illustrate the style/era of each building.

The following elements are not significant:

- Post-World War Two alterations and additions to the houses including the fibro cement section at the rear of 42 Hamilton Street
- Front and side fencing.
- Post-World War Two outbuildings and structures on any site.

How is it significant?

The Broadford Pre-1912 Houses Group is of local historic and architectural significance to Mitchell Shire.

Why is it significant?

The houses are historically significant as tangible evidence of an early phase in the growth of Broadford by the early twentieth century, and particularly in the eastern section of the town, which was associated with the opening of the railway and the establishment and development of key industries, particularly the Paper Mill. As a group, they illustrate the extent of development within Broadford township at that time and the scattered pattern of the houses is typical of the ad-hoc development of country towns. (Criterion A)

The house at 206 High Street is historically significant for its associations with the establishment of the Broadford Paper Mill and for its long term use as a residence by senior employees of the company. (Criterion H).

Architecturally, the houses are representative of the modest housing erected in Broadford prior to World War I. (Criterion D)

Broadford Pinniger Street

History

Precinct history

This is a residential area comprising detached housing on large allotments. The Contributory houses within the precinct date from the late nineteenth to early twentieth century. The houses built prior to 1912 (and shown on a 1912 residential plan of Broadford) include 29 Gavan Street, and 17, 24, 25, 27, 29 & 31 Pinniger Street. The houses at 21 and 28 Pinniger Street were built during the expansion of Broadford in the inter-war period.

Description

The Pinniger Street precinct is a residential area, which contains houses that are characteristic of their late nineteenth and early to mid-twentieth century origins and development. As such, the precinct illustrates a key phase of development in Broadford that is associated with the opening of the railway and the establishment and development of key industries, particularly the APM Mill, as noted in the History.

The precinct has a rectangular allotment pattern. The alignment of houses, which are detached, is parallel to the allotment boundaries and there are generous and consistent front and side setbacks. The houses are of modest scale; all are single storey with gable or hipped roofs with a pitch of between 25-33 degrees. Most are constructed of weatherboard with galvanised roofs and brick chimneys, while there are some rare examples of brick construction. Windows are predominantly double hung timber frames.

There is a variety of styles ranging from Victorian cottages to inter-war bungalows. Victorian or Federation era houses (e.g. 17, 24, 25, 27, 29 & 31 Pinniger St and 29 Gavan St) generally have symmetrical facades and verandahs to the main elevation and simple M-hip or gable roofs. Edwardian and Inter-war era houses (e.g. 21 & 28 Pinniger St) are often asymmetrical in plan with more complex hip and gable roofs.

Comparative analysis

An historic 1912 map of Broadford shows the extant buildings at that time, including houses. Investigation by the *Mitchell Shire Stage Two Heritage Study 2006* and the *Mitchell Shire Heritage Amendment. Review of heritage precincts 2012* identified approximately 50 surviving examples of houses shown on the 1912 map.

Although located throughout the township, there are three distinct clusters - the somewhat scattered group between Sunday Creek and the APM Mill, and the two more concentrated groups, which form distinct sub-precincts; one to the north of the town centre and the other to the south of the railway line.

Of the concentrated groups, the group to the north of the railway line includes a number of houses extending along Pinniger Street north from High Street and adjoining properties in Gavan Street, while the group to the south of the railway line includes five houses in Hamilton and Ferguson streets.

Each sub-precinct comprises houses that are characteristic of their late nineteenth and early to mid-twentieth century origins and development. As such, they illustrate a key phase of development in Broadford that is associated with the opening of the railway and the establishment and development of key industries, particularly the APM Mill, as noted in the History.

Comparatively, the Pinniger Street Group is considered to be the best representative contiguous Pre-1912 residential precinct within Broadford. The contributory houses within the precinct compare with the houses within the Broadford Pre-1912 House Group.

Bluestone culverts, High Street

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

3. Linking communities; 3.1 Moving goods and people, and distributing information, 3.1.1 The roads and post offices

History of Sydney Road/Hume Highway

The development of the early road network was of vital importance to the early settlement of Mitchell Shire, particularly in the before the construction of the railway network, which did not commence until the early 1870s. The importance of roads was reflected in the creation of Roads Boards in the mid-nineteenth century that were the forerunners of local government authorities. As the name suggests, they were primarily concerned with the management and maintenance of the early road network.

The Broadford District Roads Board was proclaimed in 1869. The board's seven elected members first met at the Sunday Creek Inn and they included Donald Ferguson, former owner of the inn, James Maxfield, flourmiller, and Henry Philbrick, a tannery proprietor. The Broadford Shire Council was proclaimed in December 1874 (Huddle, 2006:59-65).

The Kilmore-Broadford Road was once part of the Hume Highway, formerly known as the Sydney Road, which was proclaimed as a State Highway in 1925. The highway was named in honour of Hamilton Hume and broadly followed the route established by Hume and Hovell on their pioneering journey in 1824 to investigate a route from New South Wales to Port Phillip. Another track known as the Major's Line, which followed the route used by Major Mitchell in his 1836 exploration of the Port Phillip district was for some years a more popular alternative although it gradually fell from favour (Anderson, 1994:215-9).

The Sydney Road like most early tracks was merely a 'general course' along which 'travelers had many choices of track' and the biggest danger in the early days was the multitude of creek and

river crossings. During the period 1837-8 improvements to the route were carried out under the direction of Assistant Surveyor General Perry and from that point onwards the track 'gradually developed into something that resembled an established route'. By the 1840s the route was close to that of the present day Hume Highway and by 1850 was recognizable as a road for most of its length (Anderson, 1994:215-9). However, while the Sydney Road was 'passable during spring and summer' in winter it was a 'quagmire full of "bogs, gluepots and stiff pinches' (Tucker, 1988:66).

In 1852 a Committee of the Legislative Council, which was appointed to inquire into the condition of the roads and bridges of Victoria recommended the construction of the Wodonga to Melbourne Road, via Kilmore, and the appointment of a Central Roads Board. These recommendations were given effect in 1853 and improvements to the Sydney Road and other key roads in Victoria began soon after (Anderson, 1994:16-21).

The Central Road Board was, however, abolished just four years later in 1857 and following that date the responsibility for the construction and maintenance of main roads was placed in the hands of local government authorities – first the District Road Boards and then Shire Councils. There was also a sharp decline in funds made available for road construction, particularly as funds were directed to railway construction (Anderson, 1994:16-21). Anderson (1994:20-21) concludes that:

In the period between the dissolution of the Central Road Board in 1857 and the creation of the Country Roads Board in 1913 Victorian roads steadily deteriorated.

Despite being one of the main roads in the State the Sydney Road was also at the mercy of local Councils who 'generally grudged spending any money on a road used primarily by 'foreigners' from outside the shire' (Anderson, 1994:217). The poor condition and piecemeal approach to the construction and maintenance of the Sydney was discussed in the First Annual Report of the Country Roads Board after its formation in 1913:

There appears to be a general impression that this road was well constructed by the Government throughout its entire length of 187 miles before the establishment of local government institutions, and since then has been allowed to deteriorate. This impression is correct only to a certain extent ... Grants were apparently made from time to time for the construction of disconnected sections which had become unfit for traffic. That this was so is evident, as there are comparatively short sections of substantially formed and pitched roadway, with massive bluestone or granite bridges and culverts, while between these sections there are long stretches that have apparently been merely cleared of timber ... The best section of the road is between Melbourne and Tallarook, which will only require maintaining ...

The Board declared Sydney Road a Main Road in 1914 and a State Highway a decade later. In 1928 Victoria and New South Wales agreed on naming the highway after Hamilton Hume. By 1940 it was claimed that a 'dustless paved surface' had been achieved along the length of the Hume. In the 1960s work began to upgrade the road to freeway status and subsequent works saw the highway realigned to bypass all of the towns along the route. The first major realignment, bypassing the towns of Wallan, Kilmore and Broadford was commenced in 1969 and completed in 1976 (Anderson, 1994:215-9).

Place history

The exact date of these bluestone culverts is not known, but it is possible that they date from as early as the late 1850s or early 1860s when the first major improvements were made to the Sydney Road near Broadford.

As early as May 1857 the Central Road Board invited tenders for constructing ten chains of the Sydney Road near Broadford (*The Argus*, 13 May 1857, p.3). Another notice in September 1859 invited tenders for making a further 119 chains of the Sydney Road near Broadford. Then in December 1859 contractors Stewart & Kerr placed a notice seeking 'immediately, Masons, to build several large culverts etc. on Sydney Road, Broadford. (*The Argus*, 22

September 1859, p.7; 22 December 1859, p.1). It is possible that these culverts were among those constructed at that time.

The above tenders were among several reported in *The Argus* for construction of sections of the Sydney Road in the late 1850s and early 1860s. This included a bridge over the Broken River at Seymour constructed in 1862 (later replaced by an 1892 bridge that is still extant and included on the Victorian Heritage Register as H92) and a bridge constructed in 1865 over Kilmore Creek south of Kilmore (also known as Medlicot's Bridge). In 1860 tenders were invited for a toll house at Broadford and this presumably provided funds for further improvements to Sydney Road (*The Argus*, 31 October 1860, p.5).

Sources

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The Argus, editions as cited

Lorraine Huddle Pty Ltd, *Mitchell Shire Stage Two Heritage Study 2006, Volume 4 of 5*, 'Broadford Pre 1912 Group Citation'

Description

This place comprises two bluestone culverts under High Street (Kilmore-Broadford Road) in Broadford. One culvert is situated approximately 185 metres to the south of Pinniger Street, and the other is just to the south of the intersection with Casey Crescent, north of Dry Creek Road.

The two culverts are of similar, finely crafted design with well formed round arched openings, using tooled voussoirs, and are lined under the road with bluestone. The example near Casey Crescent also has on the south side a 3-4 metre pitcher drain, which appears to connect to a culvert under the nearby railway line.

The culverts are in good condition and have a high degree of integrity.

Comparative analysis

As the road network within Mitchell Shire has been continually upgraded over time, much of the original infrastructure has been replaced or upgraded and little evidence remains of early road construction.

These culverts are rare examples of early road infrastructure and compare with a similar culvert in Tallarook, which is within the town centre precinct, and situated on what was once the Sydney Road/Hume Highway through that town.

Another comparison is the 1865 bluestone bridge on the Northern Highway (former Hume Highway) over Kilmore Creek south of Kilmore. This bridge is also recommended for inclusion in the heritage overlay.

They also compare to the bluestone and brick culverts found along the North-eastern Railway.

In a broader sense, the culverts are among the oldest built structures in Mitchell Shire, comparing to some of the oldest homesteads.

Statement of significance

What is significant?

The two, bluestone culverts under the Kilmore-Broadford Road (High Street) in Broadford, constructed c.1860, are significant. One culvert is situated approximately 185 metres to the south of Pinniger Street, and the other is just to the south of the intersection with Casey Crescent, north of Dry Creek Road.

The two culverts are of similar, finely crafted design with well formed round arched openings, using tooled voussoirs, and are lined under the road with bluestone. The example near Casey

Crescent also has on the south side a 3-4 metre pitcher drain, which appears to connect to a culvert under the nearby railway line.

How is it significant?

The bluestone culverts at Broadford are of local historic, technical and aesthetic significance to Mitchell Shire.

Why is it significant?

Historically, the culverts are believed to be among the oldest built structures within Mitchell Shire. They provide evidence of the development of the early road network, particularly the Sydney Road, which was of vital importance to the early settlement of Mitchell Shire and Victoria more generally before the construction of the railway network. The culverts are also historically significant as rare tangible evidence of the activities of the Roads Boards that were the forerunners of local government authorities. (Criterion A & H)

The significance of the culverts is enhanced by their rarity value. As the roads have been continually upgraded over time, little evidence remains of early road construction and these culverts are a rare example of early road infrastructure that compare with a similar culvert in Tallarook and the bluestone bridge over the Kilmore Creek south of Kilmore. (Criterion B)

Technically, as fine examples of nineteenth century bluestone culverts, which demonstrates the techniques used in the construction of road infrastructure during the nineteenth century. (Criterion F)

Aesthetically, as fine and very intact examples of bluestone culverts, which are finely crafted and well detailed. The significance is enhanced by the high degree of integrity. (Criterion E)

Brick spoon drain, High Street

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

3. Linking communities; 3.1 Moving goods and people, and distributing information, 3.1.1 The roads and post offices

5. Building towns; 5.2 Supplying urban services

Broadford

The township of Broadford is situated on land that was part of the Mount Piper pastoral run first held by Col. Henry John White in 1840. The town was surveyed and gazetted in 1854, after which quarter acre town allotments were sold for £2 each. Although the original Melbourne to Sydney track did not go through Broadford, by the 1850s, the mail coaches were using the shorter route from Kilmore through Broadford (Huddle, 2006:59-65).

Broadford developed around the farmers' market and the Sunday Creek Inn, which catered for travellers. The town grew steadily after gold was discovered nearby at Reedy Creek in 1857. In 1861 there were 29 dwellings and the population was 114 and by 1868, Bailliere's Victorian Directory described Broadford as a postal township with a police station and 'Cobb's Office' at the Sunday Creek Hotel. In addition to a number of farmers and labourers, a variety of occupations, trades and businesses were listed (Huddle, 2006:59-65).

As the township grew the Broadford District Road Board was proclaimed in 1869. The board's seven elected members first met at the Sunday Creek Inn and they included Donald Ferguson, former owner of the inn, James Maxfield, flourmiller, and Henry Philbrick, a tannery proprietor. The Broadford Shire Council was proclaimed in December 1874 (Huddle, 2006:59-65).

The opening of the North-eastern railway from Melbourne to Seymour by 1872 contributed to the growth of the town and by 1901 Broadford boasted 107 dwellings and a population of 250. A 1912 Residential Map of Broadford shows three concentrated areas of development: the section to the east of Sunday Creek closer to the flour mill and later paper mill; the section west of the creek and south of the railway station; and the section north of the railway line centred around the High Street and the Market Place (Huddle, 2006:59-65). As the mill expanded, so did Broadford with many new houses being constructed as mill production peaked in the 1920s and again in the 1950s, filling in many of the vacant areas shown in the 1912 map. After recording no increase between 1900 and 1910 the population of Broadford more than doubled to 650 by 1920 and 800 by 1930 (VMD).

Place history

The development of the early road network was of vital importance to the early settlement of Mitchell Shire, particularly in the before the construction of the railway network, which did not commence until the early 1870s. The importance of roads was reflected in the creation of Roads Boards in the mid-nineteenth century that were the forerunners of local government authorities. As the name suggests, they were primarily concerned with the management and maintenance of the early road network.

As noted above, the Broadford District Roads Board was proclaimed in 1869. The exact date of this brick spoon drain is not known, but it appears to date from the early twentieth century.

The properties that front the drain once formed part of 13 acres of land on the south side of Sydney Road sold in 1885 to James Ross. In 1890 the land was transferred to James MacDougall and it is believed that the house now at 206-08 High Street was constructed soon after as a residence for senior mill employees (*Broadford Courier & Reedy Creek Times*, Land Victoria 4, Huddle, 2006:38 – see also the Hermes place record for the Broadford Pre-1912 House Group). The houses at nos. 202-204 were constructed c.1940s also as APM staff residences.

The drain is constructed of bricks with the Glen Iris stamp. The Glen Iris Brickworks commenced operations in 1912 on a site in St Georges Road Thornbury and immediately obtained a 21 year contract to supply bricks to the Victorian Government (Lemon, 1983). A similar brick drain can also be seen in a c.1914 image of Broadford reproduced in *Broadford. A regional history* (facing p.44), which shows a view looking down Gavan Street toward Murchison Street.

Sources

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Rule, Andrew (ed.), *Through the mill. A history of facts, figures, fancies and photographs to mark the centenary of the Broadford Mill 1890-1990*, 1990

Victorian Municipal Directory (VMD), entries for Broadford, 1900, 1910, 1920, 1930

Description

This brick lined spoon drain is situated on the south side of High Street, north of Last Street in Broadford. It runs alongside the unmade service road extending from Last Street to the front of the late Victorian house at 206-08 High Street.

As originally constructed the drain comprises a base of bricks laid across the width of the drain with gently sloped walls comprising a 'stretcher' course (i.e. laid end to end) with a 'soldier' course above. The bricks bear the trademark 'Glen Iris'. Along its length the drain has been altered in different ways for each of the properties along its length – with bluestone setts, concrete channels, pipes etc, and this would suggest that the channel pre-dates the c.1940s APM houses. Timber 'bridges' have been provided across the drain at the driveways for car access.

The condition of the drain varies, it is overgrown in parts and has been altered as noted above.

Comparative analysis

Bluestone or brick gutters and drains such as this were once common in rural towns throughout the Shire, but have become increasingly rare as they are progressively replaced with concrete kerb and channelling. While stone was commonly used in areas where it was available, bricks began to be used once brickworks were established by the late nineteenth and early twentieth century.

The quality and workmanship displayed in the construction of the gutters varied from very carefully laid spoon or swale drains to simpler examples that comprise a single kerb stone and two or three stones laid flat in front to form the channel.

As the street network within Broadford has been continually upgraded over time, much of the original infrastructure has been replaced or upgraded and little evidence remains of early street construction. This appears to be the only early brick drain to survive in Broadford – the only other known example shown in the c.1914 image looking down Gavan Street is no longer extant (Gavan Street like many streets in Broadford now has concrete kerb and channel construction).

This brick drain also compares with the brick spoon drains in High Street, Seymour and in Main Road, Tallarook (both are recommended for inclusion in the heritage overlay as part of heritage precinct areas).

Statement of significance

What is significant?

The brick spoon drain along the south side of High Street, extending north from the corner of Last Street to the front of No.206-08, in Broadford, is significant. The drain comprises a base of bricks laid across the width of the drain with gently sloped walls comprising a 'stretcher' course (i.e. laid end to end) with a 'soldier' course above. The bricks bear the trademark 'Glen Iris'.

Alterations to the drain including bluestone setts, concrete channels, pipes etc, and the timber 'bridges' across the drain at the driveways for car access are not significant.

How is it significant?

The brick spoon drain at High Street, Broadford is of local historic and technical significance to Mitchell Shire.

Why is it significant?

Historically, the drain provides evidence of the early development of Broadford township and as tangible evidence of the improvements made to township infrastructure by Broadford Shire Council as the township grew in the early twentieth century. (Criterion A & H)

The significance of the drain is enhanced by its rarity value. As the street network in Broadford has been continually upgraded over time, little evidence remains of early road construction and this is a rare example of a brick spoon drain. (Criterion B)

Technically, as a representative example of an early twentieth century brick drain, which demonstrates the techniques used in the construction of road infrastructure prior to World War II. (Criterion D)

Bush Nursing Hospital (Former), 158-62 High Street

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

5. Building towns; 5.2 Supplying urban services

Victorian Bush Nursing Association

The Victorian Bush Nursing Association (VBNA) was formed at meeting in Melbourne in September 1910. At the time country people had limited access to medical care of any kind and the VBNA's aim was to encourage country communities to employ a fully trained nurse to provide skilled health care, tailored to their particular needs (Priestly, 1986).

After the First World War the concept of cottage hospitals emerged so that nurses could care for greater numbers. Cottage hospitals were first promoted in the VBNA annual report of 1921-22 and the first permanent example opened in 1923 in a converted house in Cowes. In November 1923 an architect, K.F. Elliot, was employed in an honorary capacity. The first buildings constructed to his designs were nurse's accommodation, which were capable of being easily enlarged into a hospital, while the first hospitals were built by the mid-1920s (Priestly, 1986:60-2).

The activities of the VBNA were boosted in 1928 by a £32,000 endowment from the Edward Wilson Trust. Specific conditions were attached to the grant – it was to assist in the building of cottage hospitals and centres for the specific benefit of women and children and the buildings were to be in brick or other fire-resistant material. These conditions were readily accepted by the VBNA, which had 'already recognised the value of solid building materials' and had 'eliminated wood wherever possible' (Priestly, 1986:95-6).

By 1930 25 bush nursing hospitals had been established. Of these, 13 were conversions from privately-run institutions and twelve were new bush nursing foundations or conversions from existing bush nursing centres. Construction of new hospitals 'continued unabated' through the 1930s and by 1935 the fiftieth hospital was opened at Trentham (Priestly, 1986:67, 97).

The development of Bush Nursing Hospitals in the 1920s and 1930s coincided with the expansion of the Victoria's public hospital system. In 1923 Victoria's new Hospitals and Charities Board outlined its range of public hospitals envisaged for the State, which included large base hospitals in regional centres, which would be supported by a range of district hospitals, cottage hospitals and 'isolated' hospitals. However, the advantage of Bush Nursing Hospitals was their efficiency – most were smaller than would be considered viable under the public model, but still offered a high standard of care (Priestly, 1986:86-90).

Broadford township

The township of Broadford is situated on land that was part of the Mount Piper pastoral run first held by Col. Henry John White in 1840. The town was surveyed and gazetted in 1854, after which quarter acre town allotments were sold for £2 each. Although the original Melbourne to Sydney track did not go through Broadford, by the 1850s, the mail coaches were using the shorter route from Kilmore through Broadford (Huddle, 2006:59-65).

Broadford developed around the farmers' market and the Sunday Creek Inn, which catered for travelers. The town grew steadily after gold was discovered nearby at Reedy Creek in 1857. In 1861 there were 145 dwellings in Reedy Creek (including Tyaak), and a population of 520. The number of dwellings in Broadford in that year was only 29 and the population was 114 (Huddle, 2006:59-65).

In 1862 James Maxfield erected what was "considered to be a large flour mill for its time" on the Sunday Creek at Broadford. It was a water-powered mill that cost approximately six thousand pounds to build and was located near the site of the present Australian Paper Manufacturers' mill. At the opposite end of the town, Henry Philbrick opened a tannery near the Dry Creek Bridge on the Sydney Road in 1868 (Huddle, 2006:59-65).

The opening of the North-eastern railway from Melbourne to Seymour by 1872 contributed to the growth of the town and no doubt influenced the decision of the Lloyd brothers, Charles Edward and Leonard Richard, to purchase and expand Philbrick's tannery in 1872. The tannery provided housing for its workers and these residences would have been located near the western end of the town. By 1879 the flour mill was no longer operating however it provided a site for a another mill, originally producing strawboard, which opened on this site in 1890. This mill, which would later become known as the Australian Paper Manufacturers' mill was the major contributor to the development of Broadford for most of the twentieth century (Huddle, 2006:59-65).

The original mill burnt down in 1911, but was re-built and re-opened just six months later with innovations such as the use of electricity powered by three steam generators - surplus electricity was supplied to the town of Broadford until the Second World War. Production doubled during the First World War when the Mill's products were in high demand.

As the mill expanded, so did Broadford with many new houses being constructed as mill production peaked in the 1920s and again in the 1950s, filling in many of the vacant areas shown in the 1912 map. After recording no increase between 1900 and 1910 the population of Broadford more than doubled to 650 by 1920 and 800 by 1930 (VMD).

Place history

A Bush Nursing centre was established at Broadford in 1927. As Broadford grew rapidly during the 1920s the need for a hospital became evident. Fundraising to convert the centre into a hospital began with the 'Back to Broadford' celebrations in 1928. Meanwhile, Kilmore began to raise money for 'community' wards at its public hospital and in 1930 a delegation tried to convince Broadford to pool its £1200 with their £2200 but the idea was rejected. It was noted that bush nursing subscribers to the north of Broadford would have been severely disadvantaged by the longer journey to Kilmore (Priestly, 1986:97).

In December 1932 the foundation for a Bush Nursing Hospital was laid by Mr White M.L.A., assisted by Mr Zwar M.L.A., a former resident of Broadford (*The Argus*).

The hospital was opened on Saturday, 11 March 1933 by the president of the VBNA, Lady Mitchell. Among the speakers were the president of Broadford Shire (Cr. G. Forbes), the honorary secretary of the central council of the VBNA (Sir James Barrett), the assistant honorary secretary (Dr. Edith Barrett) and the president of the Broadford Bush Nursing Association. Broadford was the 31st bush nursing hospital in Victoria, but such was the activity of the VBNA that it would soon be one of 37 (*The Argus*).

The building was opened 'free of debt' with the £2,250 cost met by a grant of £550 from the Edward Wilson Trust with the balance obtained by subscription and from 'entertainments in

the district'. The design by honorary architect, K.F. Elliot, was 'much admired' and incorporated the experience gained in the building of 16 other hospitals for the VBNA. (*Kilmore Free Press; The Argus*)

The continuing growth of the town due to the post-war expansion of the APM mill resulted in additions to the hospital that were carried out in 1952-53 (Priestly, 1986:163).

From the 1960s onwards changing to funding arrangements, continuing improvements to roads and the further development of the public health system saw the progressive closure of many Bush Nursing hospitals and centres. While the numbers have reduced (in 2012 there were 9 bush nursing hospitals and 17 bush nursing centres in Victoria) they continue to provide a vital role in the provision of health centres particularly in rural and remote communities. (Priestly, 1986; Department of Health website)

Broadford was closed as an acute hospital in 1967 and leased as a private nursing home. When the lease expired in 1975 the decision was made to close the nursing home (Priestly, 1986:215-6). It now (2013) used as the Broadford Community Centre.

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Victorian Municipal Directory (VMD), entries for Broadford, 1900, 1910, 1920, 1930

Description

The former Broadford Bush Nursing Hospital is a simple inter-war building, constructed of pressed red brick with a hip iron roof. Windows are tall double hung sash with a large concrete lintel, often with a fixed highlight window above. Some in the front elevation are arranged in pairs.

The building is in good condition and has a moderate degree of external integrity. The most visible change is the new entry porch and canopy over the driveway. Other alterations have been made at the rear.

The Hospital is sited at an angle to the corner with garden setbacks. A semi-circular driveway provides access to the front of the building. The grounds are enclosed by a cyclone wire fence along the two frontages. There are remnants of an early landscaping scheme, which includes a single rose of hybrid roses along the front boundary and several species of conifers.

NOTE: The Broadford & District Historical is said to hold the original plans for the building (Huddle, 2006). These have not been inspected.

Comparative analysis

This is only Bush Nursing Hospital in Mitchell Shire. A public hospital was established at Kilmore by 1860, while the Soldiers' Memorial Hospital at Seymour began in 1920 and a new hospital built in 1959. The Kilmore Hospital retains much of its nineteenth century buildings, but cannot be directly compared to Broadford. At Seymour the 1920 and 1959 hospital have either been demolished or substantially altered.

As such, Broadford is a unique example in Mitchell Shire of a Bush Nursing Hospital. The form and design of the building compares to other Bush Nursing hospitals in other municipalities such as Mirboo North, Korumburra and Pakenham. However, many of these other hospitals have been significantly altered or demolished and Broadford is notable as relatively intact example.

Statement of significance

What is significant?

The former Bush Nursing Hospital, designed by K.F. Elliot and opened in 1933 is significant. The landscaped setting also contributes to the significance of the place.

Non-original alterations and additions to the building, and the front fence are not significant.

How is it significant?

The former Bush Nursing Hospital at Broadford is of local historic, social and architectural significance to Mitchell Shire.

Why is it significant?

It is historically and socially significant as a surviving and relatively intact example of an inter-war Bush Nursing Hospital. It demonstrates the important role played by Victorian Bush Nursing Association in the provision of healthcare in rural Victoria in the mid-twentieth century and also how the growth of Broadford due to the expansion of local industry, particularly the Paper Mill, lead to the need for improved local health services. (Criteria A & H)

It has social significance as a building that has played an important role in the Broadford Community first as a hospital and local healthcare centre and now as a community centre. (Criterion G)

It is architecturally significant as a representative example of the Bush Nursing Hospitals designed by VBNA architect, K.F. Elliot. Although some alterations have been made, this building is notable as a relatively intact example, which demonstrates the simple design, constructed of brick that was typical of VBNA hospitals of the period. (Criterion D)

Broadford Paper Mill, 209 High Street

History

Thematic context

This place is associated with the following themes in the Mitchell Shire Environmental History:

2.4 Developing secondary production, 2.4.2 Paper Mill at Broadford

Broadford

The township of Broadford is situated on land that was part of the Mount Piper pastoral run first held by Col. Henry John White in 1840. The town was surveyed and gazetted in 1854, after which quarter acre town allotments were sold for £2 each. Although the original Melbourne to Sydney track did not go through Broadford, by the 1850s, the mail coaches were using the shorter route from Kilmore through Broadford (Huddle, 2006:59-65).

Broadford developed around the farmers' market and the Sunday Creek Inn, which catered for travellers. The town grew steadily after gold was discovered nearby at Reedy Creek in 1857. In 1861 there were 29 dwellings and the population was 114 and by 1868, Bailliere's Victorian Directory described Broadford as a postal township with a police station and 'Cobb's Office' at the Sunday Creek Hotel. In addition to a number of farmers and labourers, a variety of occupations, trades and businesses were listed (Huddle, 2006:59-65).

As the township grew the Broadford District Road Board was proclaimed in 1869. The board's seven elected members first met at the Sunday Creek Inn and they included Donald Ferguson, former owner of the inn, James Maxfield, flourmiller, and Henry Philbrick, a tannery proprietor. The Broadford Shire Council was proclaimed in December 1874 (Huddle, 2006:59-65).

Primary production was an important activity with wool, wheat, timber and produce being the main commodities. Two other industries, the tannery and the flour mill, also contributed to the growth of Broadford in the nineteenth century.

Place history

In 1862 James Maxfield erected what was 'considered to be a large flour mill for its time' on the Sunday Creek, Broadford. It was a water-powered mill that cost approximately six thousand pounds to build (Huddle, 2006:59-65). A bluestone weir was constructed across the Sunday Creek to provide a water supply.

By 1879 the flour mill was no longer operating however it provided a site for another mill. James Macdougall established the new mill, which opened in 1890. Due to technical problems, the mill did not begin production until 1891. When it opened, it was one of just three mills in Victoria, the others being in Melbourne and Geelong. It claimed to be the 'only strawboard mill in the British Empire'. Macdougall was cousin of Douglas McDougall of the stationary and printing firm, Sands & McDougall. James Macdougall would later become a partner in his cousin's firm (Rule 1990:13-15).

In 1895 Macdougall sold the mill to Brookes & Currie of Melbourne Papers Mill, who formed (after also purchasing the mill at Fyansford) the Australian Papers Mill Co. Ltd. In 1920 the company amalgamated with the Sydney Paper and Pulp Co. and formed the new company, Australia Paper & Pulp Mills (Rule 1990:19, 31). The company would later become the Australian Paper Manufacturers.

The original mill burnt down in 1911. It was reported on nationally, and in March 1911 it was written, that 'the main building with the whole of the machinery and contents were reduced to ruins' (*Warwick Examiner and Times*, 11 Mar 1911:2). It was also reported that 'detached buildings escaped destruction' (*Advertiser*, 6 Mar 1911:10). Re-construction began just six months later in September of the same year. It was re-built with innovations such as electricity powered by three steam generators - surplus electricity was supplied to the town of Broadford until World War II. Production doubled during World War I, when the mill's products were in high demand (Rule 1990:31).

Prosperity at the Mill continued after World War I, as Rule (1990:31) notes:

In the decade after the war change was in the air. And, for a while in the 'roaring twenties' prosperity seemed assured as industries the world over set out to manufacture and sell goods which had been denied people in wartime. The Australian papermaking industry grew more sophisticated, and looked for economies of scale.

During this period, the mill's capacity grew, workforce numbers increased, and equipment was also relocated from the recently closed mill at Fyansford.

However, this prosperity was short-lived, with the arrival of the Great Depression in the 1930s. The mill reduced production, and in 1938, as a result of operating at a loss combined with a lack of water supply, the mill closed and director, Sir Herbert Gepp was considering closing the Broadford mill permanently (Rule 1990:31, 46, 49). The production was partly transferred to the company's large city mills in Melbourne and Sydney, and many employees left the town (*Kilmore Free Press* 23 Mar 1939:3). Newspapers reported on references made to the closing of the Broadford paper mill in the Legislative Council by P Inchbold, in a debate on the Slum Reclamation Bill. Inchbold said that he was informed that 'about 100 homes of workers who were being moved to other industrial centres would become valueless' (*Benalla Ensign*, 7 Oct 1938:3; *Argus*, 18 Aug 1938:18, 28 Sep 1938:12).

However, the onset of World War II led to a change of fortune and the mill re-opened in 1941 (Courier-Mail, 29 Oct 1941:10). The mill was to supply the Defence Department with large amounts of wadding, made from lightweight strawboard (Rule 1990:22, 49).

In 1946 the company decided to upgrade the mill, under new director Mr Dunnachie. This was the largest building scheme on the mill since the 1911 reconstruction, and attributed to the national response to the post-war economic boom. In addition, a total of 28 new houses for employees were constructed to rent or buy, at low deposits and repayments (Rule 1990:114).

The mill was again in full production and remained a major contributor to the development of Broadford for most of the twentieth century (Rule 1990:22).

In the 1970s the mill complex underwent further changes. An administration building was constructed while the original mill manager's house at the corner of High Street and Last Street was demolished and replaced with a new house. Two other houses for staff were also constructed around this time.

In 1997 the decision was made by Amcor (a successor company to APM) to close the Paper Mill and most of the machinery was sold for scrap metal. A number of objects from the mill were donated to the Broadford Historical Society, including the straw boiler that was relocated to the Broadford Historical Reserve. In 2003 the land on which the manager's house was subdivided and sold to a private owner (M.Osborne, pers. comm.). Lots created at that time include 21 Last Street and 201, 203 and 205 High Street. In 2006 the Paper Mill operated as a manufacturer of recycled board (Huddle 2006:53). In 2013 it is owned involved in making timber pallets (M.Osborne, pers.comm.).

Sources

Huddle, Lorraine (2006), *Mitchell Shire Stage Two Heritage Study 2006, Volume 4 of 5*

Rule, Andrew (ed.) (1990), *Through the mill, a history of facts, figures, fancies and photographs to mark the centenary of the Broadford Mill 1890-1990*, Kilmore [Vic]

The Advertiser [SA]

The Courier Mail [QLD]

The Kilmore Free Press [Vic]

Warwick Examiner and Times [Qld]

Mark Osborne, Operations manager National Paper Industries, personal communication, 22.1.2013

Description

The Broadford Paper Mill is an extensive industrial complex situated between Sunday Creek and the Broadford Kilmore Road. There is an industrial and a residential component to the site, with a manger's house and two other company houses once forming part of the complex.

The industrial elements comprise a former brick boiler house and a number of corrugated iron industrial sheds. Small buildings include a brick administration building located towards the front of the site and a timber staff amenities building situated behind this. Much of the factory site has been redeveloped, re-roofed and re-clad throughout the twentieth century, however the earliest buildings are the boiler house, a wing to the west of the main complex and a small corrugated iron machinery workshop building.

To the rear of the site along Sunday Creek there are the remains of weirs to control the flow and collection of water from the creek. In the early operation of the Mill water was drawn from the creek, however as it was an unreliable supply, a mill lake was constructed on the south side of the Broadford Kilmore Road. The mill lake is still extant and holds water. There is apparently some evidence of McDougall's rail siding within the grounds of the mill complex, but the rails have largely been removed, and an inspection did not locate these.

As the oldest remaining structure, the c.1911 boiler house is a large building of 2-3 stories in height, comprising a double gable form with sheer walls of red brick and small window

openings. It has been altered through the addition of a brick flat roofed structure in front, and a corrugated iron gable roofed shed. The boiler house chimneys have been removed and none of the original machinery remains.

The wing at the west of the mill appears older than most of the complex, having a smaller roof span and multi-paned steel-framed industrial windows and is clad in vertical corrugated iron. The machinery workshop is a small double gabled corrugated iron clad shed with a variety of openings, including several multi-paned steel windows. A number of the openings have been altered, however this building still largely dates from the pre 1950s era of development.

The mid twentieth century garden surrounding the 1970s cream brick administration building is typical of industrial 'reception' gardens, with an area of closely mown lawn dotted with specimen trees (in this case two Pin Oaks and a Eucalypt) dating from c1960-1970. The clearly defined path to the building is planted with Hybrid Tea roses. The large Liquidambar adjacent to the timber amenities building and the large Eucalypt are good specimens.

The staff amenities block comprises a c.1970s timber building with an area of lawn to the south.

Plantings survive of the separation of the complex into 'industrial' 'recreational' and 'residential'. A single row plantation (c. 1960?) of radiata pines extends from High Street dividing the 'recreational' area (tennis court, tennis house, lawn area, toilets) from the industrial factory site. A row of Cypress (c.1960-1970) divides this space from the manager's residence and garden. Plantings of conifers extend along the High Street boundary.

The entrance to a former driveway leading from High Street to the site of the original manager's residence is marked by a pair of mature Bunya Bunya (*Araucaria bidwillii*) flanking the driveway entrance and the pair of Cypress behind the Bunyas appear to date from c. 1920. The driveway passes a tennis pavilion that is designed as a hexagon with timber latticed panels above fibre cement sheet panels below. The hexagonal timber lattice tennis pavilion looks over two tennis courts once used for Mill social activity.

The current manager's house replaced an earlier building and was constructed in the 1970s. The garden surrounding the house contains boundary plantings and a few specimen trees, but little of a nineteenth century garden remains. The manager's residence and two other residences have been subdivided from the mill site and sold. Objects and machinery relating to its early operation have been sold or donated to the Broadford Historical Society.

Comparative analysis

In Seymour the advent of railways spurred a rail based production and service industry, introducing an industrial element into the Shire. Other industries included those of clay pits for brick production. The Albion Mill at Kilmore, built in 1856 operated as a flour mill and was one of three mills that processed grain. Other small-scale industry was that of the Broadford Dairy Company, and there were three local timber mills in the region. The butter factory at Kilmore (formerly the Gaol) was also an industry centred on primary production. The tannery at Broadford is no longer extant.

Other large industrial complexes in Mitchell Shire includes the former Ansett knitting mills and Woolcord in Seymour, however this is a much later industrial complex dating from the 1940s. The Broadford Paper Mill is the most extensive and oldest industrial complex in the region and has no direct comparisons.

Outside of Mitchell Shire, another comparison is the former APM Paper Mill at Fyansford, which retains many more of its early buildings and a water race, when compared with Broadford.

Statement of Significance

What is significant?

The Broadford Paper Mill, at 209 High Street and 21 Last Street Broadford comprising the following elements is significant:

- Brick boiler house constructed c.1911
- Remains of c.1860s stone weirs along Sunday Creek
- Pair of Bunya Bunya pines, pair of Cypresses and former tennis pavilion at 21 Last Street (formerly part of Mill site)

How is it significant?

The Broadford Paper Mill is of local historical, aesthetic and social significance to Mitchell Shire.

Why is it significant?

The Broadford Paper Mill is historically connected to the economic fortunes of Broadford. Through its origins as a flour mill from 1862, and its evolution to a paper mill from 1890 onwards, it has been a major employer and driver of the economy of the region. The mill also contributed to the town of Broadford through the supply of mill housing, recreational and social activities

The mill has also reflected times of general boom and bust in the wider economy, retracting during the Great Depression of the 1930s before major expansion during World War I and World War II when contracts with the Defence Department boosted production. Once touted as the only strawboard mill in the southern hemisphere, the Broadford Paper Mill has adapted its output and production to suit changing requirements. It is historically significant as a precursor of the large Australian Paper Manufactures Company (APM), formerly the Australian Paper & Pulp Mills following amalgamation of the Broadford Mill with that of Fyansford (near Geelong). (Criterion A)

The Broadford Paper Mill has rarity value as one of two nineteenth century paper mills in the state, together with that of Fyansford. (Criterion B)

The former boiler house has historic and aesthetic significance as the earliest extant building, and one dating from the immediate rebuilding after the 1911 fire. It has lost some of its integrity through the removal of the chimney and the additions around it, however it is the most tangible reminder of the earlier mill buildings. (Criteria A & E)

The driveway layout to the manager's house (now replaced by a 1970s house), and pair of Bunya Bunya (*Araucaria bidwillii*) flanking the driveway entrance and the pair of Cypress behind the Bunyas represent part of the surviving original setting of the manager's house and have aesthetic significance. (Criterion E)

The tennis pavilion has historic significance as evidence of the practice during the twentieth century of large companies providing recreational facilities for workers. It has aesthetic significance for its hexagonal form with timber lattice panels in a treed setting, which contributes to the picturesque qualities of the site. (Criteria A & E)

The remains of stone weirs along Sunday Creek are historically significant and archaeologically significant as the earliest surviving features at the site and the only remnant of the flour mill that preceded the paper mill. The remnants of the weirs have potential to provide further information about the processes used in both the flour and paper mill industries. The remains of McDougall's rail siding may have some archaeological significance as evidence of the layout of the rail spur that once led to the Mill. (Criteria A & C)

Our Lady Help of Christians Catholic Church, 2 McKenzie Street

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

6. Developing cultural life; 6.3 Worshipping

Hotels and markets were the early focus of cultural life, after the encampments of the overlanders and shepherds, many of whom had lived solitary existences. To an extent this focus continued, but simultaneously spread as other buildings and institutions were created. The mid nineteenth century, around 1850 stands out as the point when such changes began, though the gold rushes affected culture in many contradictory ways, unsettling society but generating great wealth for its projects. Of particular importance was the influence of growing numbers of women – it may be no coincidence that at the same time as the gender imbalance began to change a range of settled cultural institutions came into being. Churches, temperance societies and schools gave new emphases to family life as opposed to the independent life of the drover or digger. Masonic lodges, Mechanics' Institutes and political institutions were designed to focus on the moral, intellectual and political aspirations of men (Mitchell Shire Environmental History, 2006:68).

Before the construction of churches, hotels, which were the centre of social life, also hosted the itinerant preachers who toured the colonies, particularly during the gold rushes. As population and expectations rose, in particular mid century with the gold rushes, churches of stone replaced wooden structures. The prominence and cost of churches were testimony to their centrality in spiritual, social and cultural terms. They were associated with other social and political groups, community service and the provision of education - associations that in many cases continue to the present day. This importance was recognised by government, which granted reserves of land specifically for the construction of churches, church schoolhouses and clergymen's residences in the early 1850s. At this time it was widely held that the mission of the British Empire was not merely one of commerce and 'civilisation', but of Christianisation. In this way the area's early churches link Mitchell Shire to the broader impulses driving the imperial pioneering age. Religion, in its various forms, was central to the cultural identification of the people (Mitchell Shire Environmental History, 2006:72).

Churches were the mainstay of social life, particularly for women and children. Churches were not only bound up in the theme of worship and spirituality but moreover of the marking of the phases of life, from baptism to marriage and burial (Mitchell Shire Environmental History, 2006:72).

Kilmore was among the early areas to be created a separate mission from Melbourne by the Catholic bishop, in 1848, and the first Catholic priest was from Tipperary, Rev. Charles Clarke, who also involved himself in establishing the church school listed in 1851. The original St. Patrick's Roman Catholic Church at Kilmore (now demolished) was built in 1855. The foundation stone of the present St Patrick's building was laid in August 1857. The building was dedicated in July 1860 William Wardell, the architect of St Patrick's Cathedral in Melbourne, designed the present building. The Kilmore Catholic Church was followed closely by St. John's at Beveridge in 1858. Most Catholic churches in the Study Area were closely associated from their conception with education, an association that continues with the Marist Brothers' school at Kilmore (Mitchell Shire Environmental History, 2006:73).

Place history

Our Lady Help of Christians Catholic Church at Broadford was opened in January 1907 by Dean Phelan, standing in for Archbishop Carr, who was unable to attend. The church, which was designed by Kempson & Connelly and constructed by Mr Jas Olsen was described as 'commodious' and 'substantially built' (*Broadford Courier*). A newspaper article went on to explain that:

Though the building does not contain any of those splashes of artistic finish about it as is seen on many church edifices nowadays, nevertheless it presents a very imposing spectacle.

The building as originally constructed was of a simple design comprising a gabled section containing the nave and a small sanctuary under a separate skillion roof at the north end. A small front porch was added soon after. In 1936 the sanctuary was rebuilt and enlarged under a gabled roof and a vestry added to one side. The 1936 additions were carried out by local builders and contractors, McDougall Bros. The enlarged church was opened in September 1936 (PROV).

The 1907 church replaced the original church, which was opened in March 1882 and destroyed in bush fires of 1906 (*Yea Chronicle, Kilmore Free Press*). However, it was not constructed on the original site – the new site in North Broadford was noted as being more central.

An odd incident happened at the old church in 1903 when Leonard Radford, a local boy aged 15, destroyed the interior of the church with a broom after entering the church intending to secure the contents of the offertory box. Rather than returning home he ran to the home of his Aunt, claiming that, when passing the church, he had been chased by a ghost. He was charged with sacrilege. The incident was reported in newspapers throughout the country (*Kalgoorlie Western Argus*).

Sources

The Argus, 9 August 1881, Tender notice for erection of R.C. Church, Broadford

The Broadford Courier and Reedy Creek Times, Thursday 1 February 1906, p.3; Friday 11 January, 1907

Lorraine Huddle Pty Ltd & Dr Aron Paul, *Mitchell Shire Stage Two Heritage Study Volume Two: Environmental History*, 2006

Public Record Office of Victoria (PROV) VPRS 7882/P1 Unit 618

Kalgoorlie Western Argus, Tuesday 22 December 1903, p.34

Kilmore Free Press, Thursday 23 March, 1882, p.2

Yea Chronicle, Thursday 1 February 1906, p.3

Description

Our Lady Help of Christians is a simple Federation era Carpenter Gothic Church. The church is very plain with minimal decoration. A metal cross is affixed to the apex of the roof at the south end, which also has timber detailing in the gable and a large circular 'Rose Window'. The tall rectangular windows in the side walls contain coloured glass, while there are pointed Gothic windows in the sanctuary at the north end.

The church is in fair condition externally (it was not inspected internally) and has a moderate degree of external integrity. The small gabled entry porch at the south end has been replaced by a flat roofed addition.

The church is set within an open yard. Mature plantings include a Cedar, which is in poor condition, adjacent to the west boundary.

Comparative analysis

Among the first public buildings constructed in Broadford were churches. The first stage of the present St Matthew's Anglican Church is believed to date from c.1860 with later additions, while the present St George's Presbyterian Church (1912) and Uniting Church (1957) both replaced earlier churches dating from the 1860s. Our Lady Help of Christians is now the second oldest church in Broadford.

Architecturally, Our Lady Help of Christians is typical of the simple Carpenter Gothic churches erected in the nineteenth and twentieth centuries in rural areas, particularly in smaller towns that are not the parish centres.

It does not compare directly with any of the other churches in Broadford, which are in different styles, but is comparable with the c.1904 Gavan Hall, the Carpenter Gothic church hall for St Matthew's Anglican Church. It also compares with the earlier St Stephen's Church (dating from 1883) at Tallarook and the Anglican Church of the Transfiguration at Pyalong (dating from 1914).

Other Catholic churches in the Shire are either much earlier and constructed of bluestone (e.g. Wallan, Tallarook) or larger churches in the parish centres (e.g. Kilmore, Seymour).

Statement of significance

What is significant?

Our Lady Help of Christians, as designed by Kempson & Connelly and opened in January 1907 and the 1936 additions of the sanctuary and vestry, at 2 McKenzie Street, Broadford is significant. The simple form, detailing and materials and siting of the Carpenter Gothic style church contribute to its significance.

The front porch and other alterations and additions to the church are not significant.

How is it significant?

Our Lady Help of Christians, Broadford is of local historic, social and architectural significance to Mitchell Shire.

Why is it significant?

Our Lady Help of Christians is historically and socially significant as the centre of Catholic worship in Broadford for over 100 years. This church, which was erected on a new site in the eastern section of Broadford, is also associated with the growth of the town in the area closer to the Paper Mill in the early twentieth century. (Criteria A & G)

Architecturally, the church is representative of the relatively modest timber churches erected in rural areas outside of the Parish centres. (Criterion D)

Broadford Cemetery, 77-89 Piper Street

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

5. Building towns; 5.4 Cemeteries

Broadford

The township of Broadford is situated on land that was part of the Mount Piper pastoral run first held by Col. Henry John White in 1840. The town was surveyed and gazetted in 1854, after which quarter acre town allotments were sold for £2 each. Although the original Melbourne to Sydney track did not go through Broadford, by the 1850s, the mail coaches were using the shorter route from Kilmore through Broadford (Huddle, 2006:59-65).

Broadford developed around the farmers' market and the Sunday Creek Inn, which catered for travellers. The town grew steadily after gold was discovered nearby at Reedy Creek in 1857. In 1861 there were 29 dwellings and the population was 114 and by 1868, Bailliere's Victorian Directory described Broadford as a postal township with a police station and 'Cobb's Office' at the Sunday Creek Hotel. In addition to a number of farmers and labourers, a variety of occupations, trades and businesses were listed (Huddle, 2006:59-65).

As the township grew the Broadford District Road Board was proclaimed in 1869. The board's seven elected members first met at the Sunday Creek Inn and they included Donald Ferguson, former owner of the inn, James Maxfield, flourmiller, and Henry Philbrick, a tannery

proprietor. The Broadford Shire Council was proclaimed in December 1874 (Huddle, 2006:59-65).

The opening of the North-eastern railway from Melbourne to Seymour by 1872 contributed to the growth of the town and by 1901 Broadford boasted 107 dwellings and a population of 250. A 1912 Residential Map of Broadford shows three concentrated areas of development: the section to the east of Sunday Creek closer to the flour mill and later paper mill; the section west of the creek and south of the railway station; and the section north of the railway line centred around the High Street and the Market Place (Huddle, 2006:59-65). As the mill expanded, so did Broadford with many new houses being constructed as mill production peaked in the 1920s and again in the 1950s, filling in many of the vacant areas shown in the 1912 map. After recording no increase between 1900 and 1910 the population of Broadford more than doubled to 650 by 1920 and 800 by 1930 (VMD).

Place history

A cemetery reserve was set aside in the Broadford Township survey and the first recorded burial was in May, 1860 when David Duirs, aged 4 years, was interred (BDHS).

The original Cemetery Trust consisted of two representatives from each of the main churches in the town. In 1957 the Salvation Army nominated a representative. When it became difficult maintaining representatives from the churches the trust looked to the wider community for replacements (BDHS).

Typically, the cemetery contains the remains of many notable district pioneers such as Charles and William Lloyd who were owners of the award winning Lloyd Bros Tannery at Dry Creek, Emily Gavan who was a pioneer farmer and for whom the Gavan Hall at St Matthews is named, and John and Mary Whiteman who were among the first to select and farm land at Sunday Creek. The cemetery also contains the grave of Rita Jones an 8 year old girl whose mutilated remains were found dumped behind the old Sunday Creek Butchers in 1899. An itinerant worker was hung for her murder in March 1900 (BDHS).

The cemetery remains in use today under the care of the trust. Unfortunately, the original records have been lost except for a minute book started in 1938 and two old maps (BDHS). In recognition of its history a self-guided 'heritage walk' has been created by the Broadford & District Historical Society.

Sources

Broadford & District Historical Society (BDHS), 'Broadford Cemetery Walk 1', 'Broadford Cemetery Walk 2', information leaflets, n.d.

Fletcher, B.J., *Broadford. A regional history*, Kilmore, 1975

Lorraine Huddle Pty Ltd, *Mitchell Shire Stage Two Heritage Study 2006, Volume 4 of 5*, 'Broadford Pre 1912 Group Citation'

Victorian Municipal Directory (VMD), entries for Broadford, 1900, 1910, 1920, 1930

Description

Broadford Cemetery is situated at the eastern end of Piper Street with the entrance opposite Murchison Street. The cemetery is formally laid out on either side of a central pathway running north-south through the centre of the site. Other pathways divide the cemetery into sections including the traditional denominational area, as was typical of nineteenth century cemetery design. The early graves (which are predominantly in the area to the east of the main central path) are distinguished by the marble or granite headstones, some with stone surrounds and covers with wrought or cast iron fences. The cemetery includes some fine examples of funerary memorials including those for the Lloyd family, Gavan family, Tresize family, and many others.

Apart from the funerary memorials the other significant features include:

- Remnant early plantings – these include a very old (approx. 120-50 years) Bunya Bunya Pine (*Araucaria bidwillii*), an 80 year old Chinese windmill palm (*Trachycarpus fortunei*, which is planted over the grave site of Aileen Folvig who died in 1924 aged 1 year), a mature Bhutan Cypress (*Cupressus*) and a line of Monterey Pines (*Pinus radiata*) along the eastern boundary. The Bunya Bunya is said to mark the historic centre of the cemetery according to the original plan. The Bunya Bunya has significant die-back although the crown still appears to be healthy. The Cypress and the Palm appear to be good health, while the condition of the pines varies.

- Traditional cast iron signs marking the denominational sections

- The front boundary fence and entrance gates, which appear to date from the inter-war period. The fence comprises cement posts with rounded heads, which support tubular steel rails (that pass through the top and bottom of the posts) with cyclone wire. The decorative entrance gates, which feature elaborate wrought iron detailing comprise a large central pair of vehicle gates supported by taller posts, which are flanked by smaller pedestrian gates on either side. The fence and gates are in very good condition and are well maintained.

Other landscaping includes standard and bush roses in the bed adjacent to the front fence to the left of the entrance gates, while the bed to the right contains semi-mature *Prunus* species. These plantings appear to date from the post-World War II period. The concrete paths also appear to be post-World War II.

Comparative analysis

Broadford Cemetery is a typical nineteenth century cemetery. It is notable for its picturesque elements, which include the ornamental entry gates and fence, the collection of funerary monuments, and the remnant mature plantings. The use of conifers as key planting elements is also expressive of nineteenth century attitudes towards death and mourning. It compares with Wallan Cemetery, Kilmore Cemetery and Pyalong Cemetery.

Statement of significance

What is significant?

Broadford Cemetery, 77-89 Piper Street, Broadford is significant. The significant elements are:

- The layout of the cemetery including the general position of pathways (but not the materials)
- The early headstones and funerary memorials including cast iron fences and stone grave surrounds, particularly those dating from prior to World War I
- Cast iron signs marking the denominational areas.

- Remnant early plantings comprising the Bunya Bunya Pine (*Araucaria bidwillii*), Chinese windmill palm (*Trachycarpus fortunei* - planted over the grave site of Aileen Folvig), a mature Bhutan Cypress (*Cupressus torulosa*) and a line of Monterey Pines (*Pinus radiata*) along the eastern boundary.

- The post and cyclone wire front fence and ornamental entry gates

The perimeter fencing to the side and rear boundaries, and recently constructed signage and information boards are not significant. Although the position of the pathways is significant as part of the layout, the use of concrete is not significant.

How is it significant?

Broadford Cemetery is of local historic, social and aesthetic significance to Mitchell Shire.

Why is it significant?

Broadford Cemetery is historically and socially significant for its representation of burial practices, religious affiliations, values and tastes during the nineteenth and early twentieth centuries. First set aside in 1857 it is one of the oldest cemeteries in Mitchell Shire and is strongly associated with the continual development and community of the town and district of

Broadford for over 150 years. Typical of country towns the names in the list of burials include early pioneers and settlers and multiple generations of families who settled in the region. (Criterion A & G)

Broadford Cemetery is historically and aesthetically significant as a representative example of a nineteenth century cemetery, which is notable for its picturesque elements including the ornamental entry gates and fence, the collection of funerary monuments, and the remnant mature plantings. The use of conifers as key planting elements is also expressive of nineteenth century attitudes towards death and mourning. (Criterion D & E)

KILMORE

Beuhne Monument and Avenue of Southern Mahogany Gums, Kilmore-Broadford Road

Comparative analysis

Memorials in the late nineteenth and early twentieth centuries often took the form of a cairn or obelisk, sometimes with associated plantings. Memorials have been erected to commemorate notable people, events and places. As the date of the beginning of post-contact settlement of Victoria approached its centenary in 1934 there was a growing awareness of history and this led to the erection of a series of memorials that remembered the early exploration of the State.

One of the most common types is the war memorial. In Mitchell Shire these include obelisks, statues, gates as well as avenues of honour (i.e., trees). Other well-known memorials in the Shire are those erected to Hume and Hovell, which include a cairn (Beveridge) obelisks (Broadford and Seymour) and a bluestone tower at Kilmore.

The Beuhne Cairn is typical of the memorials erected in the early to mid twentieth century. It is of note for its unique association with an organisation (Victorian Apiarists Association) and in particular with Mr Frederick Beuhne who played an important role in the development of the bee-keeping industry in Victoria. Mr Beuhne resided at Tooborac and the location of the memorial was specifically chosen as a place that he would have 'frequently traversed during his lifetime'.

The memorial is also of note for its associated now mature avenue of Mahogany Gums. While a number of memorial tree avenues have been planted in Mitchell, not all have survived (for example, the Avenue of Honour in Seymour was removed for road widening) and this is a prominent and relatively intact example.

Statement of significance

What is significant?

The Beuhne Memorial Cairn and avenue of Southern Mahogany Gums on Kilmore-Broadford Road, Kilmore is significant. The significant elements are:

- The bluestone cairn with attached metal plaque
- The mature Mahogany Gums along the east side of the Kilmore-Broadford Road.

The siting of the memorial on the Kilmore-Broadford and its setting and visual relationship with the avenue of Mahogany Gums is integral to the significance of this place.

How is it significant?

The Beuhne Memorial Cairn and avenue of Southern Mahogany Gums are of local historic and aesthetic significance to Mitchell Shire

Why is it significant?

It is historically significant for its associations with the Victorian Apiarists Association, which established the memorial as part of their Jubilee celebrations in 1949 and in honour of the late Mr Frederick Richard Beuhne. Mr Beuhne was a foundation member of the Association and played an important role in the development of the beekeeping industry in Victoria. The location of the memorial is significant as it was specifically chosen by the Association, as a highway that Mr Beuhne (who resided at Tooborac) would have frequently traversed during his lifetime. (Criteria A & H)

It is aesthetically significant for the picturesque qualities of the rustic bluestone memorial and the associated mature trees, which together form a landmark near this important road junction. (Criterion E)

Bluestone gutter, Melbourne Street

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

3. Linking communities; 3.1 Moving goods and people and distributing information

Early development of Kilmore

The town of Kilmore, in the Parish of Willowmavin, is situated on land that formed the border between F.A. Powlett and W.P. Green's pastoral run of *Moranding*, taken up in 1838, and H.H. and W. Jones' pastoral run of *Pontesford* (also spelt *Pontisford*) that was taken up in 1840 (Huddle, 2006:261-5).

In 1841 William Rutledge purchased 5,120 acres, at a cost of £1 per acre, under the Special Survey scheme introduced in 1840 and discontinued in 1841. In June 1841 T.H. Nutt surveyed Rutledge's claim that included the Melbourne to Sydney road through the eastern portion. Overlanders from New South Wales used the route, which was part of the mail run between Melbourne and Sydney (Huddle, 2006:261-5).

From humble beginnings as an Irish emigrant to New South Wales in 1829, Rutledge became a successful land speculator and businessman. In September 1841 he advertised township and suburban allotments in the "Kilmore Special Survey" describing the town allotments as possessing "the advantage of close proximity to the Sydney Road and to the well known water holes where Mr Bonney [overlander] and others were accustomed to encamp before Melbourne arose". William Rutledge was born in Ballymagirril, County Cavan. Kilmore shares its name with the diocese in which he was born. Some claim that it is the oldest inland town in Victoria (Huddle, 2006:261-5).

The *Plan of the Private Town of Kilmore* shows streets and allotments that were not laid out in traditional north-south grids but followed the original Melbourne to Sydney track to the east of Kilmore Creek. When the government surveyed the "new" town, immediately to the south of Rutledge's Private Town, the streets were north-south, hence the distinction between streets and allotments north and south of Foote Street (Huddle, 2006:261-5).

The plan of the *Old Township of Kilmore* (1855) shows a large number of buildings along "Sydney Road", with very few buildings to the west. One building is shown in Chapel Street, five in the western half of Union Street, and a "Parsonage and School" in Church Street. Kilmore had the advantage of being on the main Melbourne to Sydney Road. Early survey and settlement meant that it was well positioned to take advantage of the gold discoveries at Reedy Creek, McIvor (now Heathcote), Beechworth and Bendigo. Tucker, in *Kilmore on the Sydney Road*, described the "twenty years following the gold rush [as] the busiest in the establishment of permanent buildings and new businesses in the town until the 1890s". The population peaked at 1668 in 1861 before gradually declining to 1044 by 1901 (Huddle, 2006:261-5).

Place history

The exact date of this remnant bluestone kerb and channel is not known, but it is possible that it was formed by the mid to late nineteenth century. As noted by Tucker (1988:177) 'Roads and streets remained the [Kilmore] Council's major responsibilities in the nineteenth century'. Melbourne Street was one of the principal streets shown on the c.1855 *Plan of the Private Town of Kilmore* (SLV) and in 1865 it was one of nine streets partially formed and installed by the Borough Council (the others were Gipps, Fitzroy, Albert, Union, Allen, Hamilton, Lumsden and Bourke) (Tucker, 1988:11). By that time the principal thoroughfare, Sydney

Street was almost fully formed and described as a wide street with deep gutters on either side (Tucker, 1988:1).

By 1866 Melbourne Street contained at least six residences (Tucker, 1988:10) and the most intact section of the kerb and channel is outside the early houses at Nos. 8 & 10.

Sources

Lorraine Huddle Pty Ltd, *Mitchell Shire Heritage Study Stage 2* (2006), Volume 4: Precinct documentation

State Library of Victoria (SLV) Put-away plan collection, K41

Tucker, Maya V, *Kilmore on the Sydney Road*, Shire of Kilmore, Kilmore, 1988

Description

The east side of Melbourne Street between Foote and Bourke streets contains a remnant bluestone kerb and channel of indeterminate age. For most of its length the 'gutter' consists of a one or two kerb stones, with no channel stones laid in front, however, the section in front of the early houses at Nos. 8 & 10 comprises a properly formed gutter comprising a single kerb stone and a channel two to three stones deep.

The opposite side of Melbourne Street contains exposed rock facings, which possibly may have been the source of the stone for this gutter.

Comparative analysis

Bluestone or brick gutters such as this were once common in rural towns throughout the Shire, but have become increasingly rare as they are progressively replaced with concrete kerb and channelling. While stone was commonly used in areas where it was available, bricks began to be used once brickworks were established by the late nineteenth and early twentieth century.

The quality and workmanship displayed in the construction of the gutters varied from very carefully laid spoon or swale drains that can be seen in early images of main streets such as Sydney Street in Kilmore to more rustic examples such as this one in Melbourne Street, which typically comprise a single kerb stone and two or three stones laid flat in front to form the channel.

This is not the last remaining example of this type of infrastructure in Kilmore. Similar examples of bluestone kerb and channel exist within Albert Street and Society Street. Some sections of the kerb and channel in those streets have been re-laid using modern mortar (e.g., the section turning the south-east corner of Albert and Society streets), while the other sections generally comprise a single kerb stone with a single drain pitcher, butted together with no mortar.

The remnant bluestone gutters in Society and Albert streets are included in heritage overlay as part of the HO100 Society Street heritage precinct. The 2012 Review prepared an updated SoS for this precinct, which specifically cites the bluestone kerb and channel as contributing to the significance of the precinct.

The remnant gutter in Melbourne Street compares to the examples in Albert and Society streets. The Melbourne Street kerb and channel is, however, notable for the section outside the houses at Nos. 8 & 10, which is very intact and comprises a single kerb stone and a channel two or three stones wide, which is not found in the other examples.

What is significant?

The bluestone kerb and channel on the east side of Melbourne Street between Bourke and Foote streets in Kilmore is significant. The formation outside nos. 8 & 10 Melbourne Street, comprising a single kerb stone with two or three channel stones is of particular significance.

How is it significant?

The bluestone kerb and channel in Melbourne Street, Kilmore is of local historic significance to Mitchell Shire.

Why is it significant?

Historically, the kerb and channel provides evidence of the early development of Kilmore township, and the formation of the township layout in accordance with the plan prepared c.1855. The importance of roads was reflected in the creation of Roads Boards in the mid-nineteenth century that were the forerunners of local government authorities. As the name suggests, they were primarily concerned with the management and maintenance of the early road network. (Criteria A & H)

The significance of the kerb and channel is enhanced by its rarity value (Criterion B) As the roads have been continually upgraded over time, little evidence remains of early road construction and this kerb and channel is a now rare example within Kilmore township.

SEYMOUR

Masonic Lodge & Moreton Bay Fig, 25 Anzac Avenue

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

6. *Developing cultural life*; 6.1 *Forming associations*

Hotels and markets were the early focus of cultural life, after the encampments of the overlanders and shepherds, many of whom had lived solitary existences. To an extent this focus continued, but simultaneously spread as other buildings and institutions were created. The mid nineteenth century, around 1850 stands out as the point when such changes began, though the gold rushes affected culture in many contradictory ways, unsettling society but generating great wealth for its projects. Of particular importance was the influence of growing numbers of women – it may be no coincidence that at the same time as the gender imbalance began to change a range of settled cultural institutions came into being. Churches, temperance societies and schools gave new emphases to family life as opposed to the independent life of the drover or digger. Masonic lodges, Mechanics' Institutes and political institutions were designed to focus on the moral, intellectual and political aspirations of men (Mitchell Shire Environmental History, 2006:68).

Place history

The inaugural meeting to form what is now Seymour Lodge No.87 was held in the ball room of the Royal Hotel, Seymour on 28 March 1883, and the meeting constituting the Seymour Lodge No.2044 (English Constitution), installing the Master (Robert Gordon Fuller) and investing the Wardens followed soon after on Thursday 21 June 1883. There were 50 brethren present at the initial installation and dedication and at the completion of the installation a banquet was held at the Royal Hotel. In March 1889 the United Grand Lodge of Victoria was formed, which comprised 149 lodges across Victoria No.87 on the roll of the United Grand Lodge of Victoria. Seymour was originally numbered Lodge 90, but was later changed to No.87 when four lodges failed to join new constitution (Martindale; Seymour Freemasons website).

Meetings were held in the ball room on the second floor of the Royal Hotel for almost twenty years. One of the foundation members, A. Guild, was the proprietor of the Royal Hotel. Despite his passing away within three months of the foundation of the Lodge his widow allowed the Lodge to continue meeting at the Hotel. For the first five years no rent was paid, and then the Lodge agreed to pay an annual fee of 5 pounds (Seymour Freemasons website).

As noted above, there was little development on the southern side of the Seymour railway station before 1900 and in 1902 the *Seymour Telegraph* reported that the Lodge was 'moving out of town'. The present site was purchased on 23 January 1902 and a new building was constructed that year at a cost of 300 pounds (including land). The building was officially dedicated by R. Wor Bro Dr Balls-Headley D.G.M and Grand Lodge Officers on 30 June 1904. The building was designed by Bro William Atkins Dalton, a member of the Victorian Naval and Military Lodge No.29 and a partner in the firm of Blackwell & Dalton, architects who placed a notice in the 10 October 1901 edition of the *Building, Engineering and Mining Journal* advising that 'tenders were accepted for erection of a Masonic Club in Seymour' (Seymour Freemasons website; Miles Lewis Index).

As the population of Seymour grew during the inter-war period so did the membership of the Lodge. The building was considerably enlarged in 1925 when a new main lodge room and ante-room was built to the north of the 1902 building at a cost of 1,383 pounds. This was dedicated by M. Wor. Bro. W.P. Bic Grand Master, and the Grand Lodge officers on 20 August 1926. Many of the members of the Lodge during the early twentieth century were

employed by the Victorian Railway and the Australian Army, and from 1942 U.S. Servicemen were among the many regular visitors (Seymour Freemasons website).

Seymour Lodge No.82 celebrated its 125th anniversary in 2008. According to the Lodge website:

Seymour Lodge has actively encouraged the expansion and development of Freemasonry in Victoria and universally, and has from its very beginning maintained close fraternal contact with lodges and Masons around the world.

In 2012 the 1902 and 1926 wings were upgraded and a new wing added 'to provide improved access as well as completely modernising the whole complex' (Seymour Freemasons website).

Sources

This history is based on the original history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Heritage Study Stage 2* (2006), Volume 3b p.190, which cites the following sources:

- Martindale, H.G., *New crossing place: A history of Seymour and its Shire*, Revised edition, Shire of Seymour, 1982
- Old photo held by Seymour Historical Society
- Building, Engineering and Mining Journal, 10 Oct 1901, s.p. Tenders accepted for erection of a Masonic Club in Seymour. Blackwell and Dalton, Collins Street Melbourne. (Miles Lewis index)

Additional sources consulted for the 2013 *Mitchell Shire Heritage Study Stage 2 Review*:

- Aron, Dr Paul & Lorraine Huddle Pty Ltd, *Mitchell Shire Stage Two Heritage Study. Volume 2: Environmental History*, June 2002
- Seymour Freemasons website www.seymour-masons.com/history.html [accessed 8 January 2013]

Statement of significance

What is significant?

The Seymour Masonic Lodge No.87, erected in 1901 and extended in 1925, at 25 Anzac Avenue, Seymour and the mature Moreton Bay Fig (*Ficus macrophylla*) are significant. The original form, external detailing and materials and the high integrity of the Lodge to the 1901 and 1925 construction dates is integral to its significance. The siting of the temple, which allows views to the side elevations also contributes to the significance of the place.

Later alterations and additions are not significant.

How is it significant?

The Seymour Masonic Lodge No.87 and Moreton Bay Fig Tree are of local historic, social, architectural and aesthetic significance to Mitchell Shire.

Why is it significant?

It is historically and socially significant as a typical example of a Masonic Lodge, which provides tangible evidence of the importance of Masonic organisations in twentieth century life in Seymour and Victorian society more generally. The significance of the building is enhanced by its status as the oldest purpose-built Masonic Lodge in Mitchell Shire and for its continuing use by Seymour Freemasons. (Criteria A, B & G)

It is architecturally significant as a representative example of an early twentieth century Masonic Lodge with typical detailing such as the high-set windows. The aesthetic qualities of the Lodge are enhanced by the mature Moreton Bay Fig, which is a fine example of this tree within Seymour and a landmark planting on this prominent corner. (Criteria D & E)

Hume and Hovell Monument, Anzac Avenue

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

6. Developing cultural life; 6.1 Forming associations

Hume & Hovell

The journey of exploration by Australian-born H. Hume and Englishman W. H. Hovell in 1824 not only provided the vanguard for European colonisation, but has also provided a record of the environment at the time of its first encounter with the Europeans. Theirs was the first significant incursion into the territory by explorers since Lt. J. Grant had confirmed the existence of Bass Strait aboard the *Lady Nelson* in 1800, thereby opening up a more direct route to Sydney from the Indian Ocean and providing further incentive to colonise the Port Phillip District. The eventual founding of major ports and the city of Melbourne would profoundly affect the settlement patterns of Mitchell Shire.

Hume and Hovell's journey of exploration from the Murrumbidgee to Corio was long and difficult, and their route covered significant tracts of Mitchell Shire as they searched for a passable route over the Great Dividing Range. The Hume Highway is not the only landmark name associated with the journey – Mount Disappointment was so named because from its summit the explorers could see no way south through the then dense, often impassable bush land, and had thence to double back in a loop along King Parrot Creek, across to Broadford and back south along Sunday Creek to the pass where Wandong and Kilmore would later develop as key locations on the Sydney Road. Mount Bland (now Mt Fraser), Sunday Creek, Mount Piper and King Parrot Creek are among other names in the Study Area associated with the journey of exploration.

Hume and Hovell's journey marked the natural environment not only in presaging future European colonisation. In more literal terms their route was marked out as having special historic and cultural significance to those who followed as European settlers strove to identify themselves with the new land and stake a cultural as well as economic claim to the environment. The expedition had camped at numerous locations, including King Parrot Creek, Broadford, Tempe Valley (Wallan East) and the Goulburn south of Seymour (Paul & Huddle, 2006:34).

The Hume and Hovell expedition resulted in generous reports of the Port Phillip area, which had a dramatic impact and induced the Henty brothers to settle at Portland in 1834, while in 1835 John Batman (who was a school fellow of Hume) crossed from Tasmania and commenced the first permanent settlement at Port Phillip. Furthermore, Ken McInnes states that the Hume and Hovell expedition was:

... a remarkable journey of exploration in many ways. It was successful, no one died, everyone returned, the route was mapped, good previously unknown country was discovered, settlers followed soon after, and it provided an excellent return for a meagre government investment.

[Note: This is an edited version of the history of Hume & Hovell exploration prepared by Dr Aron Paul for Chapter 1 of the *Environmental History of the Mitchell Shire Stage Two Heritage Study 2006* with additional research by David Helms]

Place history

The Hume and Hovell monument at Seymour is one of 37 monuments erected during the 1920s in Victoria to celebrate the centenary of the Hume and Hovell expedition. Within Mitchell Shire the memorial at Seymour was one of four erected – the others are at Beveridge (near Mt Bland, now known as Mt Fraser), Kilmore and Broadford.

The monument at Seymour was unveiled in 1924 by two district pioneers, Thomas Guild and J. Carnie in the presence of local residents and distinguished guests including Sir James Barrett

and W. Gates, a former inspector of schools. The site selected for the monument was thought to be 'very close to where the route of the explorers ... crossed the road to Trawool' (Martindale, 1982:97).

The route was accurately mapped and a coordinated effort made, together with local councils, to erect appropriate monuments in appropriate locations. Herbert Hansford of the Lands Department delineated and mapped the route of the Hume and Hovell expedition for the centenary celebrations. According to the *Victorian Historical Magazine*, 'the knowledge he had acquired enabled him, also, to offer the best advice as to the places where monuments might be erected'.

From 1924, the commemorative efforts in most localities took the form of the erection of a cairn or obelisk bearing a tablet, and the holding of an unveiling ceremony and a picnic. The central committee sent representatives to each ceremony. The monuments were erected in a variety of shapes and sizes, and some were completed after 1924 and as late as 1927 when funds became available.

According to the *Mitchell Shire Environmental History*:

Such monuments literally wrote the history of British exploration and settlement (as it was then understood) upon the landscape and were as such important markers both of settlement-society and culture. Their style often harked back to that of ancient monuments in the old world. These sites were also important in consolidating the mythology of exploration and pioneering that had become a celebrated part of Australia's history at the time.

The importance of the anniversary and the significance of Hume and Hovell's journey were reflected in the State plans for the centenary which included the naming of the Hume Highway by the Country Roads Board, and the fleet of cars which were to travel the route from Albury to Lara. The actual route taken by Hume and Hovell in 1824 was inaccessible by car and only certain vantage points provided a good view.

[Note: This is an edited version of the history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Stage Two Heritage Study 2006* with additional research by David Helms]

Sources

Aron, Dr Paul & Lorraine Huddle Pty Ltd, *Mitchell Shire Stage Two Heritage Study. Volume 2: Environmental History*, 2006

'Hume and Hovell at Limeburners' Creek: A Lost Record' in 'The Corian: Journal of the Geelong Grammar School', May 1921, pp.25-26, cited in Dr David Rowe, *Conservation Management Plan for the Hume and Hovell monument, Lara*, commissioned by the City of Greater Geelong, 2002

Martindale, H.G., *New crossing place: A history of Seymour and its Shire*, Revised edition, Shire of Seymour, 1982

McInnes, K., 'Hume and Hovell Walking Track', abstract to a paper delivered at the Australia ICOMOS Conference, Alice Springs, August 2001

Rowe, Dr David, *Conservation Management Plan for the Hume and Hovell monument, Lara*, commissioned by the City of Greater Geelong, 2002

Description

The Hume and Hovell Monument is situated within the road reserve on the south side of Anzac Avenue, opposite, Webb Avenue at the eastern edge of Seymour town. Like the other memorials, it has an informal setting, surrounded by remnant indigenous vegetation.

The memorial is constructed of rough-hewn granite in the form of a tall, slender obelisk comprising a square base, and a rectangular central column surmounted by a tapered pier. A panel in the central column has 'Hume and Hovell passed this spot 28th Decr 1824' in raised lead letters. The memorial is surrounded by a circle of white stones.

Comparative analysis

The Hume & Hovell memorial at Seymour is typical of the memorials erected throughout Victoria.

With the exception of four tablets placed in schools (including the schools at Hansonville, Lima South and Samaria West), the memorial most often took the form of a small cairn or obelisk that were situated at or near townships or centres including Lara, Werribee, Deer Park, St. Albans, Bulla, Mount Fraser (Beveridge), Kilmore, Broadford, Yarck, Yea, Upper Plenty, Seymour, Woodfield, Avenel, Euroa, Violet Town, Warrenbayne West, Barjarg, Samaria, Angleside, Swanpool, Tatong, Molyullah, Mount Buffalo, Myrtleford, Whorouly, Murmungee, Stanley, Everton, Back Creek, Allan's Flat, Staghorn Flat, Ebden, Bethanga and Albury.

Of the memorials in Mitchell Shire, the three at Beveridge, Broadford and Seymour are variations of the obelisk form. The memorial at Kilmore, however, stands apart as a more elaborate tower structure, situated atop Monument Hill.

Statement of significance

What is significant?

The Hume & Hovell Monument, which is a tall slender granite obelisk situated within the road reserve on the south side of Anzac Avenue (opposite Webb Avenue) in Seymour is significant. The following places/elements contribute to significance of the place:

- The Hume and Hovell Monument, as constructed.
- The undeveloped setting of the monument.

How is it significant?

The Hume & Hovell Monument at Seymour is of local historic and social significance to Mitchell Shire.

Why is it significant?

The Hume & Hovell Monument is historically significant as a commemoration of the important role that this place played in the early exploration and settlement of Victoria by non-Aboriginal people and the continuing importance of the place to the people who settled here. (Criteria A & H)

The Hume & Hovell Monument is historically and socially significant as a tangible expression of the growing community awareness and appreciation of the post-contact history of Victoria in the decade leading up the centenary of first permanent settlement in 1834. (Criteria A & G)

The Hume & Hovell Monument is aesthetically significant as a rustic memorial within an informal landscape setting. (Criterion E)

Australian Light Horse Memorial Park and surrounds

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

8. Defending Australia

In 1870 the ordinary defence of the colonies was devolved upon colonial authorities, which thereafter bore responsibility for the raising of local militia. In 1887 the Seymour Mounted Rifles were raised. A Light Horse brigade was also formally begun in 1904, with 'Goldies Paddock', near the tannery on the former Marengo Run providing a training ground. Exercises there included tent pegging, with the terrain ideal for field exercises, and high land for camp sites. Victoria sent 3,500 men and 3,825

horses to the Boer War at the turn of the century, and the regiments from Seymour received King's Colours in 1904.

In 1910 the region, including Seymour and Kilmore, proudly hosted the Empire's military commander and hero of South Africa, Lord Kitchener, with the Seymour Racecourse showing 4000 troops, 2000 horses and field guns hauled by bullocks. Lord Kitchener had a special meaning for British subjects in the dominions, as an Empire builder commanding victorious armies in the Sudan, and more latterly in South Africa and, four years after his visit to Seymour Europe. His visit in 1910 was an opportunity not just to show off the martial manhood and loyalty of the area, but also the towns themselves, with decorations and the erection of temporary arches of welcome much like those erected for the Federation celebrations and subsequent Royal visits.

Between the 1903 Defence Act and the outbreak of war there were attempts to further militarise able-bodied men through cadet forces and Swiss-style military service. Lord Kitchener selected Seymour as the chief mobilisation zone for Victoria and Australia's military, an important decision as in the first decade of the twentieth century the whole Empire, and all the 'Great Powers', were preparing for the coming war. A Lighthorse camp was also set up at Wallan East in 1913 while in 1908 live firing was carried out on the Marengo Estate at Seymour. In Seymour a Drill Hall was erected on Emily Street, next to the Prince of Wales Hotel in 1927.

The area continued to fulfil its military purpose in the second as well as the first world war and many buildings remain (not to mention the camp at Puckapunyal itself), including Mob(ilisation) Siding which was the station to which new recruits and other army arrivals were brought. Mob siding was also called Tel-el-Kabir barracks after 1965. During the Second World War Kilmore also played its part, hosting not only military camps, but a Volunteer Air Observer Corps post (VAOC) on the site of the Kilmore State Primary School. It was formed at a public meeting in 1941 and was among many around Australia that was on the lookout for enemy aircraft. Fear of bombing and invasion even led some to build their own bombshelters. At Mt Disappointment, there are extant remains of an internment camp that was built to house Italian prisoners of war.

Site 17

Site 17 is the 'Old Seymour Camp', which was eclipsed by the present Puckapunyal camp after 1939. It was part of the Marengo Run and is testimony to Seymour's significance as the foremost military camp in Victoria during the Great War (1914-18). In World War II it was also used as a military hospital, school of mechanization and at one time also served as home to the Australian Staff College. In the 1950s men trained there as part of their National Service at the School of Infantry until the site was disposed of into public use in the 1970s. A comparatively large number of remnants remain, including horse troughs, the water tank and the sewerage treatment plant (Mitchell Shire Environmental History, 2006:84-5).

Place history

The following history was written by Dr Colin Officer:

By 1887, the Seymour Troop of the Victorian Mounted Rifles (VMR) had been formed and was in active training with troops from Yea and Broadford. An account exists of a 'conflict' between these units in the *Seymour Express* that year, the invaders being repelled only by the determination of the Seymour cadets, who annihilated the seemingly victorious Broadford troop by ambush. The Yea troop camped the previous night at a site just east of Seymour.

It is known that the 'Marengo' run landholders were generous in permitting military training on their land for many years, and certainly after Federation. After the South African War, the Australian mounted units were reformed as the Australian Light Horse (VMR). The 7th Light Horse Regiment consisted of troops from Seymour, Tatura, Yea, Tallygaroopna, Broadford, Avenel, Mansfield, Alexandra and Cathkin. Camps were held annually: Seymour in 1905; Kilmore in 1907; Seymour in 1908 in combination with the 8th Light Horse Regiment from northern Victoria; and the big camp for Lord Kitchener held on 13 January 1910, when 4,000 men and 2,000 horses were involved along with artillery and a field hospital. A parade took place at the Seymour Racecourse after the Field Marshal had passed through an arch of honour

in Anzac Avenue, then the Trawool road. The encampment was held on (the later named) Site 17, which was used in earlier camps. It may have been on both sides of the road. A military exercise took place in the near vicinity, watched by the great General. The event would prove crucial in Victorian military history.

Further Light Horse camps took place at Tallarook (1910), Kilmore (1911 and 1912), Wallan (1913) and Broadford (1914). Landmarks of local military history follow: World War I requiring a special overseas force, the AIF to be formed of volunteers and largely commanded by veterans of the South African War (1899-1902). Our contingents then were all mounted.

Chronology

1914 – Defence leases part of the site (318 ha) for Seymour camp.

1915 – Bacterial meningitis at Broadmeadows camp caused dispersion of the planned three new 3rd Division Battalions to Seymour (37th Battalion), Bendigo (38th) and Ballarat (39th), all later commanded by General Monash.

1916 – Defence formally established the Seymour Military Camp to raise the 37th Infantry Battalion and the many needed reinforcements details for the 4th, 8th and 13th Light Horse regiments on active service for infantry units.

1917-18 – Training continued, mostly in tented accommodation. Built accommodation in corrugated iron huts included 16 sleeping huts, three cook houses, a 24 bed hospital, 24 other huts and un-sewered latrines and wash places.

1920 – Army purchases land, later extending it to a 350 hectare camp area. This currently encompasses the Seymour Golf Course, Seymour Bushland Reserve, Granite Hills Race Tracks, Australian Light Horse Memorial Park and Seymour Industrial Estate.

Brigadier General Thomas Blamey (later Field Marshal) planned a military camp of one Cavalry Division, two Infantry Divisions and other non-divisional troops, but not enacted.

Sewerage systems probably started at this date.

1921-39 – Victoria's principal military camp. Citizen Military Forces (CMF) including Light Horse Regiments and all other Arms. The regional Light Horse unit is renamed the 20th Light Horse (VMR), awarded the battle honours of its predecessors. By the mid-1930s its headquarters are in Seymour.

Victoria's mobilisation for World War II occurs at Seymour in October 1939. Puckapunyal, opened in November 1939, takes over as the main AIF training area, with some units at Trawool.

1939-45 – The Seymour Camp makes history by hosting the first American troops in Australia, the 41st US Division in early 1942, who stayed three months and built a military camp in Seymour. Their troops extended all along the Nagambie road, but the headquarters were on Site 20. The 6th and 9th AIF Divisions and US Marine division also spent some time here after intense action overseas. The camp consisted of both hutted and tented accommodation, a military hospital, a School of Mechanisation, and an Officer's Training Unit. Its graduates included 'Diver' Derrick (VC winner) and the Indigenous soldier, Reg Saunders.

1945-60 – The Schools of Infantry and Tactics and Administration spent some years here, but the Army presence was wound down, with Puckapunyal accommodating the National Service trainees of the early 1950s.

1963 – Seymour Golf Course established in the Army land.

1964 – Granite Hills motor racing tracks established on the former School of Infantry site.

1978 – Sale of residual 272 hectares of Army land to the Shire of Seymour.

Industrial estate of 30 hectares established on part of Site 17.

1983 – Official opening of the Seymour Bushland Park.

1995 – Australian Light Horse Memorial Park concept initiated.

2001 – Official opening of the Australian Light Horse Memorial Park.

Source

Dr Colin Officer (OAM), Founding Honorary Secretary of the Seymour Historical Society and member of the Australian Light Horse Park Committee.

Description

The site covers a large part of the original Old Seymour Camp land. Its topography varies from the gently sloping land of the Bushland Reserve, now mostly covered with regenerating box-ironbark forest, to the more dramatic flats, wooded creek-beds and knolls of the Australian Lighthorse Memorial Park. The highest part of the ALHMP is cleared land with isolated groups of large eucalypts and culminates in Anzac Hill with long views of the surrounding district. The site is a cultural landscape with military relics scattered throughout its bushland and open areas. There is no physical evidence of the colonial, Boer War and World War 1 occupation of the Camp as it was mostly housed in tents and un-sewered until after 1920.

Both Parks in the site contain WW2 and possibly 1920-30's era military relics, mostly groups of concrete slabs and sewer junction pits. Most slabs have upstands with cast in hold-down bolts designed for framed walls to be built above ground to avoid termite attack. The ALHMP also contains the remnants of two sewerage treatment plants with sludge tanks and trickle filters. A partly ruined trickle filter (c1920's) near the Park entrance is composed of medium sized river pebbles enclosed by dry-stone walls about 0.7 metres high. A more intact (WW2) trickle filter in a large above-ground concrete tank about 3 metres high, is situated below the WW2 hospital site.

The concrete horse troughs are an isolated element within the Seymour Industrial Park. This is a long series of interconnected troughs which appear to be contemporary with other extant military relics, as the same type of concrete is used. There is a modern memorial plaque on a field boulder at this small site on the Goulburn Valley Highway road reserve.

The Seymour Bushland Reserve contains military relics not represented elsewhere within the site (a) a small arms/machine gun firing range consisting of a substantial concrete abutment about 30 metres long and 4 metres high with brick footing ruins about 30 metres distant, (b) a practice grenade-throwing shelter pit with concrete-walled blast compartments, and (c) a series of about 8 "foxholes"; ephemeral soil pits each with 4 steel star pickets at the base.

The modern memorials within the site contained in the ALHMP are indicated on the layout plan. They are commemorative bronze plaques fixed to freestone walls, cairns or field boulders with emblems and text related to Army service units and individuals associated with the Seymour Camp. The modern memorials are supplemented throughout the ALHMP with interpretive signs to assist understanding of the military functions of the site.

Statement of significance

What is significant?

The Precinct of the Australian Light Horse Memorial Park (ALHMP), Seymour Bushland Park and concrete horse trough in the Seymour Industrial Park are locally significant to the Shire of Mitchell.

How is it significant?

The Precinct is historically and socially significant.

Why is it significant?

The Precinct is historically significant at a local level for its long association with mounted infantry and the Old Seymour Camp established in 1916 for training the AIF 37th Infantry

Battalion and 4th, 8th and 13th Light Horse Regiments who fought in Gallipoli, Palestine and France.

The precinct is historically and socially significant at a local level as a cultural landscape of park and bushland containing modern memorials and scattered relics of interwar and World War 2 era military structures, contributing to an understanding of the role of Seymour in Victorian military history and commemorating those who trained there.

Together with the Seymour Industrial Estate, the Granite Hills Race Track, the Seymour Golf Course and intervening properties along the Goulburn Valley Highway the Precinct covers the footprint of the Seymour Camp at its largest extent, and this area is thus included as an archaeological site on the Victorian Heritage Inventory.

Flood marker, cnr. Station & Wallis streets (outside no.118 Station St)

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

1. Early settlement; 1.7 Adapting to diverse environments

6. Developing cultural life; 6.4 Celebrating significant events

The township of Seymour also had to adapt not just to climatic differences, but also to the cycles of the Goulburn River. Subsequently the town began a sustained spread towards higher ground. The Great Flood of 1847, following on from that of 1844, saw the water above the windowsills - the earliest descriptions of Seymour are thus connected with a significant flooding event, highlighting the long history of coexistence of town and River. The alteration of the River course was completed in the great floods of 1870 and 1916. Floods were in fact responsible for the railway being built to the east of the town, to which the 'new town' of Seymour along Station Street owes its existence (Mitchell Shire Environmental History, 2006:39)

Place history

The flood marker at Seymour, established by the Seymour Historical Society is testament to the long history of interaction between town and River. The marker, which shows the height of floods over the past 150 years, was erected by the Seymour and District Historical Society after the 1974 flood. The location was selected because all major floods reached that point.

Sources

Aron, Dr Paul & Lorraine Huddle Pty Ltd, *Mitchell Shire Stage Two Heritage Study. Volume 2: Environmental History*, 2006

Oral history from John Jennings, Seymour.

Martindale, H.G., *New crossing place: A history of Seymour and its Shire*, Revised edition, Shire of Seymour, 1982

Description

This is a small granite column situated at the corner of Station and Wallis streets, within the footpath adjacent to the building on that site. It has an angled top with the words 'FLOOD LEVELS' in raised letters. On the front side the levels of various flood events are indicated with dates and lines.

Comparative analysis

While there is a number of memorial and monuments commemorated significant events, this is thought to be the only memorial in Mitchell Shire to remember natural events.

Statement of significance

What is significant?

The Seymour Flood Marker, placed in 1974 by the Seymour & District Historical Society at the corner of Station and Wallis streets is significant. It is small solid granite column with an angled top with the words 'FLOOD LEVELS' in raised letters. On the front side the levels of various flood events are indicated with dates and lines.

How is it significant?

The Seymour Flood Marker is of local historic and social significance to Mitchell Shire.

Why is it significant?

It is historically and socially significant as testament to the long history of interaction between the historic development of Seymour and the Goulburn River. It provides tangible evidence of the impact of flooding upon the town, which ultimately led to the creation of the 'new town' of Seymour on higher ground close to railway station. (Criteria A & H)

Seymour Electric Light Co. Power House (Former), 32 Victoria Street

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

5. *Building towns*; 5.2 *Supplying urban services*

Seymour

The "New Town" of Seymour developed on land less flood prone than the site of the Old Town and the location of the commercial area of Seymour emphasises the influence of the opening of the railway line and station in 1872 on the development of the town. As identified in the Environmental History, the commercial area relocated from Emily Street to Station Street to take advantage of the increased trade opportunities generated by the railway and the growth of the residential areas to the north in the area bounded by Crawford and High streets and, later, to the south of the railway line (Paul & Lorraine Huddle Pty Ltd, 2006:7, 2, 44).

A commercial precinct developed immediately to the north of the station along Station Street, and dwellings were constructed in nearby subdivisions. Before long, houses were also built on the south-eastern side of the station and railway line, particularly along Anzac Avenue. The population of Seymour grew from 450 in 1865 to 1,000 in 1890, which made additional town land for dwellings necessary (Martindale, 1982:61-8, 84-5; VMD 1890).

In the late 1880s to meet this demand the farming land to the south of the railway station began to be subdivided into township allotments. Over a period of 40 years there were subdivisions of the land originally owned by the Guild brothers and Wallis, which were promoted and sold as the Seymour Park Estate (1888 onwards) and the Goulburn Park Estate (1927 onwards). In the early decades of the twentieth century Seymour's status as a railway junction town and maintenance centre increased. The population by 1915 had passed 2,000 and by 1926 reached 2,500 (Martindale 1982:96).

Place history

The formation in 1921 of the State Electricity Commission of Victoria (SECV) was the beginning of a co-ordinated state-wide electricity supply for Victoria. Before the formation of the SECV electricity was supplied by private companies or municipal authorities, which were progressively taken over by the SECV from the 1920s.

Towns in Mitchell Shire began to be connected to the state-wide grid from the late 1940s onwards. Prior to this limited supplies to main townships such as Kilmore, Broadford and Seymour were provided by 'power houses' established by the local councils, sometimes in

conjunction with local industries. For example, the Broadford Council cooperated with the Paper Mill to bring an electricity supply to Broadford, which was realised in 1939 when the powerhouse was built on Crown land (Huddle & Paul, 2006:65). Kilmore's electricity supply dates from much earlier – it was established by a private company in 1907 and was taken over by the Borough Council in 1917 (Tucker, 1988:179-81).

Compared to Kilmore it took some time for an electricity supply to be provided for Seymour. According to Martindale (1994:97):

While early with gas, Seymour could not boast of being so progressive with electricity, and the wrangle of old and new town with the continuing community division played some part in delaying this step.

Gas lighting was provided at Seymour Railway station in 1887 and in 1889 the Seymour Gas Company was established, placing mains throughout the town. The provision of electricity supply had first been discussed in about 1910 at a 'victory social' held by the local football club, but it was not until a decade later that the scheme became a reality. The continuing growth of the town highlighted the need for electricity supply for the town and James Chittick, a local storekeeper played an important role in pushing the scheme forward. Chittick was a Shire Councillor and also a commissioner of the local Water Trust, which in 1917 commissioned a report to estimate the cost of lighting Seymour by electricity (*Seymour Express*).

Construction of the power house eventually commenced early in 1921, however, there was difficulty in obtaining a suitable electrical engineer who was also a returned soldier as was the policy of Council at that time (the position was eventually given to a Mr McQuilter, who had volunteered on five occasions to the A.I.F., but was rejected). In February 1921 the building, which contained plant worth 12,000 pounds was expected to be complete 'within a month' (*Alexandra and Yea Standard and Yarck, Gobur, Thornton and Acheron Express*). Finally on 31 August 1921 the town supply was switched on by Thomas Guild, a local pioneer who had arrived at Seymour in 1857 having travelled from Melbourne on the back of a draught horse (Martindale, 1982:92, 97). The occasion was marked by a public dinner presided over by Cr. Chittick (*Kilmore Free Press*).

The electricity supply was under the control of the local Seymour Electric Light authority until 1944 when it was taken over by the SECV and Seymour was connected to the state-wide grid (Martindale, 1982:97). The power house was decommissioned and the plant was taken over by the Federal Government 'for use elsewhere' (*The Argus*).

Sources

Alexandra and Yea Standard and Yarck, Gobur, Thornton and Acheron Express, 25 February 1921, 'Preference to soldiers', p.3; 18 March 1921, p.2

The Argus, 3 October 1944, 'Electricity supply for Seymour', p.5

Aron, Dr Paul & Lorraine Huddle Pty Ltd, *Mitchell Shire Stage Two Heritage Study. Volume 2: Environmental History*, 2006

Kilmore Free Press, 8 September 1921, p.2

Martindale, H.G., *New crossing place: A history of Seymour and its Shire*, Revised edition, Shire of Seymour, 1982

Seymour Express and Goulburn Valley, Avenel, Craytown, Nagambie, Tallarook and Yea Advertiser, 17 August, 1917 'Electric lighting scheme for township of Seymour', p.2

Tucker, Maya V, *Kilmore on the Sydney Road*, Shire of Kilmore, Kilmore, 1988

Victorian Municipal Directory (VMD) 1890, p.457

Description

The former Seymour Power House comprises two timber-framed corrugated iron clad gable-fronted buildings, which are situated side by side with one set slightly forward of the other.

Both buildings have unusual rolled top ventilators running along part of the roof ridge and louvred vents near the apex of the gable. The northern building has a central doorway with large square openings either side and small square windows in the north side elevations. The southern building has a similar central doorway, but only a single square opening to the right of the doorway. Openings in the south side wall have been modified or closed over.

At the rear of the southern building is a recently constructed shed. At the rear of the northern building is an attached residence (which appears to have been added later) and outbuildings including a carport.

Comparative analysis

While at least three power-houses were constructed in Mitchell Shire during the early to mid-twentieth century at Kilmore (c.1907), Seymour (1921) and Broadford (1939) it appears that this is the only known surviving example. The form of the building is typical of industrial buildings of the twentieth century, the only distinctive feature being the roof top ventilators, presumably required because of the need to regulate temperatures within the building.

Statement of significance

What is significant?

The former Seymour Electric Light Co. Power House, constructed in 1921, is significant. The former power house comprises two timber-framed corrugated iron clad gable-fronted buildings, which are situated side by side with one set slightly forward of the other. Both buildings have unusual rolled top ventilators running along part of the roof ridge and louvred vents near the apex of the gable. The northern building has a central doorway with large square openings either side and small square windows in the north side elevations. The southern building has a similar central doorway, but only a single square opening to the right of the doorway. Openings in the south side wall have been modified or closed over.

Later alterations and additions including the shed at the rear of the southern building and the attached residence at the rear of the northern building and outbuildings are not significant.

How is it significant?

The former Seymour Electric Light Co. Power House is of local historic significance to Mitchell Shire.

Why is it significant?

It is historically significant as evidence of the need for municipal authorities to provide local power supplies in the years before the State Electricity Commission created a state-wide power supply grid for Victoria. The former power house also provides evidence of the improvements to infrastructure that were required by the significant growth of Seymour in the early twentieth century. The significance of the place is enhanced by its rarity value as the only surviving municipal power house in Mitchell Shire. (Criteria A, B & H)

TALLAROOK

Howe's Hotel (aka Junction Hotel, later Abbingdon), 6 Main Road

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

4. Developing a service economy; 4.1 Lodging people, 4.2 Servicing travellers,

The location of the Study Area straddling major highways, in particular the Sydney Road, ensured that a thriving service economy would develop not only to service the local community, but also large numbers of travellers. Hotels benefited in lodging both people and horses, as well as providing a social focus for the community at large. Early stables still survive at the Prince of Wales Hotel in Seymour. The competition between hotels could be fierce, but the business was equally profitable as traffic on the Sydney Road increased, particularly in the 1840s when the service economy took off. The gold rushes, while depressing agricultural production due to labour shortages, also benefited hotels in the servicing of waves of prospectors and the prospect of new money (Mitchell Shire Environmental History, 2006:60).

Clearly connected with theme 4.1, was the broader servicing of travellers, which was not always purely in terms of providing lodgings, but also of providing respite, relaxation and stables or blacksmiths. Hotels also often had stores attached, such as those at the Criterion, Morningstar (DB 510) and Black Bull Hotel (DB 525). The Sugarloaf Hotel (of which only the stone fence remains) was a typical example of a hotel servicing travellers and locals alike, with its strategic location a stage-coach leg from Kilmore. Other hotels boasted baths and showers 'at exceedingly moderate charges', among the 'luxuries that cannot fail to be appreciated during the hot season of the year...' (Mitchell Shire Environmental History, 2006:60).

Tallarook

Tallarook township, in the Parish of Lowry, comprises land that was part of Joseph Hawdon's pastoral run of Tallarook. The land around it was first subdivided and sold in October 1855 with further subdivision and sales in the 1870s and 1880s.

Surveyor Thomas Pinniger produced the *Sale Plan of Town & Suburban Lands* at Seymour in April 1855 and, in August 1855, he made a plan called the *Township of Tallarook on the Goulburn River*. It had an elaborate design of arcs and curves for the streets, named The Sextant, Lower Terrace and Upper Terrace, with a prime location at the centre reserved for the Episcopal Church. Some town allotments were pre-allocated to James Maxfield, James Ball and J. James. An important site on this map was "From Broadford and Melbourne – Proposed Crossing Place".

However, the 1855 plans for the township of Tallarook north of the Goulburn were abandoned and instead a site south of the river on the Dabyminga (Reedy) Creek was chosen for the "new" Tallarook. Initially the town was called Dabyminga however the name Tallarook was quickly adopted and has been used since (although the actual town of Tallarook was not gazetted until 1952).

The new township of Tallarook on the Dabyminga Creek was conveniently located between Broadford and Seymour and at the junction of the road to Yea and the first coach stables built by J. Fox formed an ideal changing post for coach horses. At the end of 1860 there was a store, blacksmith's shop, huts, and a public house being erected. The first hotel was built by Thomas Fox and had a store attached. It was opposite the Tallarook State School and the first post office was nearby. Fox later erected a hotel on the site of the present Railway Hotel at the south-east corner of Lodge Street and Main Road. Near this location he also moved his store, which included a bakery, butchers and blacksmith's shop.

Tallarook was predominantly a pastoral area when the town was first established. In addition to the traditional shops and hotels, the town's workforce included John Hedley, an early timber worker, Michael McIntyre, a mason, and Joshua Pye, an old Englishman who used the water from his well to manufacture ginger beer in his factory. The arrival of the railway to Tallarook in 1872 provided more employment and helped develop the timber industry, which operated two saw mills close to the railway station. The population was again boosted by the construction of the railway line to Yea, which opened in 1883. In 1890 the population of the town of Tallarook was 200. In that year it was described as being an:

agricultural township with telegraph station, savings bank, post and money-order office... The surrounding country is good agricultural land and well fitted for grazing purposes; a large trade is done in timber. It has two hotels, two churches and State and denominational schools. Passengers are booked for Yea, Alexandra and the Upper Goulburn by the Tallarook to Yea railway.

[Note: This is an edited version of the Tallarook Town Precinct history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Stage Two Heritage Study 2006*]

Place history

The exact date of the former Junction Hotel is not known but it appears to date from c.1870.

In 1871 Stephen Howe purchased No. 6 Main Road and the next three allotments to the south. In 1879 the rate books show the first entry for a hotel and store owned and operated by Stephen Howe at Dabyminga (Tallarook). In 1872, Patrick O'Brien is shown as being a storekeeper with "store, shed, stables" on property owned by Stephen Howe. O'Brien is also listed in 1870 with "paling house, hotel, store, stables" on Crown Land and in 1874 and 1875 a Bridget O'Brien is shown as running a hotel and store at Dabyminga (Lorraine Huddle Pty Ltd, 2006:313).

These entries may all refer to the one hotel, however the existing building which operated as the Junction Hotel until c. 1930 can definitely be connected to Stephen Howe as the rate books list Howe as the owner and operator of a hotel from 1879 and in 1881 the name Junction Hotel is recorded in the description (Lorraine Huddle Pty Ltd, 2006:313).

According to Martindale the hotel was run for many years by Stephen and then by his sons John and George. In about 1930 the hotel closed and was converted into a café. The store continued to operate until the 1960s, but later closed and was demolished in 1988 (Martindale, 1982:172-3).

The bricks for the buildings were reputedly made on site. Room of stables used as a morgue after a railway accident. In 1988 the store next door to the hotel was demolished.

[Note: This is an edited version of the history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Stage Two Heritage Study 2006*]

Sources

Lorraine Huddle Pty Ltd & Dr Aron Paul, *Mitchell Shire Stage Two Heritage Study Volume Two: Environmental History*, 2006

Lorraine Huddle Pty Ltd, *Mitchell Shire Stage Two Heritage Study Volume Five: Tallarook Town Precinct*, 2006

Ward, Reed (98) - including 1 map

Martindale, H.G. *New Crossing Place: A History of Seymour and its Shire*, Revised edition, Shire of Seymour, Seymour, 1982, p. 172

Township of Tallarook (formerly Town of Dabyminga), n.d. Source: State Library of Victoria, Put-away Plan collection, D149(3) (microfiche);

Transcription of Tallarook Rate Books. Source: Seymour & District Historical Society Inc. (computer file)

Description

The former Junction Hotel and stables is a landmark building located at the northern end of the Tallarook township, at the junction of Lodge Street and Main Road where it diverts to become Upper Goulburn Road. The railway line is situated immediately at the rear of the property and the stable block extends for a long distance along this boundary with the railway land. The former hotel is now used as a house but still exhibits the distinctive splayed corner typical of hotels. The two-storey Victorian style stuccoed building has two verandahs that return into the projecting corner. The hipped roof form, brick (painted) chimneys and overall form of the building is highly representative of a nineteenth century hotel building typology. The window and door openings all appear to be original. The two storey verandahs have been rebuilt with new timber posts and floor structure, and the cast iron lace balustrade panels appear to be replicas, particularly in the manner in which they are fitted between upright balusters. The metal palisade fence to Main St is also a replica. The front door is a (sympathetically done) replacement. The floor of the verandah is concrete at the front and brick at the side, the soffit of the upper floor is lined with pine lining boards, all of which indicate that the verandahs have been substantially rebuilt.

To the side of the hotel on a face brick wall is an early 'accommodation' sign which is of interest. There is a small but old apple tree located at the corner of the building and a large peppercorn tree in the large side garden. Another early feature is the 'beehive' well/tank.

The stable complex at the rear of the site is of unusually large size and is built of soft red brick in vernacular style. The gable roof is articulated with a projecting front gable with timber cladding, a visible timber beam or lintel, and double doors. A number of changes have taken place to the openings of the stable building, including the insertion of a garage door, and new multi-paned windows either side of the central door. There is an early brick lined floor to the stables which is of interest.

Comparative analysis

This is one of a number of nineteenth century hotels in Mitchell Shire and it is notable for retaining its original stables block and other features including the well. While a number of early hotels survive, few retain their original stables and of those that do, few are comparable with these stables. Other examples of nineteenth century are:

- Former Whitehart Hotel, Pyalong (HO121). This retains a stone stables block of comparable size and quality.
- Prince of Wales Hotel, 48 Emily Street, Seymour (HO156). This retains a small timber stables block.

Within Tallarook it also compares with the less intact former Railway Hotel directly opposite.

Statement of significance

What is significant?

The former Junction or Howe's Hotel complex, is significant. The following buildings and structures contribute to the significance of the place:

- The original form, materials and detailing of the hotel, including the early 'accommodation' sign on the side wall.
- The original form, materials and detailing of the stables, including original features of the interior such as the brick paved floor
- The 'beehive' water tank and well.
- The old apple and peppercorn trees.

The relatively high degree of external integrity of the hotel and the external and internal integrity of the stables contributes to the significance of the place.

Non-original alterations and additions to the above buildings including the verandah structure and structures are not significant.

How is it significant?

The former Junction or Howe's Hotel complex is of local historic, architectural and aesthetic significance to Mitchell Shire.

Why is it significant?

It is historically significant as an early hotel and stables complex, which demonstrates the importance of Tallarook as a stopping place along the Sydney Road in the nineteenth century. The size of the stables is particularly evocative of the importance of Tallarook as a coach stop where horses were changed and their significance is enhanced by their rarity value. The significance of the complex is also enhanced by the surviving well, which is a rare surviving example and the early plantings, which are associated with the early use and development of the hotel (Criteria A & B)

It is architecturally and aesthetically significant as a fine and intact example of a late nineteenth century hotel and stables complex, which is a local landmark that contributes to the historic character of Tallarook township. The aesthetic qualities of the buildings are enhanced by the mature trees. (Criteria D & E)

Tallarook Mechanics' Institute & Free Library, 44 Main Road

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

6. *Developing cultural life*; 6.1 *Forming associations*, 6.6 *Education*

Hotels and markets were the early focus of cultural life, after the encampments of the overlanders and shepherds, many of whom had lived solitary existences. To an extent this focus continued, but simultaneously spread as other buildings and institutions were created. The mid nineteenth century, around 1850 stands out as the point when such changes began, though the gold rushes affected culture in many contradictory ways, unsettling society but generating great wealth for its projects. Of particular importance was the influence of growing numbers of women – it may be no coincidence that at the same time as the gender imbalance began to change a range of settled cultural institutions came into being. Churches, temperance societies and schools gave new emphases to family life as opposed to the independent life of the drover or digger. Masonic lodges, Mechanics' Institutes and political institutions were designed to focus on the moral, intellectual and political aspirations of men (Mitchell Shire Environmental History, 2006:68).

A Library and reading rooms were sought for Kilmore in 1851, but again their construction was delayed by the gold rushes, which stalled many developing patterns of settled life for their duration. As a promoter of such settled patterns of self-improvement and recreation, the Mechanics' Institutes, such as that extant at Tallarook, became a focus of support in the 1850s from both Protestant and Catholic hierarchies as well as the wider community, who hoped that they would provide 'a school of morality and safety valve for the profitable employment of spare time'⁹ The gold rushes also had the paradoxical effect of galvanising many members of the community interested in preserving those patterns of life based on home, family and religion which they felt were threatened by gold (Mitchell Shire Environmental History, 2006:71).

Education was not limited to schools and children, but also took the early form of mechanics' institutes which were established to educate adults both young and old who had not the means to pay for an expensive education in an age where 'self-improvement' was the motto of both the radicals,

⁹ Tucker, p. 88.

religious and middle-class establishments. The social significance of these institutions is demonstrated by one example: the Tooborac Mechanics' Institute was opened in 1889 with 'a grand concert and ball', and as these institutes were often expanded to include free libraries such as that built in Seymour in 1875. A library followed in Tooborac in 1890. Mechanics' Institutes were joined later by the railway institutes, which focused on the education of the workers (Mitchell Shire Environmental History, 2006:81).

Tallarook

Tallarook township, in the Parish of Lowry, comprises land that was part of Joseph Hawdon's pastoral run of Tallarook. The land around it was first subdivided and sold in October 1855 with further subdivision and sales in the 1870s and 1880s.

Surveyor Thomas Pinniger produced the *Sale Plan of Town & Suburban Lands* at Seymour in April 1855 and, in August 1855, he made a plan called the *Township of Tallarook on the Goulburn River*. It had an elaborate design of arcs and curves for the streets, named The Sextant, Lower Terrace and Upper Terrace, with a prime location at the centre reserved for the Episcopal Church. Some town allotments were pre-allocated to James Maxfield, James Ball and J. James. An important site on this map was "From Broadford and Melbourne – Proposed Crossing Place".

However, the 1855 plans for the township of Tallarook north of the Goulburn were abandoned and instead a site south of the river on the Dabyminga (Reedy) Creek was chosen for the "new" Tallarook. Initially the town was called Dabyminga however the name Tallarook was quickly adopted and has been used since (although the actual town of Tallarook was not gazetted until 1952).

The new township of Tallarook on the Dabyminga Creek was conveniently located between Broadford and Seymour and at the junction of the road to Yea and the first coach stables built by J. Fox formed an ideal changing post for coach horses. At the end of 1860 there was a store, blacksmith's shop, huts, and a public house being erected. The first hotel was built by Thomas Fox and had a store attached. It was opposite the Tallarook State School and the first post office was nearby. Fox later erected a hotel on the site of the present Railway Hotel at the south-east corner of Lodge Street and Main Road. Near this location he also moved his store, which included a bakery, butchers and blacksmith's shop.

Tallarook was predominantly a pastoral area when the town was first established. In addition to the traditional shops and hotels, the town's workforce included John Hedley, an early timber worker, Michael McIntyre, a mason, and Joshua Pye, an old Englishman who used the water from his well to manufacture ginger beer in his factory. The arrival of the railway to Tallarook in 1872 provided more employment and helped develop the timber industry, which operated two saw mills close to the railway station. The population was again boosted by the construction of the railway line to Yea, which opened in 1883. In 1890 the population of the town of Tallarook was 200. In that year it was described as being an:

agricultural township with telegraph station, savings bank, post and money-order office... The surrounding country is good agricultural land and well fitted for grazing purposes; a large trade is done in timber. It has two hotels, two churches and State and denominational schools. Passengers are booked for Yea, Alexandra and the Upper Goulburn by the Tallarook to Yea railway.

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Place history

In 1891 the *Broadford Courier* reported that James Fox, Tallarook publican, donated land to the community for the "erection of a capital and commodious public hall for the general use of its inhabitants". "A company limited by Guarantee and owned by subscribers was created" to raise funds to build the hall. To subscribe to the company, local residents contributed a minimum of £1 (Lorraine Huddle Pty Ltd, 2006). Once sufficient funds were raised, construction of the hall commenced in January 1891 and was completed by early April. The

hall was designed by local builder/architect Andrew McKay. while the Messrs Bray Bros' were contractors and Mr Lambden the clerk of works (*Broadford Courier & Reedy Creek Times*). McKay's motto was reported to be "A house in a day, a street in a week" (Lorraine Huddle Pty Ltd, 2006).

The formal opening hall in early April 1891 was celebrated with a dance that was attended by 'a large number of the public of the district, a most enjoyable time being spent by everyone present' (*Broadford Courier & Reedy Creek Times*).

At one time after repainting a construction date of 1887 was painted on the hall. Martindale (1982:174) states that the date of 1887 on the hall was an error created when it was repainted. Supposedly the painters had forgotten the correct date and "in the easy-going Australian fashion 1887 was painted up as being about as close to the date as anyone involved in the incident could remember".

By November 1891 the 'nucleus' of a Free Library had been established. A reading room had been set aside and 120 books representing 'the standard works of the best fiction writers' had been procured. In other to clear the debt involved with the setting up of the library a grand variety entertainment was held late in 1891 (*Broadford Courier and Reedy Creek Times*).

The Mechanics' Institute Hall and Free Library has been used by the community and community groups continuously since it was built, including as a temporary school while repairs and renovations were being carried out on the school (Lorraine Huddle Pty Ltd, 2006:364).

[Note: This is an edited version of the history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Stage Two Heritage Study 2006* with additional research by David Helms]

Sources

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- Information provided by Libby Webster, Secretary, Hall Committee, in 2002
- Transcription of Tallarook Rate Books. Source: Seymour & District Historical Society Inc. (computer file)

Description

The Tallarook Mechanics' Institute is situated on a large site with open space to the north, now used as a car park. Fronting Main Street, it has a symmetrical façade with central double doors, flanked by windows either side. The dominant feature of the façade is the large parapet clad with pressed metal, and featuring a timber cornice and corbels and a round louvre vent. The symmetrical planning of the building with central hallway flanked by a pair of small rooms and large hall behind these is typical of the layout of many Mechanics' Institutes.

Tallarook's Institute has a large hall situated between the front wing and a supper room at the rear. The supper room is a later extension – (the join in the weatherboards is evident on the south elevation) but this part has been designed in matching style with some Federation –style

notched weatherboards and matching round vent to the gable end. The windows are of six pane sashes with fanlights over each one. The gable roof has a series of triangular roof ventilators. There is a modern extension to the rear with toilets and verandah. The exterior is clad in square edged weatherboard and the roof in red-painted corrugated galvanized iron. The building has a high degree of integrity externally and is in good condition.

The interior comprises bead-edged lining boards to walls and pressed metal decorative panels to the ceiling. Interior doors are four panel doors with a top panel of glass. The interior appears to be highly intact.

A recent public art project has provided a ceramic sculpture entitled 'Tallarook Stacks' that was completed in 2011. There is a new disabled access ramp to the front door and garden beds at the side and entrance.

Comparative analysis

The most common type of public halls and Mechanics' Institutes were simple gabled buildings constructed of weatherboard, sometimes with ante-rooms flanking the front elevation and/or with a rear skillion. In larger towns they were often constructed of brick with more elaborated decoration to the façade.

Tallarook Mechanics' Institute is of typical design and is notable for its high degree of intactness, both externally and internally. It is one of five surviving late nineteenth or early twentieth century Mechanics' Institutes or public halls in Mitchell Shire. The others are:

- Seymour – Erected in 1874 with later additions, this is the earliest surviving Mechanics' Institute. Constructed of brick, it has a similar level of external integrity to Tallarook.
- Wallan – Brick section erected in 1877 with later timber additions. This has a similar level of external integrity to Tallarook.
- Tooborac – Erected in 1889, this was a gabled weatherboard building with a small gabled porch. It has been altered and added to at the rear and has a moderate level of external integrity when compared to Tallarook.
- Wandong. Erected in 1901 this is a simple gabled hall and porch. The hall has recently been extended at the rear and side. It has a moderated level of external integrity.

Statement of significance

What is significant?

Tallarook Mechanics' Institute & Free Library, designed by Andrew McKay and opened in April 1891, at 44 Main Road, Tallarook is significant. The simple form, detailing and materials and siting of the hall as constructed in 1891 contribute to its significance.

Non-original alterations and additions to the hall are not significant.

How is it significant?

Tallarook Mechanics' Institute & Free Library is of local historic, social, architectural and aesthetic significance to Mitchell Shire.

Why is it significant?

Tallarook Mechanics' Institute & Free Library is historically significant as a building that provides tangible evidence of the establishment of Mechanics' Institutes and Free Libraries in the late nineteenth century. Mechanics' Institutes and Free Libraries played an important role development of communities and this hall is socially significant as building that continues to be used and valued by the local community after 120 years. (Criteria A & G)

It is architecturally significant as a representative example of a typical nineteenth century public hall. Notable detailing include the parapet to the façade and the whole series of original windows as well as some Federation- style gable end detailing to the supper room. The

triangular roof ventilators are also a feature of the style and period for public halls. The significance is enhanced by the high degree of external and internal integrity of the building. (Criterion D)

It has aesthetic significance as an historic landmark within Tallarook, which contributes to the historic character of the township area. (Criterion E).

Anglican Church of St Stephen, 61 Main Road

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

6. Developing cultural life; 6.2 Worshipping

Hotels and markets were the early focus of cultural life, after the encampments of the overlanders and shepherds, many of whom had lived solitary existences. To an extent this focus continued, but simultaneously spread as other buildings and institutions were created. The mid nineteenth century, around 1850 stands out as the point when such changes began, though the gold rushes affected culture in many contradictory ways, unsettling society but generating great wealth for its projects. Of particular importance was the influence of growing numbers of women – it may be no coincidence that at the same time as the gender imbalance began to change a range of settled cultural institutions came into being. Churches, temperance societies and schools gave new emphases to family life as opposed to the independent life of the drover or digger. Masonic lodges, Mechanics' Institutes and political institutions were designed to focus on the moral, intellectual and political aspirations of men (Mitchell Shire Environmental History, 2006:68)

Before the construction of churches, hotels, which were the centre of social life, also hosted the itinerant preachers who toured the colonies, particularly during the gold rushes. As population and expectations rose, in particular mid century with the gold rushes, churches of stone replaced wooden structures. The prominence and cost of churches were testimony to their centrality in spiritual, social and cultural terms. They were associated with other social and political groups, community service and the provision of education - associations that in many cases continue to the present day. This importance was recognised by government, which granted reserves of land specifically for the construction of churches, church schoolhouses and clergymen's residences in the early 1850s. At this time it was widely held that the mission of the British Empire was not merely one of commerce and 'civilisation', but of Christianisation. In this way the area's early churches link Mitchell Shire to the broader impulses driving the imperial pioneering age. Religion, in its various forms, was central to the cultural identification of the people (Mitchell Shire Environmental History, 2006:72).

Churches were the mainstay of social life, particularly for women and children. Churches were not only bound up in the theme of worship and spirituality but moreover of the marking of the phases of life, from baptism to marriage and burial (Mitchell Shire Environmental History, 2006:72).

Tallarook

Tallarook township, in the Parish of Lowry, comprises land that was part of Joseph Hawdon's pastoral run of Tallarook. The land around it was first subdivided and sold in October 1855 with further subdivision and sales in the 1870s and 1880s.

Surveyor Thomas Pinniger produced the *Sale Plan of Town & Suburban Lands* at Seymour in April 1855 and, in August 1855, he made a plan called the *Township of Tallarook on the Goulburn River*. It had an elaborate design of arcs and curves for the streets, named The Sextant, Lower Terrace and Upper Terrace, with a prime location at the centre reserved for the Episcopal Church. Some town allotments were pre-allocated to James Maxfield, James Ball and J. James. An important site on this map was "From Broadford and Melbourne – Proposed Crossing Place".

However, the 1855 plans for the township of Tallarook north of the Goulburn were abandoned and instead a site south of the river on the Dabyminga (Reedy) Creek was chosen for the “new” Tallarook. Initially the town was called Dabyminga however the name Tallarook was quickly adopted and has been used since (although the actual town of Tallarook was not gazetted until 1952).

The new township of Tallarook on the Dabyminga Creek was conveniently located between Broadford and Seymour and at the junction of the road to Yea and the first coach stables built by J. Fox formed an ideal changing post for coach horses. At the end of 1860 there was a store, blacksmith’s shop, huts, and a public house being erected. The first hotel was built by Thomas Fox and had a store attached. It was opposite the Tallarook State School and the first post office was nearby. Fox later erected a hotel on the site of the present Railway Hotel at the south-east corner of Lodge Street and Main Road. Near this location he also moved his store, which included a bakery, butchers and blacksmith’s shop.

Tallarook was predominantly a pastoral area when the town was first established. In addition to the traditional shops and hotels, the town’s workforce included John Hedley, an early timber worker, Michael McIntyre, a mason, and Joshua Pye, an old Englishman who used the water from his well to manufacture ginger beer in his factory. The arrival of the railway to Tallarook in 1872 provided more employment and helped develop the timber industry, which operated two saw mills close to the railway station. The population was again boosted by the construction of the railway line to Yea, which opened in 1883. In 1890 the population of the town of Tallarook was 200. In that year it was described as being an:

agricultural township with telegraph station, savings bank, post and money-order office... The surrounding country is good agricultural land and well fitted for grazing purposes; a large trade is done in timber. It has two hotels, two churches and State and denominational schools. Passengers are booked for Yea, Alexandra and the Upper Goulburn by the Tallarook to Yea railway.

[Note: This is an edited version of the Tallarook Town Precinct history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Stage Two Heritage Study 2006*]

Place history

The Anglican Church of St Stephen at Tallarook was erected in late 1884. In 1883 Mr Stephen Howe, owner of the then flourishing Junction Hotel, gave the land to build a church and W.F. Johnstone, a lay reader, was a ‘moving force in securing its erection’ (Martindale, 1982:174). The Howe family had a long association with the church - Mr Howe was a keen worker and benefactor for many years, and his son George was Hon. Sec. of the church committee in the 1890s.

The opening of St Stephen’s was reported in the 12 January 1884 edition of the *Church of England Messenger*:

A church has recently been erected at Tallarook. The building, & etc has cost 250 pounds. About 200 pounds has been raised by donations up to date. It is considered the prettiest wooden church in the north-eastern district. Mrs. Moorhouse, with her usual liberality, has given a bell for the church. The land on which the building is erected was given by Mr S. Howe, of Tallarook.

The architects for the church were Terry & Oakden (PROV).

According to Martindale (1982:174) a well was put down close to the Church of England. A hand pump was installed and this became naturally a meeting place after the manner of an old English village.

During the 1890s the congregation dwindled and the church came under threat of closure by the Board of Public Health due to a number of outstanding issues with the building. In 1903 an exasperated Charles Boulton wrote to the Board:

We have no funds and it is already a hard struggle to find sufficient to pay the clergyman, in fact we owe him money at the present – if this is insisted upon I suppose they may as well close the church – and we will worship under the trees.

However, the situation was resolved and in 1910 there were alterations to St Stephen's. The porch, which faced the North, was turned to face West. A lectern, donated by the Howe family in memory of Stephen Howe was installed. The work was carried out by Robert Langley Sinclair, L. Jones and Charles Boulton.

During the 1962 Centenary for St Matthew's Broadford, St. Stephen's was painted and redecorated. This included the uncovering and renewal of the old East window and the carpeting of the whole church. The altar was made free standing, the reredos attached to the walls and the platform altered.

The church contains many fixtures and fittings that are gifts in memory of past parishioners:

- Lectern - Stephen Howe (1910)
- Pulpit - William (First Secretary of Church) and Emma Price (1943)
- Crucifix - Robert Langley Sinclair
- Altar - Elizabeth Winnell (1934)
- Picture ("The Last Supper") & Collection Plate - Charles Orme Boulton (1951)
- Perpetual Flame Light - Mrs Duff and Bert Sinclair
- Cross - in memory of the war fallen (from Ladies Guild), 1922
- Reredos - Philip Lesley Gidley King (killed in action) 1917
- Honor Roll - Ladies Guild
- Bookstand - Sarah Boulton (1922)

[Note: This is an edited version of the history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Stage Two Heritage Study 2006* with additional research by David Helms]

Sources

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Lorraine Huddle Pty Ltd & Dr Aron Paul, *Mitchell Shire Stage Two Heritage Study Volume Two: Environmental History*, 2006

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Public Record Office of Victoria (PROV) VPRS 7882/P1 Unit 763

'The Church of St. Stephen's Tallarook. The centenary service of the Holy Eucharist on Sunday July 29th, 1984', 5pp, digitally formatted copy

Township of Tallarook (formerly Town of Dabyminga), n.d. Source: State Library of Victoria, Put-away Plan collection, D149(3) (microfiche)

Description

The Anglican Church of St Stephen is a simple 'Carpenter-gothic revival' church of timber frame and weatherboard cladding. Carpenter Gothic is the term used to describe buildings that use/adapt Gothic revival detailing in timber, usually modifying the details to suit the different construction techniques required of timber.

It is located within a large allotment with a Cypress tree towards the rear of the site. The Gothic Revival form is expressed in a steeply pitched roof which is repeated in the porch and the sanctuary, and the windows that are built with pointed arch timber mouldings of straight profile and have a combination of fixed and openable sashes. There is a modern extension to the sanctuary, presumably providing enlarged vestry space. The small porch has a front door in the gable end and a pair of matching windows to each side of the porch. There is a bell mounted on the roof of the porch. The rear elevation has a triple light gothic revival, arch-headed window.

The interior is lined with unpainted pine lining boards, that create a coved ceiling and the windows have clear glass. There is a range of memorial plaques associated with local families, and the interior still contains the timber pews and other ecclesiastical joinery.

Changes to the building include a new front door and path, and the painted surfaces are in good condition.

Comparative analysis

This is one of two nineteenth century churches in Tallarook. Architecturally, St Stephen's is typical of the simple Carpenter Gothic churches erected in the nineteenth and twentieth centuries. It does not compare directly with St Josephs, which is constructed of bluestone.

It is a representative Gothic Revival church of architectural significance for its simple Carpenter gothic detailing to the windows. The intactness of the interior including pews, linings, memorials and timber fittings is notable.

It compares with the former Presbyterian Church at Beveridge (HO6), which was constructed in 1896, Our Lady Help of Christians at Broadford (dating from 1907) and the Anglican Church of the Transfiguration at Pyalong (dating from 1914). St Stephens is more intact externally than the first two examples and has a more intact interior than all of these.

Statement of significance

What is significant?

The Anglican Church of St Stephen, designed by Terry & Oakden and opened in January 1884, at 61 Main Street, Tallarook is significant. The simple form, detailing and materials and siting of the Carpenter Gothic style church and the interior contribute to its significance.

Non-original alterations and additions to the church are not significant.

How is it significant?

The Anglican Church of St Stephen, Tallarook is of local historic, social, architectural and aesthetic significance to Mitchell Shire.

Why is it significant?

The Anglican Church of St Stephen is historically and socially significant as the centre of Anglican worship in Broadford for over 120 years. The construction of the church is associated with the development of Tallarook after the opening of the railways and it is also closely associated with a number of notable local pioneers including the Howe family. It is also of interest as an example of a small rural church designed by the noted architects, Terry & Oakden. (Criteria A, G & H)

Architecturally, it is significant as a representative Carpenter Gothic church with steeply pitched roof and Gothic detailing to the windows. The intactness of the interior including pews, linings, memorials and timber fittings is notable. (Criterion D)

It has aesthetic significance as an historic landmark within Tallarook, which contributes to the historic character of the township area. (Criterion E).

St Joseph's Catholic Church, 66 Main Road

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

6. Developing cultural life; 6.2 Worshipping

Hotels and markets were the early focus of cultural life, after the encampments of the overlanders and shepherds, many of whom had lived solitary existences. To an extent this focus continued, but simultaneously spread as other buildings and institutions were created. The mid nineteenth century, around 1850 stands out as the point when such changes began, though the gold rushes affected culture in many contradictory ways, unsettling society but generating great wealth for its projects. Of

particular importance was the influence of growing numbers of women – it may be no coincidence that at the same time as the gender imbalance began to change a range of settled cultural institutions came into being. Churches, temperance societies and schools gave new emphases to family life as opposed to the independent life of the drover or digger. Masonic lodges, Mechanics’ Institutes and political institutions were designed to focus on the moral, intellectual and political aspirations of men (Mitchell Shire Environmental History, 2006:68).

Before the construction of churches, hotels, which were the centre of social life, also hosted the itinerant preachers who toured the colonies, particularly during the gold rushes. As population and expectations rose, in particular mid century with the gold rushes, churches of stone replaced wooden structures. The prominence and cost of churches were testimony to their centrality in spiritual, social and cultural terms. They were associated with other social and political groups, community service and the provision of education – associations that in many cases continue to the present day. This importance was recognised by government, which granted reserves of land specifically for the construction of churches, church schoolhouses and clergymen’s residences in the early 1850s. At this time it was widely held that the mission of the British Empire was not merely one of commerce and ‘civilisation’, but of Christianisation. In this way the area’s early churches link Mitchell Shire to the broader impulses driving the imperial pioneering age. Religion, in its various forms, was central to the cultural identification of the people (Mitchell Shire Environmental History, 2006:72).

Churches were the mainstay of social life, particularly for women and children. Churches were not only bound up in the theme of worship and spirituality but moreover of the marking of the phases of life, from baptism to marriage and burial (Mitchell Shire Environmental History, 2006:72).

Kilmore was among the early areas to be created a separate mission from Melbourne by the Catholic bishop, in 1848, and the first Catholic priest was from Tipperary, Rev. Charles Clarke, who also involved himself in establishing the church school listed in 1851. The original St. Patrick’s Roman Catholic Church at Kilmore (now demolished) was built in 1855. The foundation stone of the present St Patrick’s building was laid in August 1857. The building was dedicated in July 1860 William Wardell, the architect of St Patrick’s Cathedral in Melbourne, designed the present building. The Kilmore Catholic Church was followed closely by St. John’s at Beveridge in 1858. Most Catholic churches in the Study Area were closely associated from their conception with education, an association that continues with the Marist Brothers’ school at Kilmore (Mitchell Shire Environmental History, 2006:73).

Tallarook

Tallarook township, in the Parish of Lowry, comprises land that was part of Joseph Hawdon’s pastoral run of Tallarook. The land around it was first subdivided and sold in October 1855 with further subdivision and sales in the 1870s and 1880s.

Surveyor Thomas Pinniger produced the *Sale Plan of Town & Suburban Lands* at Seymour in April 1855 and, in August 1855, he made a plan called the *Township of Tallarook on the Goulburn River*. It had an elaborate design of arcs and curves for the streets, named The Sextant, Lower Terrace and Upper Terrace, with a prime location at the centre reserved for the Episcopal Church. Some town allotments were pre-allocated to James Maxfield, James Ball and J. James. An important site on this map was “From Broadford and Melbourne – Proposed Crossing Place”.

However, the 1855 plans for the township of Tallarook north of the Goulburn were abandoned and instead a site south of the river on the Dabyminga (Reedy) Creek was chosen for the “new” Tallarook. Initially the town was called Dabyminga however the name Tallarook was quickly adopted and has been used since (although the actual town of Tallarook was not gazetted until 1952).

The new township of Tallarook on the Dabyminga Creek was conveniently located between Broadford and Seymour and at the junction of the road to Yea and the first coach stables built by J. Fox formed an ideal changing post for coach horses. At the end of 1860 there was a store, blacksmith’s shop, huts, and a public house being erected. The first hotel was built by Thomas

Fox and had a store attached. It was opposite the Tallarook State School and the first post office was nearby. Fox later erected a hotel on the site of the present Railway Hotel at the south-east corner of Lodge Street and Main Road. Near this location he also moved his store, which included a bakery, butchers and blacksmith's shop.

Tallarook was predominantly a pastoral area when the town was first established. In addition to the traditional shops and hotels, the town's workforce included John Hedley, an early timber worker, Michael McIntyre, a mason, and Joshua Pye, an old Englishman who used the water from his well to manufacture ginger beer in his factory. The arrival of the railway to Tallarook in 1872 provided more employment and helped develop the timber industry, which operated two saw mills close to the railway station. The population was again boosted by the construction of the railway line to Yea, which opened in 1883. In 1890 the population of the town of Tallarook was 200. In that year it was described as being an:

agricultural township with telegraph station, savings bank, post and money-order office... The surrounding country is good agricultural land and well fitted for grazing purposes; a large trade is done in timber. It has two hotels, two churches and State and denominational schools. Passengers are booked for Yea, Alexandra and the Upper Goulburn by the Tallarook to Yea railway.

[Note: This is an edited version of the Tallarook Town Precinct history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Stage Two Heritage Study 2006*]

Place history

According to Martindale (1982:173) 'Tallarook's Roman Catholic Church and school both antedated those of Seymour and this was due to the fact that there was a strong concentration of Catholic families close to Tallarook'.

Land for a Catholic Church was gazetted in 1862 and early in 1864 a small wooden building with a bark roof was built at what was then called Dabyminga. For some time this building also served as both church and school. In 1865 the first stones were laid for a solid bluestone church although it was another twenty years before it was completed. On May 10, 1866, Bishop Goold officially opened the "half built" church for Mass. Michael Grennan was the first master of the school, which was attended by forty-one children (Ebsworth, 1973:108; Martindale, 1982:173).

In 1885 the decision was made to complete the church. Francis D. Hickey, Hon. Secretary, Tallarook, placed a notice in 18 April 1885 of *The Argus*:

Fresh tenders wanted for additions to Roman Catholic Church Tallarook. Quarry, free of charge, is available about 2.5 miles distant from the church.

Later that year a plan was submitted to the Board of Public Health for approval (PROV). A letter sent with the plan described the existing church and proposed extension as follows:

This is a stone building with a slate covered roof, and the tracing submitted shows a proposed 20 feet in length extension of the nave – egress space is amply provided, and the new doorway 7 feet wide, will have doors opening outwards...

The extensions were completed by mid-1886 and were blessed by Archbishop Carr in August of that year (PROV).

In late 1896 a vestry was added to the church to the design of J. North Kelly Jnr. of Seymour, who was also Shire Secretary. This vestry was in turn rebuilt in 1939 when a sacristy was added. These alterations were supervised by Melbourne architect and builder, Bart Moriarty, who also designed and built the new Catholic Church at Seymour in the same year (PROV).

[Note: This is an edited version of the history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Stage Two Heritage Study 2006* with additional research by David Helms]

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Martindale, H.G. *New Crossing Place: A History of Seymour and its Shire*, Revised edition, Shire of Seymour, Seymour, 1982

Public Record Office of Victoria (PROV) VPRS 7882/P1 Unit 763

Township of Tallarook (formerly Town of Dabyminga), n.d. Source: State Library of Victoria, Put-away Plan collection, D149 (3) (microfiche)

Description

St Joseph's Catholic Church is sited on a small rise at the southern end of the township of Tallarook. The church is set diagonally on the large allotment, which is encircled with a number of eucalypts and Golden Cypress. The church is built in the gothic revival style and constructed of coursed, random bluestone. The front door faces the road with no porch and the door, which is inset with a small cross-shaped window, appears to be original. Windows set into the four-bayed church are of diamond leaded glass, some with rosette decoration. Several windows on the north side have modern pictorial glass.

At the rear of the church the later addition of the sanctuary and vestry is evidenced by variations in the stonework. The sanctuary has a lower roof springing point and ridge line, and has a triple arch headed window. The vestry has a transverse ridge line and is lower again in roof line. The church exhibits typical gothic revival design including the engaged buttresses along the side walls, and pointed arch headed windows with dressed and shaped stones to window and door openings.

The steeply pitched gable roof is clad with slate, and there are several triangular roof ventilators that are in need of some repair. One parapet has been covered with a modern steel flashing, possibly as a result of falling damp.

(The interior of this church was not inspected)

Comparative analysis

Architecturally, St Joseph's is a representative stone Gothic Revival church exhibiting typical features of the style including a steeply pitched slate roof, buttresses dividing the walls of the nave, pointed arch headed window and door openings. It compares with St John's Catholic Church, Beveridge (HO5), which is a more elaborate design, and has similarly been added to.

Statement of significance

What is significant?

St Joseph's Catholic Church, to the extent of the c.1865 church and the additions made in 1885, 1895 and 1939, at 66 Main Road, Tallarook is significant. The simple form, detailing and materials and siting of the Carpenter Gothic style church and its interior contribute to its significance.

Other alterations and additions to the church are not significant.

How is it significant?

St Joseph's Catholic Church, Tallarook is of local historic, social, architectural and aesthetic significance to Mitchell Shire.

Why is it significant?

St Joseph's Catholic Church is historically and socially significant as the centre of Catholic worship in Tallarook for over 140 years. It is one of the oldest churches in Mitchell Shire and

demonstrates the early development of the Tallarook district and the strength of the Catholic congregation in this area during the nineteenth century. (Criteria A & G)

It is architecturally significant as a representative stone Gothic Revival church exhibiting typical features of the style including a steeply pitched slate roof, buttresses dividing the walls of the nave, pointed arch headed window and door openings. (Criterion D)

It has aesthetic significance as an historic landmark within Tallarook, which contributes to the historic character of the township area. The rustic, undeveloped setting of the church contributes to its aesthetic significance. (Criterion E)

Tallarook-Mansfield Railway

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

3. Linking communities; 3.1 Moving goods and people and distributing information

The Study Area's development has been inseparable from that of the wider colonies, and particularly inextricable from the development of Melbourne, which truly opened up the Port Phillip District by eventually providing an accessible port and market to vie with Sydney. Melbourne was established in 1835 after years of ad hoc and sometimes abortive attempts at colonisation in other regions of Victoria. Already by 1836 the area of Mercer's Vale (Beveridge) was 'a favourite stopping place in the early days of the colony, for travellers passing along [Sydney] road'. Roads, and later railways and highways, profoundly affected not only the way the Study Area was connected with the outside but within its own communities. The centrality of the transport network as a theme in the Study Area's history is illustrated by the political disputes and controversy it could create, whether it be in the form of incessant petitioning for the upkeep of the roads, to the long running dispute between Broadford and Yea over the location of the railway there (Mitchell Shire Environmental History, 2006:53).

Railway development in the nineteenth century

Following the extravagant expenditure on the construction of the Victorian Government's first inland railways during the 1850s and 60s, it was to be almost a decade before railway expansion resumed (Museum Victoria website).

The next phase of railway development, lasting throughout the 1870s, saw the completion of additional trunk routes or main lines from Essendon to Wodonga, from Oakleigh to Sale and westward from Ballarat to Ararat and Horsham (on a route that would later extend to Adelaide). Another line extended westwards from Geelong to Colac (which later reached Warrnambool and Port Fairy) and from Ararat to Portland through Hamilton. In central Victoria the first branch lines were built to places such as Maryborough, Dunolly, St Arnaud and Inglewood to serve rapidly developing farming and mining districts (Museum Victoria website).

The railway line to north-eastern Victoria was first proposed in 1862 and various routes were suggested. An 1866 map shows the proposed line from Melbourne to Albury, however discussion on routes through different towns continued until an 1869 survey by the Engineer-in-Chief, Thomas Higinbotham, was adopted (Turton, 1973:15). On February 10, 1870, the Minister for Lands signed notices to be given in order to claim alienated land for the railway, and six days later owners were told to send in claims (Turton, 1973:20).

The north-eastern railway line was constructed in three major sections: Melbourne to Seymour; Seymour to Benalla; and Benalla to Wodonga. Thomas O'Grady, James Leggatt and James Noonan were awarded the contract for the Melbourne to Seymour section to be completed by March 31, 1872. A ceremony was held at Essendon on 20 June 1870 where the Minister for

Railways turned the first sod. The main site office for this section was set up at Kilmore, approximately half way along this section of the line (Turton, 1973:24, 26, 35).

The main line ran from Essendon and was completed to the south bank of the Goulburn River, two miles from Seymour, by April 1872. A reception was arranged at the terminus and Thomas Higinbotham, Engineer in Chief and surveyor of the route, made a speech in which he predicted that the North-eastern railway line would become “the great Australian highway between Sydney and Melbourne” (Turton, 1973: 17-18, 28, 30). Stations along the line within Mitchell Shire were built at Wallan, Kilmore East (originally known as Kilmore), Broadford and Tallarook. A station at what is now known as Heathcote Junction and originally known as Summit opened in 1886.

The 1880s was a decade of economic prosperity and growth in Victoria and saw the greatest period of railway building in the colony. Between 1882 and 1892 an additional 1548 miles of line were opened, more than doubling that built over the previous three decades (Lee, 2007:80).

The new lines were constructed in accordance with two Acts, one passed in December 1880 that authorised the construction of 23 railways and the second, passed in December 1884 that proposed over 60 new railways. The 1884 Act, officially known as the *Railway Construction Act* became infamous as the ‘Octopus Act’ because it authorised railways in almost every electorate in the colony. As Lee (2007:93) concludes it was ‘the most emphatic expression of the boom time mentality in public investment’.

Place history

The building of the 23.75 miles of line from Tallarook to Yea was authorised by the Railway Construction Act 1880. The contract was let to C.G. and E.F. Miller for about 99,637 pounds. The line followed the old coach road for most of the way. There were 23 bridges and four stations on the line. The line was opened on 20 November 1883 (McCall, 1985:13-14). From 1889 it was extended in stages, eventually reaching Mansfield by 1891. In 1890 building commenced on the first stage of a branch line beginning at Cathkin, which reached Alexandra by 1909.

The construction of the railway stimulated development at towns along the route. According to Martindale (1982:173):

The early 1880s probably saw Tallarook at its busiest for it was then that the railway line to Yea was being built and Tallarook of course became a railway junction on the opening of that line on 20th November 1883. At Tallarook station there then existed refreshment rooms, which catered especially for travellers on the line that eventually went through to Mansfield.

As passenger and freight along the line decreased stations were unmanned and the line was progressively closed. Passenger services ceased in 1977 and the line including the branch to Alexandra was closed in November 1978. The sleepers and track were removed in 1987.

In c.2010 the rail reserve was converted to a rail trail along its length. Works associated with this included the replacement of the bridge decks.

Sources

Lee, Robert, *The Railways of Victoria 1854-2004*, State of Victoria, Carlton, 2007

McCall, Helen, *Trawool on the Goulburn: a history*, Seymour Historical Society, 1985 (page 13, there is a photograph showing the railway embankment, with tracks, and the unmade road, along Tallarook Road, Trawool)

Martindale, H.G., *New Crossing Place. A history of Seymour and its Shire*, Shire of Seymour, 1982

Turton, Keith, *Six and a Half Inches From Destiny: The first hundred years of the Melbourne-Wodonga Railway 1873-1973*, Australian Railway Historical Society (Victorian Division), Melbourne, 1973

Museum Victoria website, <http://museumvictoria.com.au/railways/> - viewed 24 August 2009

Description

As noted in the history, the railway tracks and ballast and all of the buildings along the Tallarook-Mansfield railway reserve have been removed. Surviving physical remnants include:

- The earth formations including embankments and cuttings and station platforms
- Culverts and bridges. The culverts generally date from the original construction of the railway and most appear to be intact- the culvert shown in the attached image is constructed of granite stones above a red-brick arched opening. The original timber trestle bridges were replaced in the 1950s and consist of concrete pylons with steel superstructure. The decks have been replaced more recently as part of the establishment of the rail trail.
- Archaeological remains, particularly around former station sites. Evidence may also remain of former worker's camps associated with the construction of the railway.

Statement of significance

What is significant?

The Tallarook-Mansfield Railway Reserve is significant. The significant features include the archaeological remains and embankments, cutting, culverts, bridges and other surviving remnants dating from the construction of the railway in 1882-3, and improvements made in the mid-twentieth century.

Buildings, structures and other features associated with the conversion of the railway reserve to a rail trail are not significant.

How is it significant?

The Tallarook-Mansfield Railway Reserve is of local historic and aesthetic to Mitchell Shire.

Why is it significant?

The Tallarook-Mansfield Railway Reserve is of historic significance as tangible evidence of the major expansion of the Victorian railway network in the late nineteenth century through the building of branch lines. The establishment of railway link initially between Tallarook and Yea, and later to Mansfield and Alexandra was integral to the development of the area and the embankments, cuttings, culverts, bridges and other surviving features including archaeological remains are significant as the only surviving physical fabric associated with the line. (Criterion A)

It is of aesthetic significance as a distinctive element within the cultural landscape of the Goulburn Valley. (Criterion E)

TOOBORAC

Smith's Bridge, Baynton Road

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

3. Linking communities; 3.1 Moving goods and people, and distributing information, 3.1.1 The roads and post offices

Place history

Improvements to the road network in Mitchell Shire were required as a result of closer settlement in the early twentieth century that led to an increase in traffic on rural roads.

The exact date of this bridge is not known but the design appears to date from the early twentieth century. The construction of timber bridges using round timber beams (often known as 'stringers') began in the 1890s. According to Chambers (2006:27):

In part the change came about through the need to reduce construction costs, but it also reflected a growing awareness that Australian hardwoods had a greater strength and durability when used 'in the round' unmilled or shaped by adze.

Where longer spans were required a variety of more complex bridge designs were used. These included the use of short projecting pieces of timber called 'corbels' that were placed across the top of bridge piers and abutments to support the beam ends, and the use of diagonal timber struts. In the 1920s the Country Roads Board (CRB) introduced a standard design for single lane timber road bridges that incorporated these features (Chambers 2006:28). The bridge had a traverse or cross-planked decking and 'in a concession to the new motor age' longitudinal running planks were added to 'provide a smoother surface ride'. According to Chambers (2006:28) this design was widely used subsequently by both the CRB and municipal councils.

The design of the sub-structure of this bridge with its use of three stringers, corbels and diagonally braced piers is almost identical to the CRB plan, which is reproduced in Chambers (2006:28), suggesting a c.1920s construction date.

Sources

Chambers, Don, *Wooden wonders. Victoria's timber bridges*, 2006

Description

This is a single lane road bridge. The super-structure (deck) and upper part of the sub-structure remain relatively intact. The super-structure has traverse or cross-planked decking with longitudinal running planks. The upper part of the sub-structure including the stringers and corbels remain, however the original timber piers have been replaced by round, concrete piers.

Comparative analysis

Timber road bridges were once relatively common in rural towns throughout the Shire, but have become increasingly rare as they are progressively replaced or upgraded to meet modern standards. This is one of two small timber road bridges that survive relatively intact.

Although the piers have been replaced it is notable for the relatively intact super-structure (i.e. deck) and upper part of the sub-structure, which is very similar to the standard design introduced by the Country Roads Board in the 1920s for single lane timber road bridges (Chambers, 2006:28). The retention of the longitudinal running boards is notable as a very feature of early bridge design. By comparison at the other example at Costello's Road,

Willomavin the superstructure (i.e., including the deck) has been replaced while the sub-structure remains relatively intact. Thus the two bridges provide complementary evidence of early bridge technology.

Statement of significance

What is significant?

Smith's Bridge, Baynton Road, Tooborac is a single lane timber road bridge built in the early twentieth century. The super-structure with its original or early traverse or cross-planked decking with longitudinal running planks and the upper part of the sub-structure including the stringers and corbels is significant.

The concrete piers and other non-original materials and details are not significant.

How is it significant?

Smith's Bridge on Baynton Road, Tooborac is of local historic and technical significance to Mitchell Shire

Why is it significant?

It is historically significant as tangible evidence of the construction of bridges at creek crossings in the early twentieth century, which was associated with closer settlement in the Tooborac district and Mitchell Shire. The design of the bridge also demonstrates the influence of the Country Roads Board in introducing standard specifications for bridge construction from the 1920s. (Criteria A & H)

It is of technical and historic significance for its relatively intact timber super-structure and upper part of the sub-structure, which demonstrates typical early design principles for timber bridges including the use of longitudinal running boards. (Criterion D)

The significance of the bridge is enhanced by its rarity value as one of only two known surviving examples in Mitchell Shire. The retention of the longitudinal running boards is especially notable as a once typical, but now very rare feature of early bridge design. (Criterion B)

McIvor Timber & firewood Co. tramway Depot, McIvor Siding

Statement of significance

What is significant?

The McIvor Timber and Firewood Company Tramway Depot, Northern Highway, Tooborac is significant. The significant buildings and features associated with this place include:

- The corrugated iron former engine shed which is believed to have been relocated here from Spotswood, in 1906 when the McIvor Timber and firewood Company commenced operations.
- The former managers house
- Archaeological remnants of station sidings, firewood mills, and charcoal kilns, and areas of former workers camps
- Remnants of the tramways extending north from the depot site.

How is it significant?

McIvor Timber and Firewood Company Tramway Depot, Northern Highway, Tooborac is of local historic and scientific significance to Mitchell Shire.

Why is it significant?

It is historically significant as the remains of this once vast enterprise and a now rare surviving example of the timber industry in Mitchell Shire. Much of the evidence of the timber industry, which was of vital importance to the early settlement and development of Mitchell Shire, has been lost and the surviving buildings and archaeological remnants of station sidings, firewood mills, and charcoal kilns, and areas of former workers camps at this site are rare tangible evidence that combine to tell the story of this very large operation which existed from 1906 until 1927. The Company's operations had lasting effects on the landscape north-east of

Heathcote and contribute to an understanding of the patterns of settlement in the area.
(Criteria A, B & H)

It is scientifically significant at a state level for its potential to demonstrate part of large scale operations and have the potential to yield valuable archeological information about the construction of the line and the way in which firewood and charcoal were produced as industrial fuels. (Criterion C)

TRAWOOL

Seymour water supply storage reservoir and diversion weir

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

5. Building towns; 5.2 Supplying urban services

Place history

The availability of a fresh water supply was a critical factor that influenced the location of early township sites. Usually, this led to the choice of a site close to permanent watercourses from which water could be drawn. In Mitchell Shire Kilmore was selected not only for its position on the pass over the Divide, but for its creeks, which ensured permanent water supply as they were fed by underground springs (Huddle & Paul, 2006:63). Similarly, all the main towns in the Shire - Broadford, Seymour, Pyalong, Tallarook are all located on or near water courses.

As townships grew (and local water supplies became polluted) the need usually arose for more reliable supply that could be managed and controlled. The first such engineering water supply scheme in Victoria was the Yan Yean water supply scheme, which was constructed in 1853-7. Similar schemes were also built at larger centres such as Geelong, Ballarat and Bendigo by the 1870s. However, most towns in Victoria continued to rely on a rudimentary water supply, which included a reliance on private wells and carting or pumping water from a local stream. Many people installed their own tank for private rainwater collection. According to the *Victorian Water Supply Heritage Study* (2007:21):

The passage of the Waterworks Act in 1865 enabled the provision of government loans for the construction of local waterworks, but it was not until the 1880s that a large number of towns set up water trusts to finance the construction of a water supply and reticulation system. In many cases the needs of the steam railways hastened this development.

At Seymour the demand for a town water supply led by 1886 to the holding of public meetings. The formation of a committee of three local people to act with the Shire Council in a water trust was not supported by Seymour Shire and lapsed after a few meetings. In 1888 the Seymour Water Trust, comprised of the councilors of Seymour Riding and three representatives elected by ratepayers, was formed with Richard Fennelly appointed as engineer and T. Howard as secretary (Martindale, 1982:87-8).

The Trust set about securing a water supply for Seymour. The scheme designed by Fennelly was for the supply of water to the town of Seymour and the local railway supply system and it was said that the plans and specifications prepared by Fennelly were agreed to by the Victorian Railway Supply and Railway Departments 'without additions or alterations'. The scheme, which was financed by a Government loan of 28,000 pounds, comprised a granite and ashlar masonry weir 350 feet long by 23 feet high of 'substantial character' constructed over the creek near Trawool Falls to act as a storage reservoir, a granite ashlar masonry pipe-head weir at the same place, which was connected by nearly eight miles of 8-inch pipes to a service reservoir within about two miles of Seymour at a site that became known as Wallis' Hill. The service reservoir was described as 'an admirable work, of brick and cement, with a storage capacity of 600,000 gallons, or about three days' supply for the town'. Fifteen miles of reticulation pipes were laid in the principal streets and it was expected that by Christmas Day 1890 the people 'will be blessed with a supply of pure water equal to any of the kind in the Colony' (*Kilmore Free Press*).

It appears that the original scheme was constructed in two stages with the principal or upper storage reservoir at Trawool not constructed until 1895. In November 1894 the tender of Reilly Bros. was accepted for this final stage of the scheme, however, construction was delayed

while further tests were carried out. In late 1895 the scheme for supplying with water the township of Seymour was finally completed by the construction of the storage reservoir, on a slab of which is engraved, as follows, the names of those who were responsible for the scheme. Seymour Water Trust, 1895. Chairman, Stewart Murray. Commissioners: J. Lyster, J. Carnie, D. Ryan, J. Chittick, E. O'Callagan, A.W. Walder, H. Tristan, Chief Engineer Water Supply Department, Promoter. R. Fennelly, A.M.I.C.E. Engineer. Reilly Bros. Contractors. R.J. Clydesdale, Secretary. E.J. Corlass, Inspector (*Kilmore Free Press, The Argus, McCall, 1999:17-18*).

Sources

The Argus, 16 January, 1895, p.6 'Trawool Storage Reservoir'

Context Pty Ltd & Dr Helen Doyle, *Victorian Water Supply Heritage Study*, unpublished report prepared for Heritage Victoria, 2007

Kilmore Free Press, 10 May 1894, p.3, 17 June 1897 'Testimonial to Mr Richard Fennelly, C.E.

Martindale, H.G., *New crossing place: A history of Seymour and its Shire*, Revised edition, Shire of Seymour, 1982

McCall, Helen & John G. Jennings, *Trawool on the Goulburn. A History, Extended to 1999*, 1999

Description

As noted in the history, the Seymour water supply scheme designed by Fennelly comprised a granite and ashlar masonry weir 350 feet long by 23 feet high constructed over the creek near Trawool Falls to act as a storage reservoir, a granite ashlar masonry pipe-head weir at the same place, which was connected by nearly eight miles of 8-inch pipes to a service reservoir within about two miles of Seymour at a site that became known as Wallis' Hill.

This place contains the two weirs on Falls Creek. Half way up is the pipe-head or diversion weir from which run the pipes that carry water to Seymour, and at the top is the storage reservoir, on a slab of which is engraved, as follows, the names of those who were responsible for the scheme. Seymour Water Trust, 1895. Chairman, Stewart Murray. Commissioners: J. Lyster, J. Carnie, D. Ryan, J. Chittick, E. O'Callagan, A.W. Walder, H. Tristan, Chief Engineer Water Supply Department, Promoter. R. Fennelly, A.M.I.C.E. Engineer. Reilly Bros. Contractors. R.J. Clydesdale, Secretary. E.J. Corlass, Inspector.

It is not known whether the any of the original pipes connecting the weirs to the storage basin on Wallis' Hill or the original storage basin itself, still survive.

Statement of significance

What is significant?

The Seymour water supply system, as designed by Richard Fennelly and comprising the storage reservoir (dating from 1895) and diversion (pipe head) weir (dating from 1890) over Trawool Creek, is significant.

How is it significant?

The Seymour water supply system storage reservoir and diversion weir are of local historic, aesthetic, architectural and technical significance to Mitchell Shire.

Why is it significant?

It is historically significance as one of the oldest engineered water supply systems not only in Mitchell Shire, but Victoria more generally. It is an example of the schemes inspired by the Yan Yean water supply system that were developed in Victoria with state government assistance in the late nineteenth century, and also demonstrates how the development of railway networks provided a further impetus to improvements to local water supplies in rural areas. It is also significant as a place that provides tangible evidence of the development of the Seymour during the early 20th century. (Criterion A)

It is of aesthetic significance as the use of granite used in the weir walls provides a fine aesthetic feature in the landscape. (Criterion E)

It is of technical and architectural significance for the fine and well detailed construction using ashlar masonry. (Criterion D)

TYAAK

Tyaak Cemetery

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

5. *Building towns*; 5.4 *Cemeteries*

Reedy Creek and Tyaak

The emergence of Reedy Creek was associated with the discovery of gold in 1857 although some finds may have been as early as 1855. The Reedy Creek goldfields continued to produce until the last mine, the Tonsil, was closed about 1910 or 1911 due to flooding of the mine.

Until the construction of the Melbourne to Sydney railway line through Broadford in 1871-2, Reedy Creek was far more populated than Broadford. The settlement was stretched out along the winding road following the creek, and covered such a distance that Lower Reedy Creek became known as Tyaak and Upper Reedy Creek as Reedy Creek.

There are claims that in its hey-day there were more than 2,000 people digging at Reedy Creek serviced by five hotels, three general stores and other services such as bootmakers and farriers. In addition to the goldfields, the local population included workers on the large Upper Reedy Creek Station.

However, official census records show that in 1861 there were 145 dwellings in Reedy Creek (including Tyaak), and a population of 520. It was not a totally male dominated population as there were 317 males and 203 females. In the same year Broadford was merely a coach stop for traffic on the Melbourne to Sydney road or a turn-off to Reedy Creek. The number of dwellings in Broadford was a mere 29 and the population on 114. In 1871 Broadford's population had increased to 765. This figure possibly includes the outlying areas but is not surprising as this was the year of the construction of the railway.

In the meantime Reedy Creek's population had grown to 578 however by 1891 it had dropped to 171 and in 1901 was only 156. Broadford in 1901 boasted 107 dwellings and a population of 501 with more women than men.

Place history

This site was known as the 'Burial Ground' from as early as 1860, however, it was not officially gazetted as Tyaak Cemetery until 14 November 1906 (Information Board). The earliest recorded burial was that of Ralph Lowes Walton in 1869 who died at the age of 47. A list of burials records about a dozen dating from the nineteenth with the majority being in the first half of the twentieth century. However, there are a significant number of 'unidentified' graves and so the number of nineteenth century burials, particularly those dating from the 1860s and 1870s may be much higher.

It was once claimed that F. Keays is the only "non resident" buried in the cemetery, however he was considered an important part of Reedy Creek as he delivered groceries once a week from his Strath Creek store.

The cemetery is still used today and is cared for by the Tyaak Cemetery Trust.

[NOTE: This history incorporates parts of the history prepared by Lorraine Huddle Pty Ltd for the *Mitchell Shire Stage Two Heritage Study* 2006 with additional research by David Helms in 2013]

Sources

Parish of Broadford, n.d. Source: State Library of Victoria, Put-away Plan collection, B444(3) (microfiche)

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'Nostalgia: Reedy Creek', School Centenary Committee, 1982, pp. 3-5, 72-3

Shire of Broadford Rate Books & Valuation Books, transcribed by the Broadford Historical Society Inc.

Watson, Angus B, *Lost & Almost Forgotten Towns of Colonial Victoria : A Comprehensive Analysis of Census Results for Victoria 1841-1901*, Angus B Watson, 2003, pp. 57, 378

Description

The Tyaak Cemetery is a small rural cemetery, which is situated at the end of what appears to be a private road running off the Strath Creek Road at Tyaak. Still in use this cemetery contains over 100 burial sites, the earliest dating back to 1869. Not all the burials are marked with a headstone and a plan on an information board at the cemetery shows the location of a number of unmarked internments.

The cemetery is informally laid out and most of the marked graves are clustered in a group either side of a pathway running north-south through the centre of the site. It is not clear whether the cemetery is laid out on denominational lines, as was usual. Several of the graves have typical marble or granite headstones, some with stone surrounds and covers with wrought or cast iron fences. Apart from the funerary memorials the only other early feature appears to be one small cast iron sign in the shape of a clover leaf with the number 5. It is not known whether this marks a burial or a section.

For the size of the population during the gold digging periods, the number of nineteenth century burials is surprisingly small (approximately 8-12) although there may well be many early burials with no headstone or entry in the burial register – the index of burial records on the information board at the cemetery lists approximately 30 'unidentified' burial sites.

The graves are set within informal grassed area. There are no significant plantings. The perimeter fence and information boards are of recent construction. The cemetery is evidently well-cared for by the cemetery trust.

About 500 metres east of this site is an area (approximately 80 metres x 80 metres) that reputedly was a Chinese graveyard.

Comparative analysis

Tyaak Cemetery compares with Tallarook Cemetery, which has a similar informal layout.

Statement of significance

What is significant?

The Tyaak Cemetery is significant. The significant elements are the early headstones and funerary memorials including cast iron fences and stone grave surrounds, particularly those dating from prior to World War I and cast iron signs marking the denominational areas.

The perimeter fencing, and recently constructed signage and information boards are not significant.

How is it significant?

Tyaak Cemetery is of local historic and social significance to Mitchell Shire.

Why is it significant?

Tyaak Cemetery is historically and socially significant as tangible evidence of the early settlement and development of the Tyaak and Reedy Creek districts. The cemetery represents by the burials dating from prior to World War I and particularly during the nineteenth century the settlement of this area during the gold rushes. (Criteria A & G)

WALLAN

Wallan Cemetery, 148 Queen Street

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

5. *Building towns*; 5.4 *Cemeteries*

Place history

Wallan Cemetery is located on Allotments 17 and 18, Section 26 in the township of Wallan. The cemetery reserve of 6 acres 3 roods and 12 perches was shown on the 1857 Plan of the Township. Records show that the Burial Register was purchased in 1863 however there were at least eight deaths prior to that date with monumental inscriptions indicating that they were buried in the Wallan Cemetery.

The three men who were the first trustees of the cemetery represented each of the religious denominations in the town - William Hartley Budd (Anglican), Patrick Laffy (Roman Catholic), and William McLeod (Presbyterian). Each of these men was later buried in the cemetery they managed for more than twenty years.

In 1860 a government loan of £90 was spent on fencing at a cost of £88.1.0 and £8.10.0 for gates. Kyle, the sexton, then laid out paths in the enclosed cemetery and in 1864 a decision was made to install a stile. In 1869 a sexton's office was erected at a cost of £4.18.0. It was described as a "5' x 5' office with pavilion roof, one two pane sash, and ledge door". In 1872 the cemetery was improved with "application to Dr von Meuller, Government Botanist, for a suitable collection of shrubs" and further tree planting continued for some years. Some of the cypress trees were planted too close to the graves and later had to be removed.

A surveyor was contracted in 1876 to "lay out the grounds, marking the grave sites and paths". A picket fence was erected along the front of the cemetery facing Queen Street in 1891. Additional fencing was funded in 1905 and a new sexton's office in 1906. In 1915 the picket fence was replaced with 6" x 3" jarrah posts and 4' pickets at a cost of 35 shillings per chain.

In May 1978 the Cemetery Trust agreed to install a plaque and trees at the gate "recording centenary details" and the Back to Wallan Committee assisted with a general clean-up of the cemetery.

In 1985 there were more than 320 burials listed in the Cemeteries Transcription for Wallan Cemetery. Typical of country towns the names in the list of burials include early pioneers and settlers of the area and multiple generations of families who settled in the region. These names include: Boyd, Budd, Finn, Fletcher, French, Hall, Johnston, Laffan, Laffy, McBain, McDiarmid, McDougall, MacKinnon, M(a)cLeod, McMartin, O'Dwyer, Patton, Robertson, Stewart, Stockdale, Sutherland and Wilson.

[NOTE: This is an edited version of the history prepared by Susie Zada for the MSHS 2006]

Sources

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Plan of the Township of Wallan Wallan, T. Ham, January 1857, Source: State Library of Victoria, Map Collection

Plan of Township of Wallan, 1971, Source: State Library of Victoria, Put-away Plan collection, W18(6) (microfiche)

Note: Burial information was extracted from Cemetery Transcriptions, which do not necessarily include early burial information for cemeteries.

Description

Wallan Cemetery is situated at the eastern end of Queen Street on the north side on a site that once would have been outside the township area. The cemetery is formally laid out on either side of a central, unmade, pathway running north-south through the centre of the site. Other, unmade pathways, divide the cemetery into denominational sections, as was typical of nineteenth century cemetery. The early graves are distinguished by the marble or granite headstones, some with stone surrounds and covers with wrought or cast iron fences. The cemetery includes some fine examples of funerary memorials including the pair in the north-east section, which comprise a tall column surmounted by an urn on a square base, one in black granite and in red.

Apart from the funerary memorials none of the early features described in the history survive. The Sexton's office and the boundary fence are both of post-war construction and all of the plantings are relatively recent. Some of the trees along the Queen Street boundary are actually causing damage to some of the early grave.

Comparative analysis

Wallan Cemetery is typical of nineteenth century cemetery. It compares with Broadford Cemetery and Pyalong Cemetery.

Statement of significance

What is significant?

Wallan Cemetery, 148 Queen Street, Wallan is significant. The significant elements are the layout of the cemetery, the early headstones and funerary memorials including cast iron fences and stone grave surrounds, particularly those dating from prior to World War I and cast iron signs marking the denominational areas.

The perimeter fencing, and recently constructed signage and information boards are not significant.

How is it significant?

Wallan Cemetery is of local historic and social significance to Mitchell Shire.

Why is it significant?

Wallan Cemetery is historically and socially significant for its representation of burial practices, religious affiliations, values and tastes during the nineteenth and early twentieth centuries. First set aside in 1857 it is one of the oldest cemeteries in Mitchell Shire and is strongly associated with the continual development and community of the town and district of Wallan for over 150 years. Typical of country towns the names in the list of burials include early pioneers and settlers and multiple generations of families who settled in the region. (Criterion A & G)

WILLOMAVIN

Bridge, Costello's Road

History

Thematic context

This place is associated with the following themes in the *Mitchell Shire Environmental History*:

3. Linking communities; 3.1 Moving goods and people, and distributing information, 3.1.1 The roads and post offices

Place history

Improvements to the road network in Mitchell Shire were required as a result of closer settlement in the early twentieth century that led to an increase in traffic on rural roads.

The exact date of this bridge is not known but the design appears to date from the early twentieth century. The construction of timber bridges using round timber beams (often known as 'stringers') began in the 1890s. According to Chambers (2006:27):

In part the change came about through the need to reduce construction costs, but it also reflected a growing awareness that Australian hardwoods had a greater strength and durability when used 'in the round' unmilled or shaped by adze.

Where longer spans were required a variety of more complex bridge designs were used. These included the use of short projecting pieces of timber called 'corbels' that were placed across the top of bridge piers and abutments to support the beam ends, and the use of diagonal timber struts. In the 1920s the Country Roads Board (CRB) introduced a standard design for single lane timber road bridges that incorporated these features (Chambers 2006:28). The bridge had a traverse or cross-planked decking and 'in a concession to the new motor age' longitudinal running planks were added to provide a smoother surface ride'. According to Chambers (2006:28) this design was widely used subsequently by both the CRB and municipal councils.

The design of the sub-structure of this bridge with its use of three stringers, corbels and diagonally braced piers is almost identical to the CRB plan, which is reproduced in Chambers (2006:28), suggesting a c.1920s construction date.

Sources

Chambers, Don, *Wooden wonders. Victoria's timber bridges*, 2006

Comparative analysis

Timber road bridges were once relatively common in rural towns throughout the Shire, but have become increasingly rare as they are progressively replaced or upgraded to meet modern standards. This is one of two small timber road bridges that survive relatively intact.

Although the superstructure (deck and guardrails) has been replaced it is notable for the relatively intact pier and beam sub-structure, which is very similar to the standard design introduced by the Country Roads Board in the 1920s for single lane timber road bridges (Chambers, 2006:28). By comparison at the other example at Baynton Road, Tooborac the sub-structure has been modified while the super-structure (deck) remains relatively intact. Thus the two bridges provide complementary evidence of early bridge technology.

Statement of significance

What is significant?

Costello's Road Bridge, Willowmavin is a timber road bridge over Kilmore Creek built in the early twentieth century. The substructure with its original or early log abutments and two tall

mid-creek trestles supporting corbels and stringers are significant although altered with steel ties and plates.

The modern decking and steel guard rails are not significant.

How is it significant?

Costello's Road Bridge is of local historic and technical significance to Mitchell Shire

Why is it significant?

It is historically significant as tangible evidence of the improvements made to road networks in the early twentieth century, which was associated with closer settlement in the Willomavin district and Mitchell Shire. The design of the bridge also demonstrates the influence of the Country Roads Board in introducing standard specifications for bridge construction from the 1920s. (Criteria A & H)

It is of technical and historic significance for its relatively intact log substructure, which demonstrates typical early design principles for log bridges crossing deep creek beds. (Criterion D)

The significance of the bridge is enhanced by its rarity value as one of only two known surviving examples in Mitchell Shire. (Criterion B)

APPENDIX B – MAPPING



KEY

Recommended for Heritage Overlay

Title boundary



**Bluestone culvert
(south of Broadford Railway Station)
Broadford-Kilmore Road, Broadford**

Client Mitchell Shire Council
Project Mitchell Shire Stage 2
Heritage Study Review
Date 1/3/2013 JB



CONTEXT
22 Merri Street Brunswick, Vic. 3056
T: 03 9380 6933 F: 03 9380 4066
www.contextpl.com.au

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KEY

-  Recommended for Heritage Overlay
-  Title boundary



**Bluestone culvert
(north of Dry Creek Road)
Broadford-Kilmore Road,
Broadford**

Client Mitchell Shire Council
Project Mitchell Shire Stage 2
Heritage Study Review
Date 1/3/2013 JB

CONTEXT
22 Merri Street Brunswick, Vic. 3056
T: 03 9380 6933 F: 03 9380 4066
www.contextpl.com.au



KEY

- Recommended for Heritage Overlay
- Title boundary



**Broadford Paper Mill
209 High Street &
21 Last Street Boradford**

Client Mitchell Shire Council
Project Mitchell Shire Stage 2
Heritage Study Review
Date 1/3/2013 JB



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KEY

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**Beuhne Monument and
Avenue of Southern Mahogany Gums
Broadford-Killmore Road, Killmore**

**southern portion of aerial not
provided by Council*

Client Mitchell Shire Council
Project Mitchell Shire Stage 2
 Heritage Study Review
Date 1/3/2013 JB

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KEY

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Hume and Hovell Memorial
Anzac Avenue, Seymour

Client Mitchell Shire Council
Project Mitchell Shire Stage 2
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St Joseph's Catholic Church
66 Main Road, Tallarook

Client Mitchell Shire Council
Project Mitchell Shire Stage 2
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Mclvor Timber & Firewood Co.
Tramway Depot
Mclvor Siding
Majors Line Road, Tooborach

Client Mitchell Shire Council
Project Mitchell Shire Stage 2
 Heritage Study Review
Date 1/3/2013 JB

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 22 Merr Street Brunswick, Vic. 3056
 T: 03 9380 6933 F: 03 9380 4066
 www.contextpl.com.au