

BACCHUS MARSH HERITAGE STUDY.

Ref: 31

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

<u>NAME:</u> Greystones.			
<u>ADDRESS:</u> Rowsley-Exford Road, Rowsley.			
<u>TITLE DETAILS:</u>			
<u>USE:</u> Estate homestead			
<u>SIGNIFICANT DATE:</u> 1875-1995	<u>CONSTRUCTION DATE:</u> 1875-6		
<u>SOURCE:</u> 1			
<u>ALTERATIONS/ADDITIONS:</u>	<u>DATE:</u> 1875-76	<u>SOURCE:</u> 3-7	
<u>DESIGNER:</u> Lloyd Tayler & Frederick Wyatt	<u>BUILDER:</u> G. Kirby	<u>SOURCE:</u> 5	
<u>CRITERIA:</u> H1, 3; A1,2.	<u>HISTORIC THEME:</u> Pastoralism		
<u>DESCRIPTION:</u>	<u>STYLE:</u> Gothic	<u>STORIES:</u> 2	<u>DETACHED.</u>
<u>MATERIALS:</u>	<u>WALLS</u> Stone	<u>ROOF</u> Slate	<u>STRUCTURE</u> Loadbearing
<u>CONDITION:</u> Very good	<u>INTACTNESS:</u> Good	<u>THREATS:</u> None	
<u>SIGNIFICANT INTACT ELEMENTS:</u> MATERIALS. FORM. FACADE. VERANDAH. ROOF FORM. PLAN/LAYOUT. USE. PARAPET DECORATION. VERANDAH DEC. CHIMNEYS. WALL DECORATION. DOORS. WINDOWS. UNPAINTED FINISH. INTERIORS. OUTBUILDINGS/GARDEN STRUCTURE. FENCES/GATES. GARDEN. TREES. PLANTING FORMATION. AGRICULTURAL BUILDINGS.			
<u>SIGNIFICANCE:</u>			
<u>TYPE:</u> HISTORICAL. ARCHITECTURAL.			
<u>LEVEL:</u> STATE			
<u>DESIGNATION EXISTING:</u> HBCR. RNE. PLANNING SCHEME. NT.			
<u>RECOMMENDED CONTROL/NOMINATION:</u> HBR. RNE. PLANNING SCHEME.			
<u>MAP NO:</u> R2.06 & R1.06. <u>SURVEY:</u> RP, JS <u>DATE:</u> 30.12.93, 20.3.95.			
<u>NEGS:</u> 2.14/X. 1-18/1012.33.			



HISTORY: Greystones was erected in 1875-76 for the pastoralist, Molesworth Greene. The homestead was originally part of the Glenmore estate, a 55,000 acre (22,259 ha) run established in December 1840 by the squatters Charles James Griffith and James Moore,¹ taking over from W McKenzie. The run covered 55,000 acres (22,258 ha) on Parwan Creek and Werribee River and carried 20,000 sheep. By the 1880s it was reduced to 11,508 acres (4,657 ha).

In 1848, Moore sold his interest in the property to Molesworth Greene, the eldest son of William Pommeroy Greene, and a nephew of Charles Griffith.² Griffith and Greene also leased the adjoining Mooradoranook. They also purchased crown land and established adjoining estates. The squatting licence was forfeited in 1869, but by this time much of the land was held in freehold. Griffith was a Member of the Legislative Council in 1851-2, 1853-6, Member of the Legislative Assembly in 1856 and Chairman of the Board of Education in 1862-3.

Drystone walls were constructed extensively across the Keilor Melton Plain from the 1850s, when land tenure became more firmly established; until the 1880s, when cheap barbed wire became more commonly available.

In 1875, Greene commissioned the architects Lloyd Tayler and Frederick Wyatt to design his residence on the Glenmore estate,³ to replace an earlier slab building. The architectural drawings were completed in June and according to one local source, promised "a very handsome appearance":

the internal accommodation of the house will consist of large dining and drawing rooms, splendid entrance hall and highly finished staircase in polished blackwood, with several other rooms on the ground floor, also a very complete set of servants' offices and other outbuildings. The upper floor will contain a large number of bed rooms, bath rooms, dressing rooms and closets, all in keeping with the style of the house. The fittings throughout being of the best kind, and including all the latest improvements, such as speaking tubes, to the servants offices, electric bells in all the best rooms and hot and cold water all over the house.⁴

The tender for its construction was awarded to a Melbourne builder, G. Kirby. The bluestone was excavated on the property, and the freestone, for the chimneys and the quoins, was obtained from the Darley quarry (Ref: 370).⁵ The bluestone for the buildings

¹ *Australian Dictionary of Biography*, vol.4 1851-90.

² *Ibid.* Peel pp. 131-2, Moore & Oomes, pp. 9, 47 & 167; Billis & Kenyon. Vines, G. *Built to Last, Dry Stone Walls in Melbourne's Western Region*, LMW 1990.

³ *Bacchus Marsh Express*, 31 July 1875.

⁴ *Ibid.*, 31 July 1875.

⁵ *Ibid.*, 16 October 1875. *Australasian*, 2 July 1895. Valentine, *The House that Wool Built*, p.28 suggests that the bluestone came from the Hawkesbury, New South Wales. This is not possible as bluestone is a Victorian stone, but perhaps some Hawkesbury sandstone was used.

and garden wall would have had to be carted a considerable distance, as the site is located on the Rowsley Scarp, well above the basalt plains. In April 1876, the *Bacchus Marsh Express* reported that the residence was nearing completion, but that "a great deal of work remains to be done to the interior...and the stables and servants offices are not far above ground".⁶ These structures, including the drystone wall were completed by the end of the year.⁷

Greystones symbolised Greene's standing in the community. He represented the Parwan Riding on the Bacchus Marsh Shire Council, and was Shire President in 1886-87, 1897-98 and 1909-10.⁸ The role of landed proprietor was performed with authority and dignity:

while he has somewhat of the old English squire, and while he has somewhat of the exclusiveness of the lord of the manor, it is certainly not to be classed as hauteur.⁹

Griffith and Greene divided the estate about 1879, and worked the two properties, Glenmore and Greystones, separately.¹⁰ Greystones earned prominence in agricultural circles for animal husbandry, improvement to water conservation, fire breaks, cultivation of artificial grasses (lucerne) and tree plantation.¹¹

In 1888 Donald Mackinnon wrote to his father

I have been out of town from Saturday to Monday at Bacchus Marsh staying with Molesworth Greene's people. They have a handsome house in a good situation facing the You Yangs and Corio Bay and flanked by the Anakies and the Pentland Hills.... the Greenes live a good style. They don't have a butler but contemplate this addition to the establishment and you have to wear dress clothes. It is not nearly such a free place as Noorat in the same style. Greene makes his money out of cattle from the Bulloo. At the Greene's as much French as English is spoken.

Greystones can be identified as the home of Ada Cambridge's mysterious 'mistress of G...', who espoused Artistic things years before the International Exhibition of 1880 gave Melburnians some idea of 'the rudiments of modern art'. In 1916 when old Mr Molesworth Greene - in white linen jacket, dark trousers and scarlet cummerbund - welcomed Joan Weigall to Greystones the table was still in place. His young guest noted,

⁶ *Bacchus Marsh Express*, 15 April 1876.

⁷ *Ibid*, 22 April 1876. Peel, pp. 131-2, Moore & Oomes, *Bacchus Marsh: A Pictorial Chronicle*, pp. 99, 47 & 167. Billis & Kenyon. Vines, G., *Built to Last, Dry Stone Walls in Melbourne's Western Region*, 1990.

⁸ Moore and Oomes, *op. cit*, p.9.

⁹ Cited in Williams, W., *A History of Bacchus Marsh*, p.153.

¹⁰ Osborn, *The Bacchus Story*, p.103.

¹¹ *Australian Dictionary of Biography*, vol.4 1851-1890.

Unlike most of the station owners, the Greene family were interested in a great many things besides their own sheep. they were the sort of people who bought expensive books about Art and Poetry, and had them lying about for a visitor to browse through and there were many paintings in heavy gold frames... the Italian lady with long black hair stabbing herself in a milk white bosom adorned with realistic trickle of scarlet blood - I think a genuine Guido Reni.¹²

Following Greene's death in 1916, the property was inherited by a son, W.P. Greene. In 1934, the pastoralist and meat industry leader, Sir William Angliss purchased Greystones and 579 acres (3,472 ha) from the estate of the late W.P. Greene.¹³ It is now held by his daughter, Mrs Diana Gibson and has 4,450 hectares.¹⁴

There have been minor contemporary alterations and additions including a separate art gallery by the architect Peter Clarke.¹⁵

VISUAL DESCRIPTION: Greystones stands on the lower slope of the Brisbane Ranges at the edge of the basalt plain near Rowsley at Grid Ref. BU684186. The two-story homestead is the centre of a pastoral establishment with stables, other outbuildings, garden with stone walls and gates. The house is bluestone with sandstone dressings and a slate roof, in a Romantic asymmetrical configuration and a loosely Gothic style. Generally it has a hip roof, but two wings (one single and the other double storey) have a more steeply pitched gable whose parapet-end is decorated with a ventilating slot. The double-story gable is the entrance, with a pointed arch opening to the recessed porch. The single-storey gable has a canted bay; another projecting wing has a double-storey bay, surrounded at ground level by a timber verandah. Windows all have pointed segmental heads, but may occur in singles or pairs. Sandstone dressings surround all openings and at corners, but not regularly as quoins. These are smooth, but the bluestone is rockfaced. The sandstone dressings have deep markings and the chimney flues are expressed. There is a sandstone string-course at first floor level.

Stables are white-painted brick. There is a central 2-storey hip-roofed block, with a ventilator lantern and single storey wings, beside a courtyard, one terminating in a further double-story block.

¹² Terence Lane & Jessie Serle, *Australians at Home. A Documentary History of Australian Domestic Interiors from 1788 to 191*, pp.229 & 230, quoting: D. McKinnon to Daniel McKinnon, 4 June 1888, McKinnon papers. MS 2415285, LaTrobe Collection, SLV; A. Cambridge, *Thirty Years in Australia*, p.135 and J. Lindsay, *Time Without Clocks*, p.126.

¹³ Osborne, *ibid.*, p.103, *Argus*, 26 May, 1934, and J.V. (Lady) Angliss, *Sir William Angliss, An Intimate Portrait*, pp.224-226, 229 & 230.

¹⁴ *Business Review Weekly*, May 23, 1994.

¹⁵ Gary, assistant gardener, to RP, 20.3.95.

Garden. The garden appears to be contemporary with the house, of 1 - 1.5 hectares. There is a long winding, densely planted driveway. It is surrounded by a substantial drystone wall. A large lawn extends in front of the house, but the main garden falls down a steep hill. A series of terraces incorporate two front rose gardens, one set in lawn and the other in paths of brickwork. The rockery is unusually large and a feature. The shrubbery is intersected by many interesting paths.¹⁵ There are two pairs of elegant wrought iron vehicular gates, with delicate scrolling patterns.

Wall. The wall is also a particularly fine example of the waller's craft. It has a distinctive cope of rounded boulders about 500x350mm and stands about 1.2 metres high, rising to nearly two metres at the entrance gates. The body of the wall varies in technique, having 50% quarried and shaped stone along the section near the entrance, and purely weathered fieldstone for the remainder. The entrance also features unusual regular sloping courses, a feature unique in the region and possibly in Victoria. Again however, the remainder of the wall is less elaborately finished, although it does have extensive plugging and regular throughstones. A number of sections have been rebuilt, some rather unprofessionally.

COMPARATIVE ANALYSIS: There are no comparable estates, houses, gardens, stables or drystone walls in Bacchus Marsh. Staughton Vale (ref: 94), Bullengarok Park (ref: 325) and Exford (ref: 369) are outside the municipality and less substantial. Ellerslie (ref: 105) and Manor House (218) are earlier and less substantial. Comparable stables are refs: 31, 157, 174 & 268 and comparable drystone walls, refs. 27 & 41. In other walls the drystone forms the base only to a post and wire fence. Comparable estates so near to Melbourne are difficult to identify. Werribee Park, the Chirnside estate, is no longer in private hands. Stylistically, the house may be compared to the work of Davidson and Henderson such as Larra (1869), Barwon Park (1869) Narrapumelap (1873-8); also to Devon Park (1882-83).

SIGNIFICANCE: Greystones is a two-storey Gothic homestead designed by the architects Lloyd Tayler and Frederick Wyatt and built in 1875-76 for Molesworth Greene as the centre of his pastoral estate. It has an extensive mature garden with an important drystone wall around.

There are various outbuildings including two-storey stables and coach-house, strapper's rooms, butcher's shop and slaughterhouse (still both in weekly use), dairy, wells, staff dining room, household staff accommodation and shearing shed.

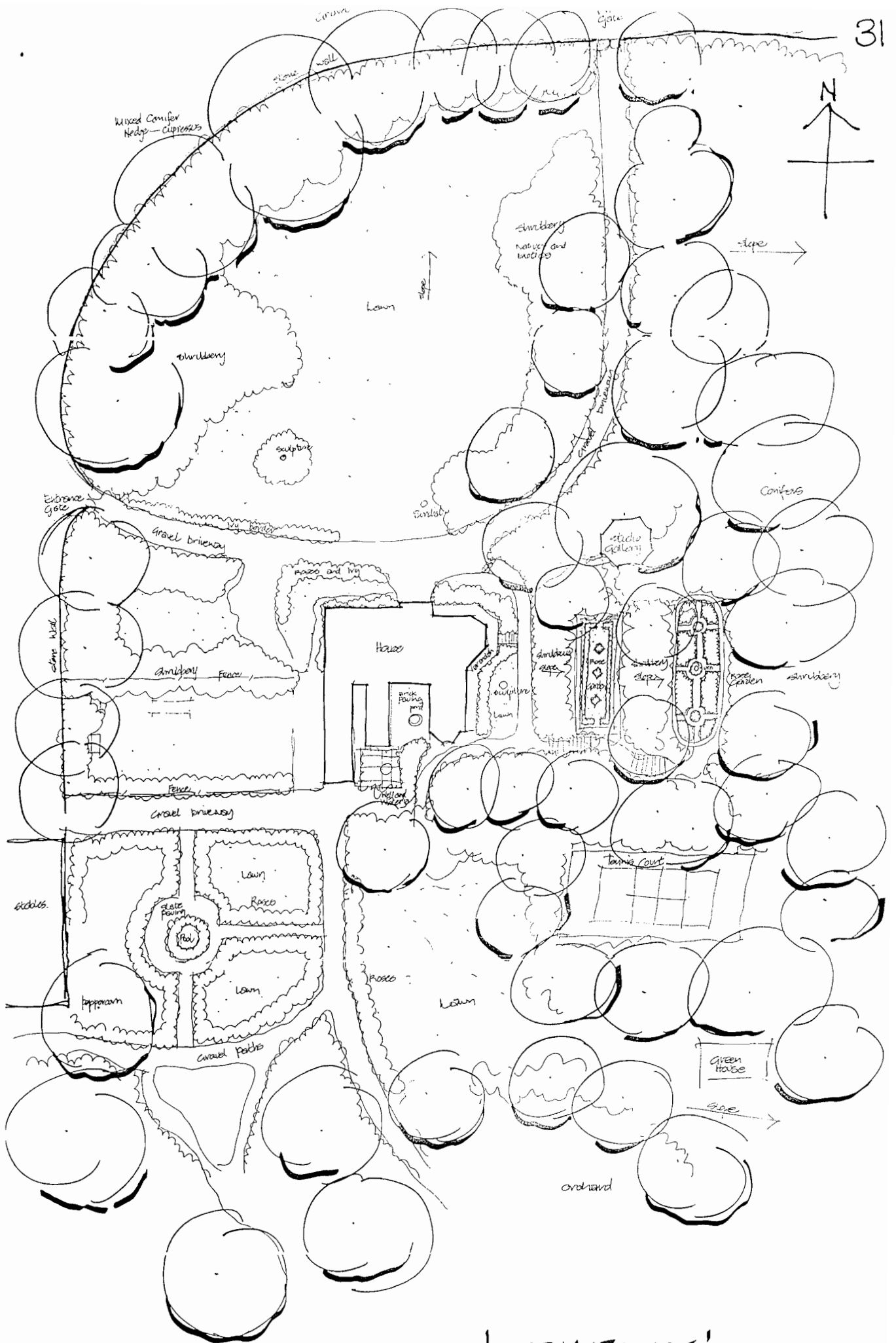
Greystones is of state historical significance as an extraordinary surviving embodiment of a way of the pastoral way of life and its values-structure at a place so near of Melbourne. This is expressed in the array of buildings still in use and their staffing arrangements, which demonstrate continuity of practice at least since the 1930s. It is also significant for its association with Molesworth Greene and later, Sir William Angliss.

¹⁵ Peter Watts, Edited: Margaret Barratt, *Historic Gardens of Victoria. A Reconnaissance*, Oxford University Press, Melbourne 1983, pp. 132-133.

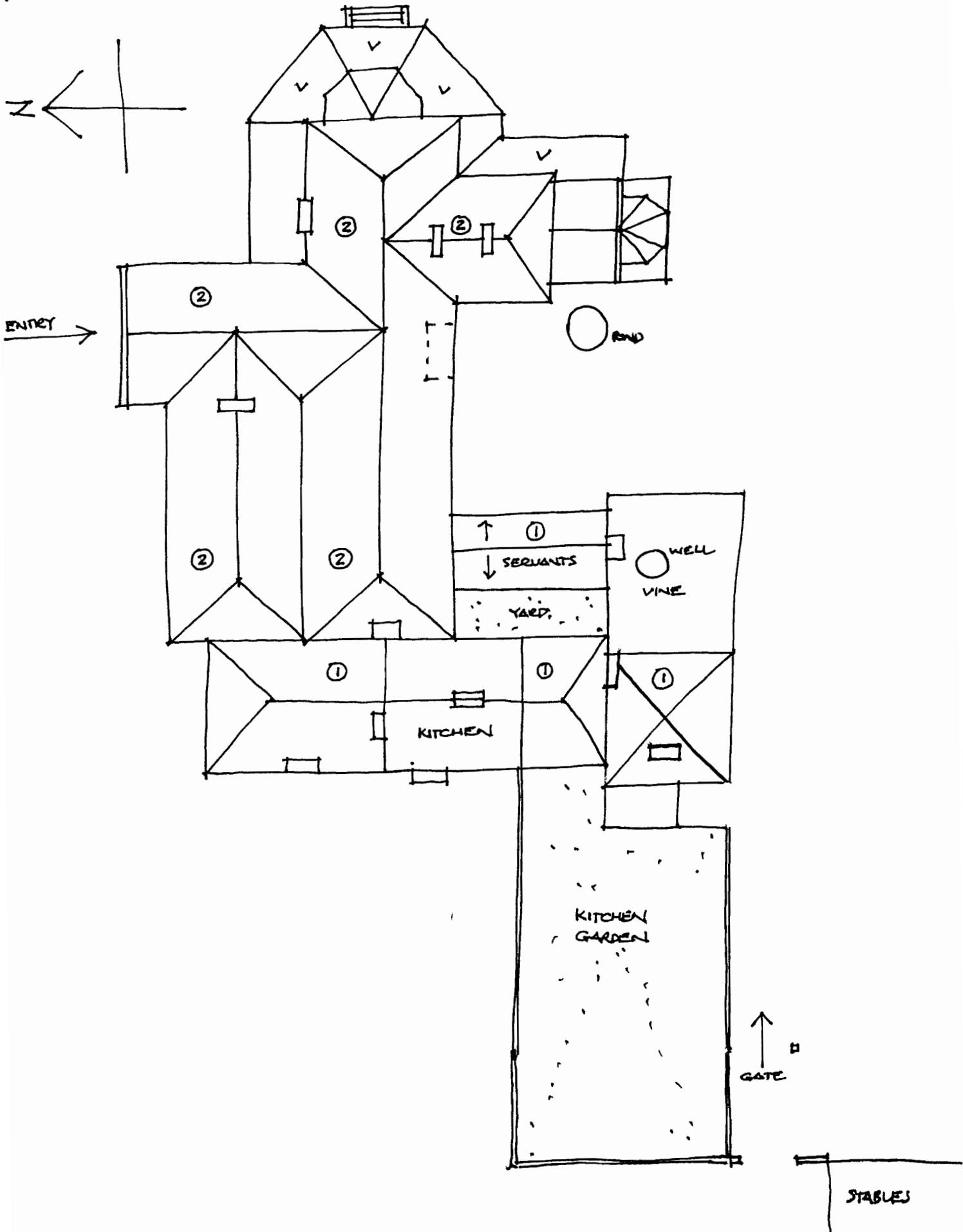
Greystones is also of architectural significance at state level as an important large Gothic homestead, set in an appropriately significant garden and outbuildings. It is an important domestic work by the Melbourne architects Lloyd Tayler and Frederick Wyatt, demonstrating workmanship in local stone. The drystone wall is a particularly fine example of the waller's craft, featuring unusual regular sloping courses, possibly unique in Victoria.

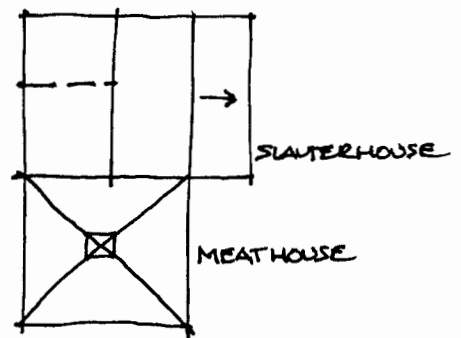
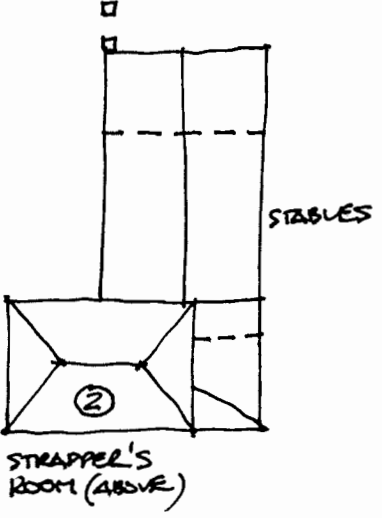
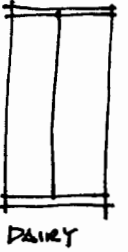
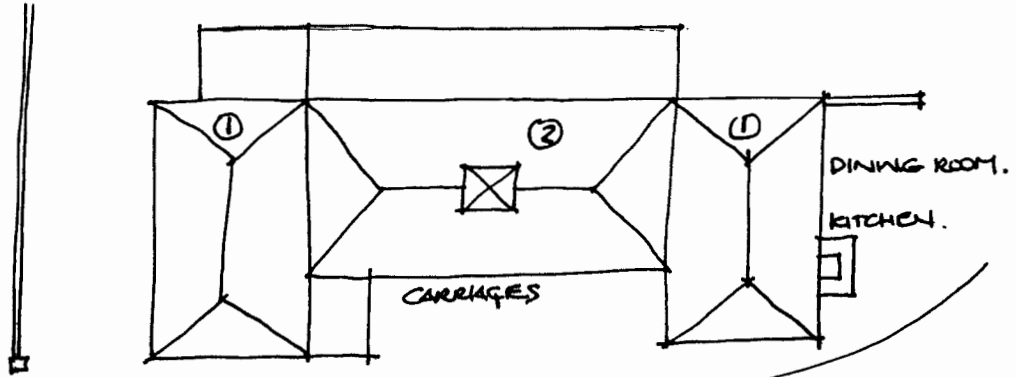
INTACTNESS: Very good.

CONDITIONS & THREATS: Apparently, very good.



'GREYSTONES'
ROWSLEY





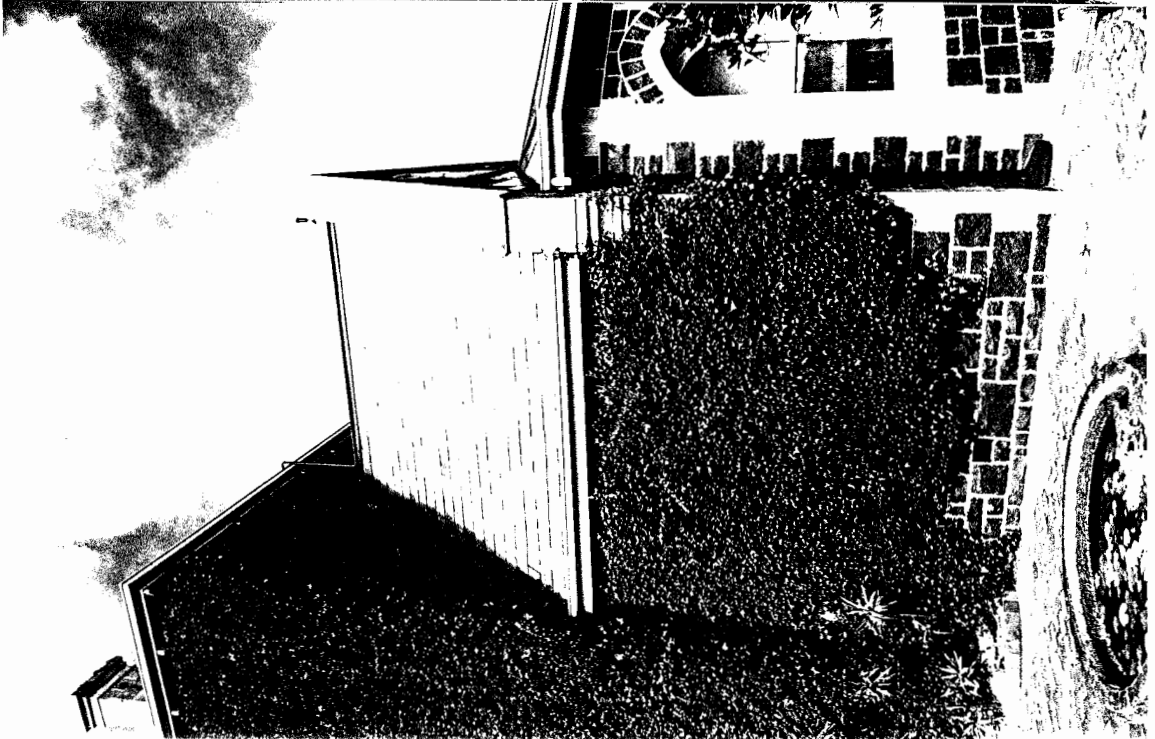
NOTE: MEATHOUSE, SLAUGHTERHOUSE
DAIRY, ETC STILL OPERATE.

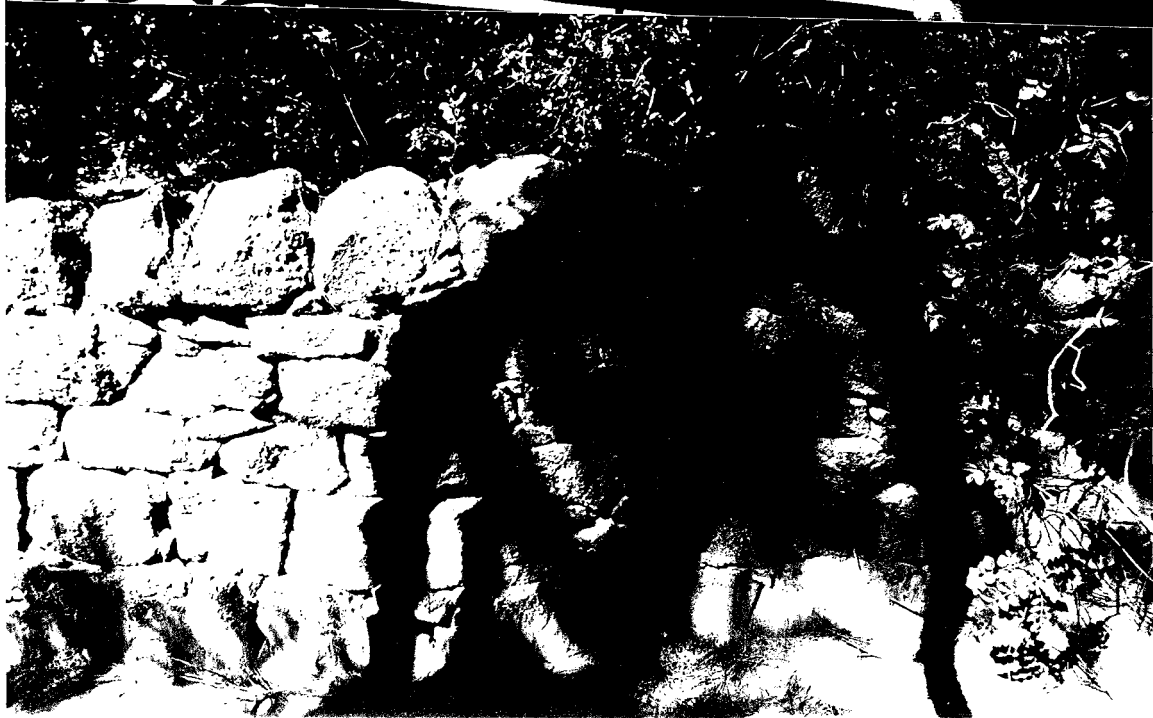
← WOOLSHED.

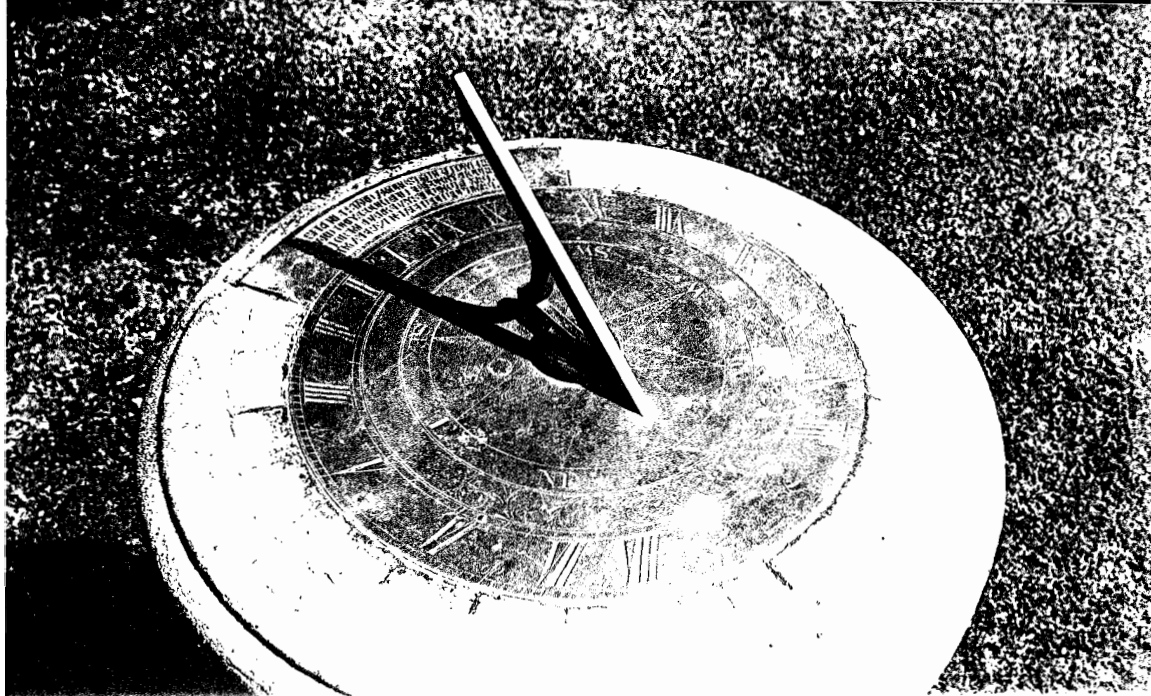
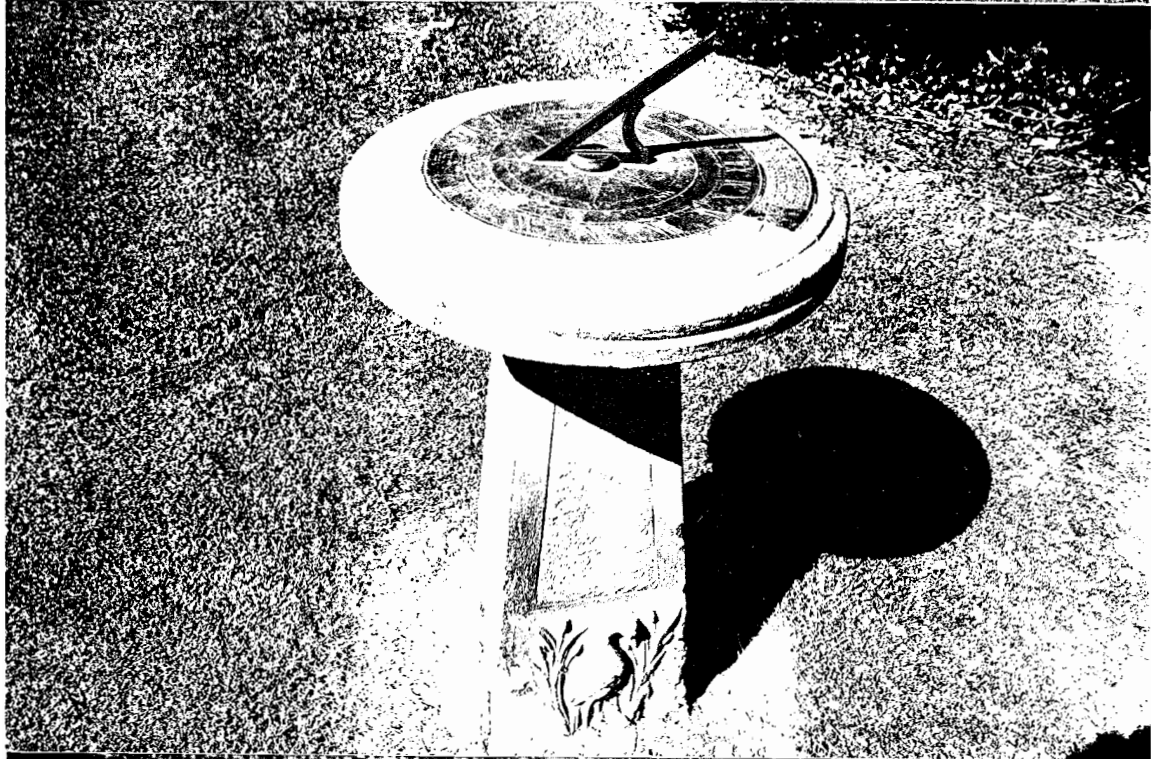


'Hall at Greystones', pencil sketch. Hester Lee Massie, 1885.
from Lane & Serle, p.230.













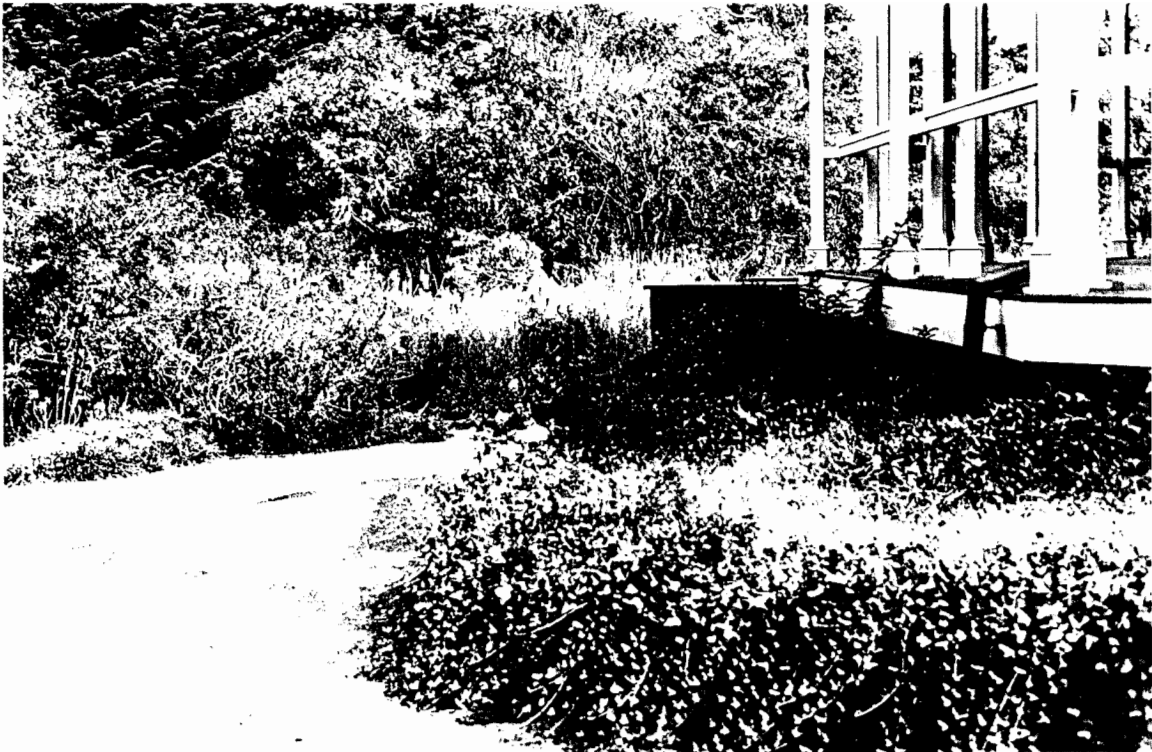
31
JS



DRY ONE
WALL

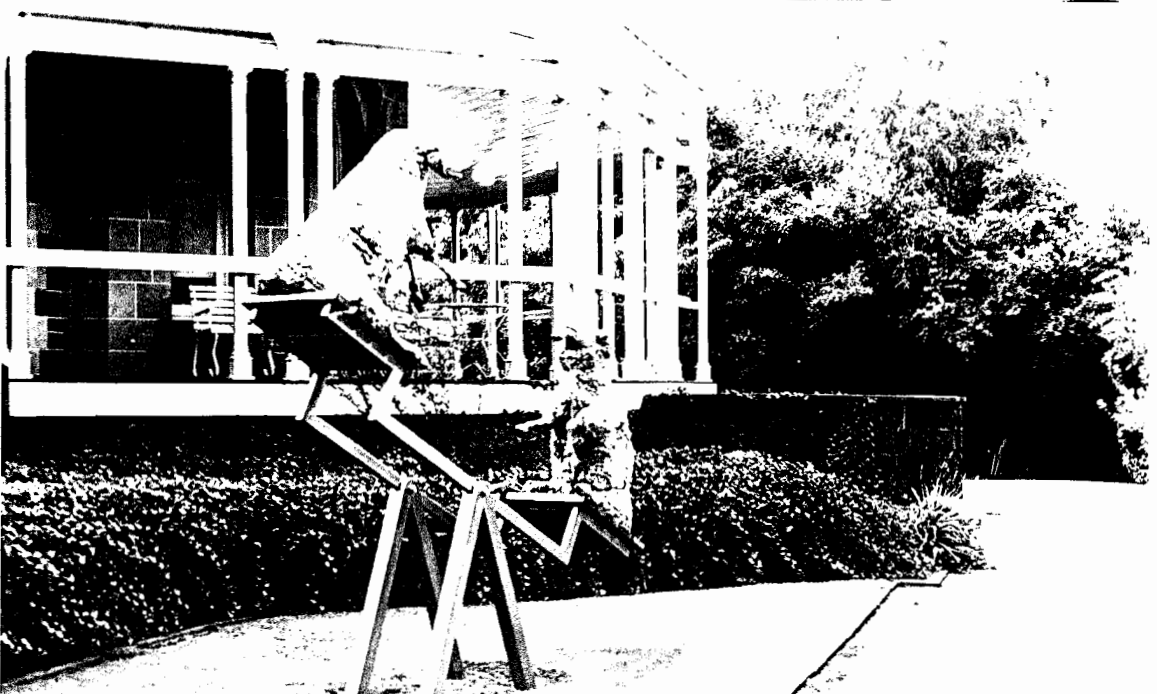


31
JS



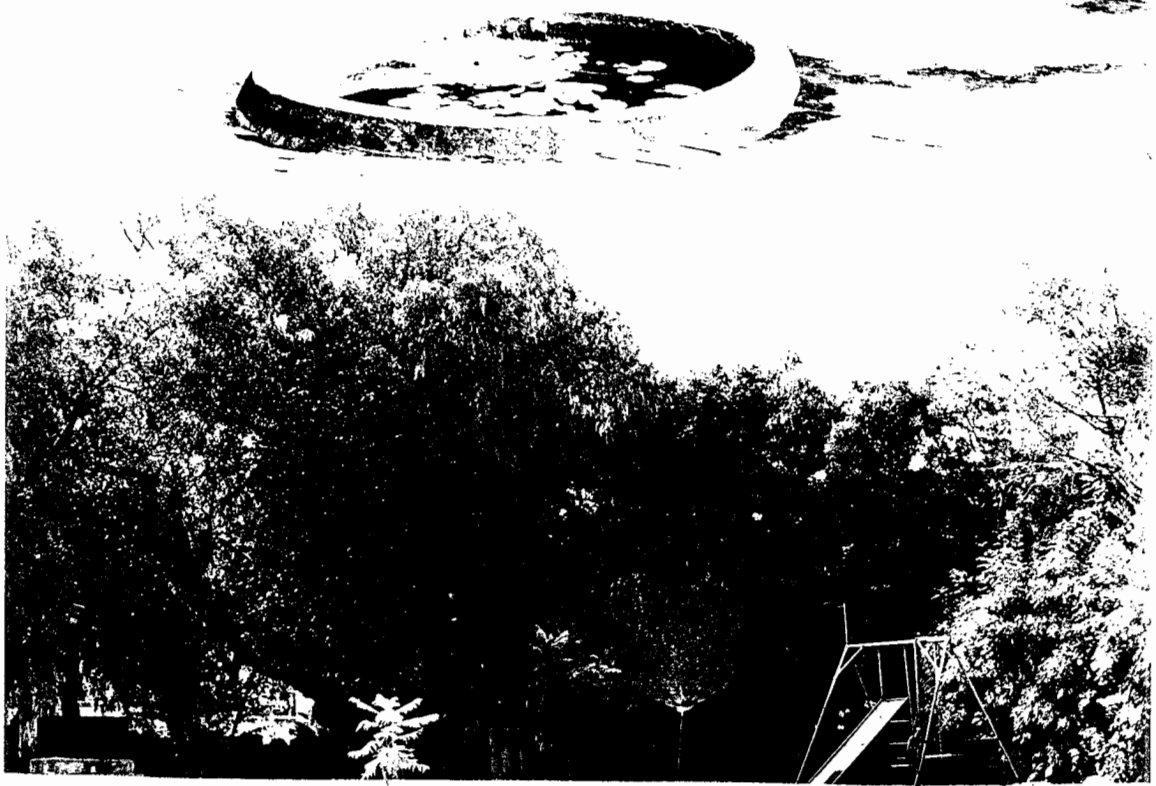
FRONT
LAWN







KITCHEN
YARD -
WELL.

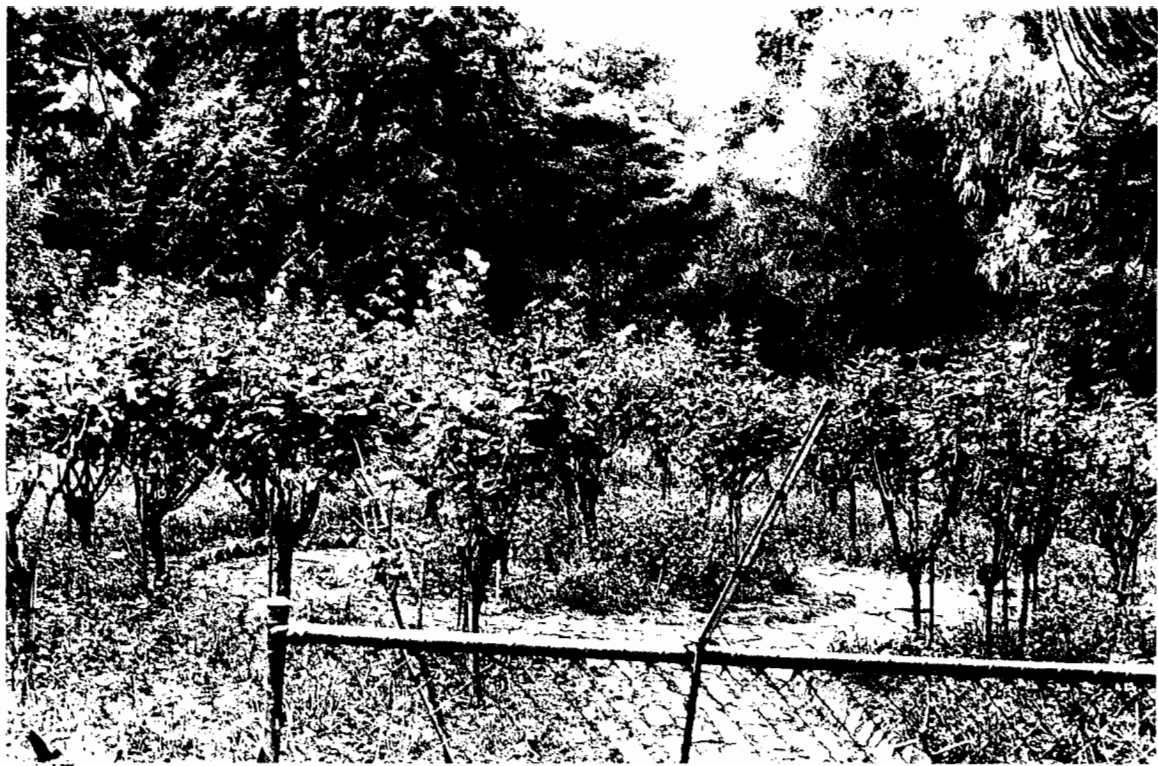


KITCHEN
GARDEN





31
JS.
ROSE
GARDEN

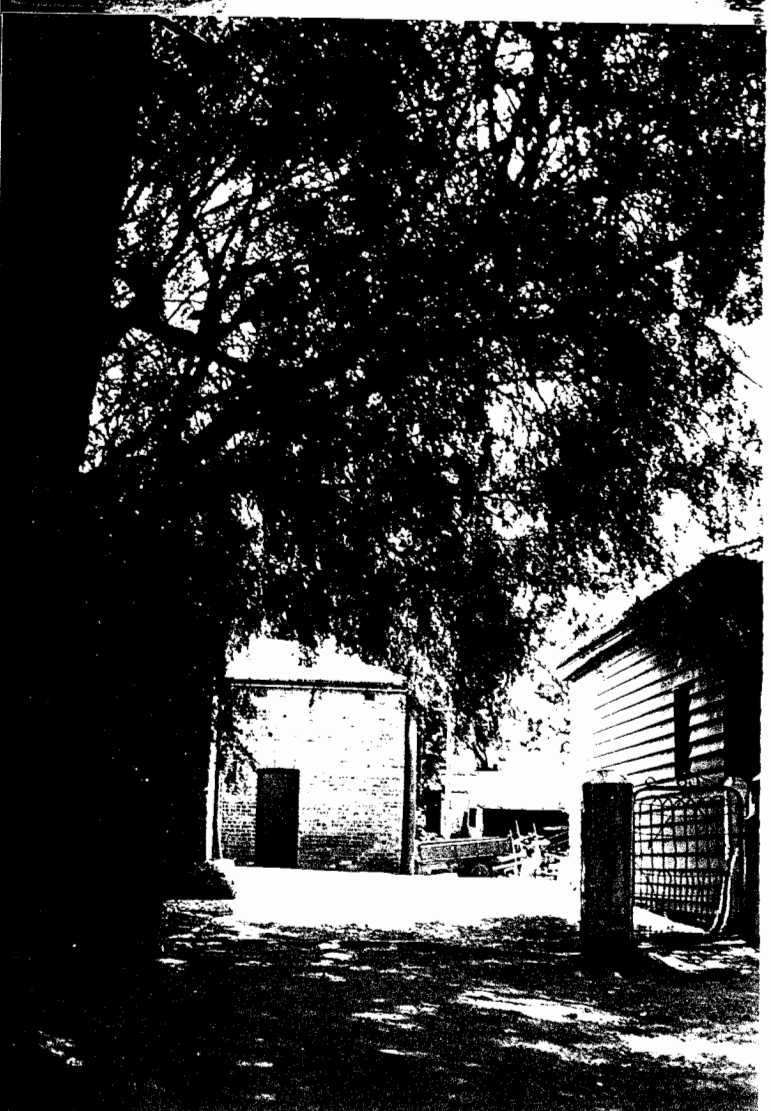
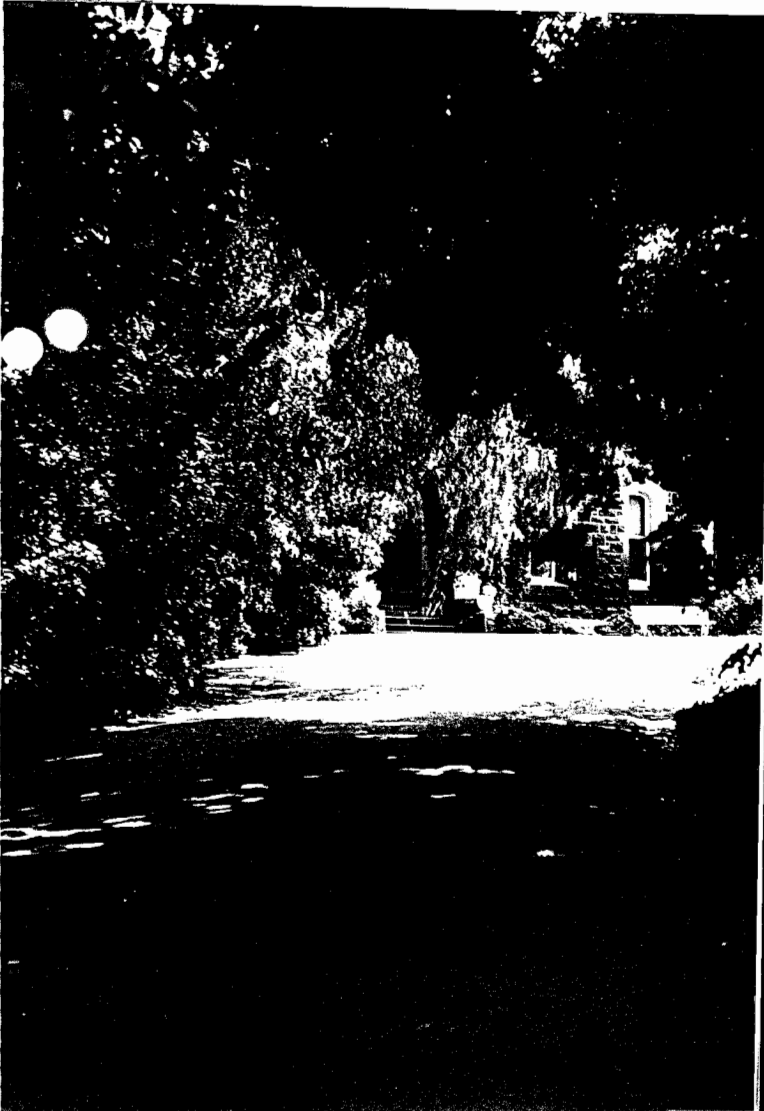


31
JS.

ROSE
GARDEN









31
JS

KITCHEN

KITCHEN
GARDEN.



ORCHARD.



STABLES.
REAR.



31
J.S.

STABLES.

KITCHEN
GARDEN.



BUTCHER'S SHOP
INTERIOR.

BACCHUS MARSH HERITAGE STUDY.**Ref:** 37

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

NAME: Glenmore School No. 3688.**PREVIOUS NAME:** Glenmore Special School No. 3688**ADDRESS:** Glenmore Road, Glenmore.**TITLE DETAILS:****USE:** School.**SIGNIFICANT DATE:** 1939**CONSTRUCTION DATE:** 1911 **SOURCE:** 1**DESIGNER:** Percy Everett**SOURCE:** 3**CRITERIA:** H1,2, 5,6; Ar1; So1, 3.**HISTORIC THEME:** Community Life**DESCRIPTION:** **STYLE:** Moderne **STORIES:** 1 **DETACHED.****MATERIALS:** **WALLS** Timber & brick **ROOF** Iron **STRUCTURE** Stud**CONDITION:** Very good. **INTACTNESS:** Very good. **THREATS:** Closure?**SIGNIFICANT INTACT ELEMENTS:**

FORM. FACADE. PLAN/LAYOUT. USE.

PARAPET DECORATION.

DOORS. WINDOWS. PAINTWORK SCHEME. SIGNS. NAME

UNPAINTED FINISH. OUTBUILDINGS.

MEMORIAL.

GARDEN.

SIGNIFICANCE:**TYPE:** HISTORICAL. ARCHITECTURAL. SOCIAL.**LEVEL:** REGIONAL.**DESIGNATION EXISTING:** Nil.**RECOMMENDED CONTROL/NOMINATION:** RNE. PLANNING SCHEME.**MAP NO:** R1.05**SURVEY:** RP**DATE:** 30.12.93**NEGS:** 2.21-24

HISTORY: Glenmore School No.3688 was opened in 1911.

To contain costs and number of small schools, the Education Department had set minimum enrolments for new schools and in lieu offered conveyance allowances or part-time operation. It agreed to very small schools if parents provided the building. A protest from a local member of Parliament against parents having to build a school led the Department to develop a school so small it could only contain twenty children. It was first used here (and still survives) at Glenmore and was called the "Glenmore type", being only 18 x 14 feet internally (5.5 x 4.3m). It was built in 1911 and cost £132/7/- (\$265).¹ The sheltersheds were probably built soon after.

After the establishment of the Lady Northcote Childrens' Farm School [ref: 38] in 1937, the school was given the status of "Special School". Thereafter, most of the pupils came from the farm settlement.² During the period that Percy Everett was Chief Architect of the Public Works Department, (1934-53) Modernist designs were usual for public buildings, including schools. A new five-room school was opened by Sir John Harris, MLC on 2nd November 1939.

VISUAL DESCRIPTION: A Modernist timber gable-roofed school, with a symmetrical front. The entrance forms a strong central element. It is light brown brick and magnesium recessed facings, with a high parapet, a recessed concrete name-panel with metal Roman letters, and a flagpole attached over the recessed entry porch. Beside this are quadrant planter boxes. There are double-hung timber windows with horizontal glazing bars and similar french doors to the entrance. Walls are lined with bull-nosed ship-lapped boards. There are louvre ventilators in the gable-ends. The side bays are set back and the right hand bay has sloping eaves lining at the end. At rear, are various hip or gable-roofed additions and there is a detached timber gable-roofed classroom internally measuring 24 x 13 feet (7.3 x 5.5 m) with a skillion extension. This is probably a frequently-used 'Glenmore Type' (24 pupils, built 1910-13) rural school with a skillion extension. There are also two gable-roofed timber sheltersheds and a war memorial.

COMPARATIVE ANALYSIS: This is the only school of the 1930s/40s period in the Shire. Comparable schools in Victoria are: Macrobertson High School (1933-4, Dudok style), Woods Point (1938-9, Modern), Dartmoor (1930s? Modern with hip roof), Morwell (1936, Dudok), Upwey High and Primary Schools (1936-7 Dudok & Modern). With Upwey Primary School, the earliest purely Modern multi-classroom school identified in Victoria.³

¹ L.E. Burchell, *Survey of One-Room State Schools 1900-1940*, Melbourne 1989, pp. ii,iv,v,viii & 8; L.J. Blake (Ed.), *Visitation of Realisation. A Centenary History of State Education in Victoria*, Education Department of Victoria, Melbourne 1973. Vol. 1, pp. 270-1 & 396-401; vol 3. p. 121.

² Moore and Oomes, *Bacchus Marsh: A Pictorial Chronicle*, p.144.

³ Richard Peterson, "Historic Government Schools. A Comparative Study". Heritage Management Branch, Department of Planning & Development, Melbourne, June 1993. Section 5, Type 9, p.125.

The Glenmore type schoolroom was used 24 times (1910-13), but an "improved" slightly larger version was then used 156 times in Victoria.

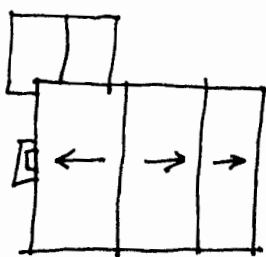
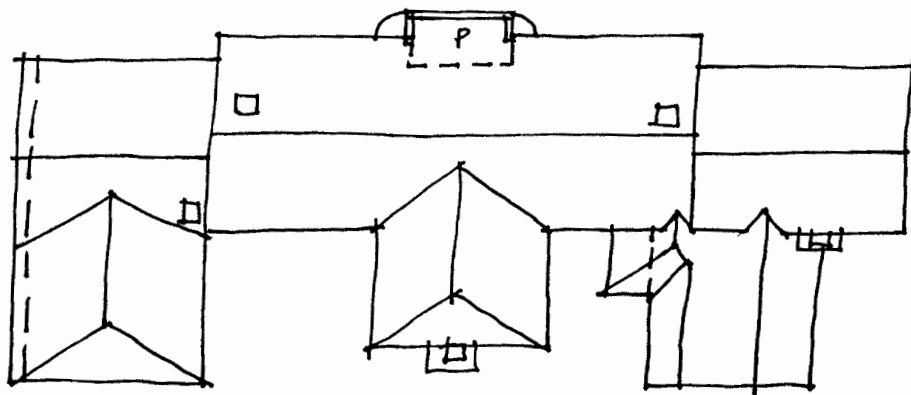
SIGNIFICANCE: A Moderne timber and brick school, built in 1939, when Percy Everett was Chief Architect of the Public Works Department, with a detached timber schoolroom and two sheltersheds of 1911.

Glenmore school is of regional historical significance, in that it embodies the rural way of life over two historical periods: the small rural school for twenty pupils and the later larger Special School associated with the Lady Northcote Children's Farm. It is associated with educational developments in the Glenmore community.

Glenmore is of regional architectural significance, as a good early Modernist small school design by Percy Everett (1939); also as the smallest school in the State, when it was built (1911) and the prototype for twenty-four (and when modified, another 156) other rural schools in Victoria. It is of social significance as known and valued by the Glenmore community as part of its identity and traditional community focus and meeting-place.

INTACTNESS: Very good from front.

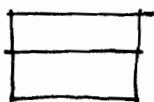
CONDITIONS & THREATS: Excellent



CLASSROOM 1.



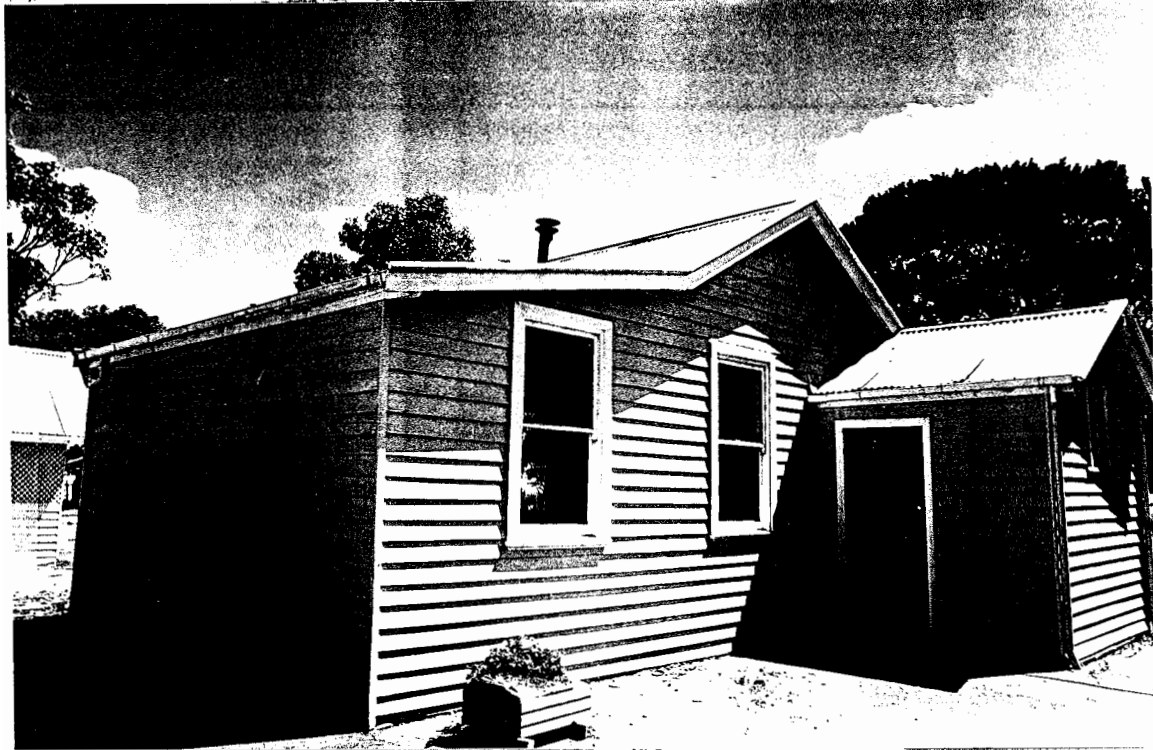
GLENMORE SCHOOL.



SHELTER SHED



SHELTER SHED.



BACCHUS MARSH HERITAGE STUDY.

Ref: 38

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

<u>NAME:</u> Lady Northcote Recreation Camp.			
<u>PREVIOUS NAME:</u> The Lady Northcote Childrens' Farm School.			
<u>ADDRESS:</u> Glenmore Road, Glenmore. (Partly in Ballan Shire).			
<u>TITLE DETAILS:</u> Sport & Recreation Victoria.			
<u>USE:</u> Children's Recreation Camp.			
<u>PREVIOUS USE:</u> Emigrant Children's Farm School.			
<u>CONSTRUCTION DATE:</u> 7.1937			<u>SOURCE:</u> 1
<u>ALTERATIONS/ADDITIONS:</u>		<u>DATE:</u> 1938-75	<u>SOURCE:</u> ?
<u>DESIGNER:</u> Percy Meldrum, Meldrum & Noad			<u>SOURCE:</u> ?
<u>CRITERIA:</u> H1, 5; Ar1.		<u>HISTORIC THEME:</u> Agriculture	
<u>DESCRIPTION:</u>	<u>STYLE:</u> Modern	<u>STORIES:</u> 1	<u>DETACHED.</u>
<u>MATERIALS:</u>	<u>WALLS:</u> Timber	<u>ROOF:</u> Iron	<u>STRUCTURE:</u> Stud
<u>CONDITION:</u> Good	<u>INTACTNESS:</u> Very good		<u>THREATS:</u> -
<u>SIGNIFICANT INTACT ELEMENTS:</u> FORM. LAYOUT. USE.			
<u>SIGNIFICANCE:</u>			
<u>TYPE:</u> HISTORICAL. ARCHITECTURAL. SOCIAL			
<u>LEVEL:</u> REGIONAL			
<u>DESIGNATION EXISTING:</u> Nil.			
<u>RECOMMENDED CONTROL/NOMINATION:</u> RNE. PLANNING SCHEME.			
<u>MAP NO:</u> R1.05	<u>SURVEY:</u> RP	<u>DATE:</u> 30.12.93	<u>NEGS:</u> 2.25-27A, 3.1&2



HISTORY: The Lady Northcote Children's Farm School received its first pupils in July 1937. Based on a scheme devised by Kingsley Fairbridge, who established in 1912 a farm school in Western Australia for the care and training of British children, the Northcote Children's Farm was endowed by Lady Alice Northcote, the wife of Sir Henry Stafford Northcote, governor-general of Australia, 1904-08. A dignified consort, Lady Alice organised an Australian Exhibition of Women's Work in 1907, and a permanent orchestra trust in the following year.¹ After her death in England in 1934 a sizeable portion of the Northcote estate was used to open a fund "for the purpose of enabling and assisting poor children of either sex and in particular orphans to emigrate from any part of Great Britain to any part of the Commonwealth of Australia and there to establish and equip themselves for life". Grants were provided by the British and Australian governments, and in June 1936, approximately 3,000 acres (1215 ha), part of the Glenmore estate [ref: 31], was donated by the pastoralist Sir William Angliss.

The first buildings at the Northcote Farm School, designed by the architect Percy Meldrum, were erected in 1937. These included a dining hall and kitchen block, four cottages, a farm manager's cottage and a cook's cottage. A water treatment scheme was designed by the Shire Secretary and Engineer, Alec Bond. In 1938, contracts were let for staff quarters and a laundry, and in the following year, the construction of a hospital was commenced under the supervision of architects, Meldrum and Noad. By November 1939, the school could provide accommodation for 216 pupils.

The role of the Northcote Children's Farm changed dramatically in the post-war era. In November 1959, a meeting of Trustees approved a scheme to accept the children of English parents migrating to Australia, and in 1960, an Act of the Victorian parliament enabled Australian children to be admitted to the school as wards of the state. Further changes took place in 1975, when the village section of the property, comprising 62 acres (25 ha) was donated to the Social Welfare Department for use as a Children's Home. The farm section was sold and the proceeds used to establish a Northcote Trust Fund "to assist children and young people to further their education whether within or outside Australia".²

VISUAL DESCRIPTION: The Camp consists of an arc of timber cottages, arranged around the entire hillside, above the main building below. There is a tennis court, golf course, farm animals and dam, and a memorial granite plinth in front of the main building. Each cottage is double-fronted and hip roofed; with the right being set forward and a

¹ *Australian Dictionary of Biography*, vol.7 1891-1939.

² Northcote Children's Home: A Brief History. Typescript, held BMDHS, 1976.

Barry M. Coldrey, *The Scheme. Church Brothers and Child Care in Western Australia*. Anglo Pacific 1993. Chapter 5. British Child Migration.

P. Bean & J. McBeth, *Lost Children of the Empire*, Allen & Unwin, London 1987.

J.V. (Lady) Angliss, *Sir William Angliss. An Intimate Biography*, pp.222, 229 & 230.

verandah in the angle. Windows, including corners are double-hung and roof gutters are concealed behind fascias.

COMPARATIVE ANALYSIS: Comparable to the YMCA Camp Buxton at Shoreham (1925)¹ as a youth camp, the Lord Mayor's Children's Camp, Portsea (c1940s)² and the Education Department's Children's Camp, Somers, School No 4647. This was preceded by the Department's Children's School Health and Recreation Camp, Crows Nest, Queenscliff (1947-52).³

SIGNIFICANCE: The Lady Northcote Children's Farm School was an idealistic philanthropic institution enabling poor and orphaned British children to come to Australia "to equip themselves for life". The early Modern buildings were designed in 1936-7 by Percy Meldrum of Meldrum and Noad.

The Northcote Farm School is of regional historic significance as an extraordinary embodiment of philanthropic social values, applied to an agricultural setting. It demonstrates adaptation to a changing pattern of occupancy as it evolved to a recreation camp.

It is also architecturally significant as early Modernist design and the work of Meldrum, an important eclectic architect of the period, not afraid to turn his hand to Modernism.

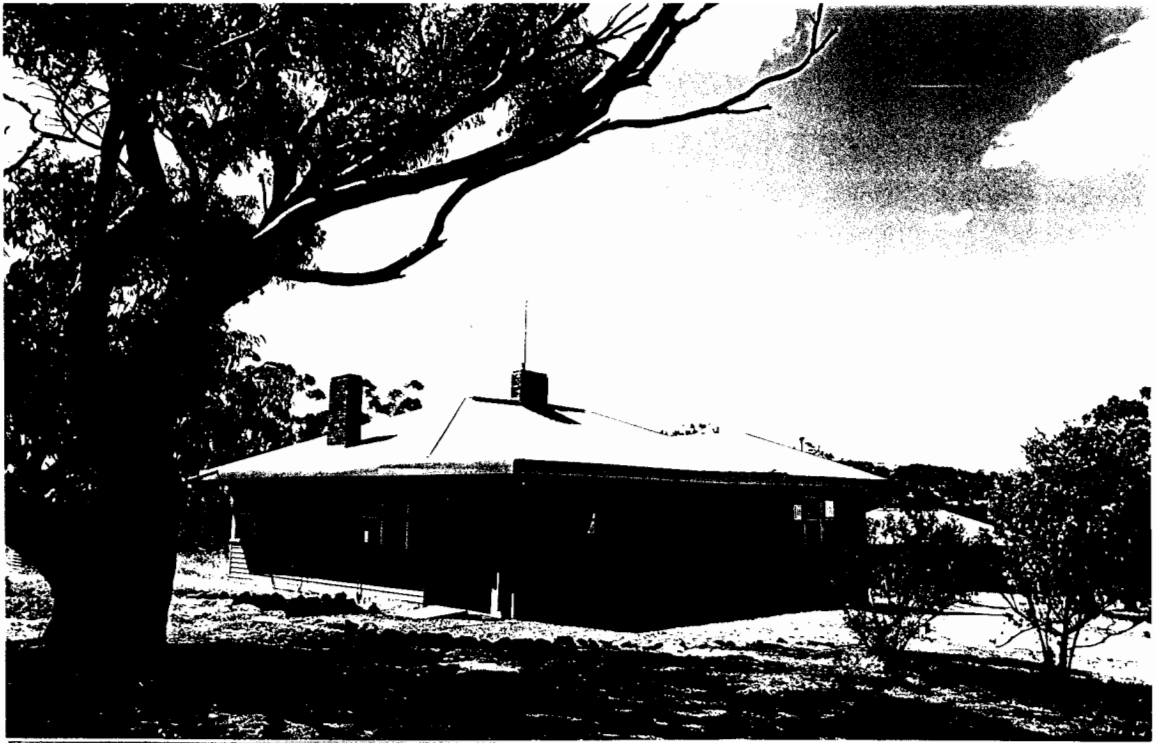
INTACTNESS: The main building has been altered over time, sympathetically. The cottages do not have apparent alterations.

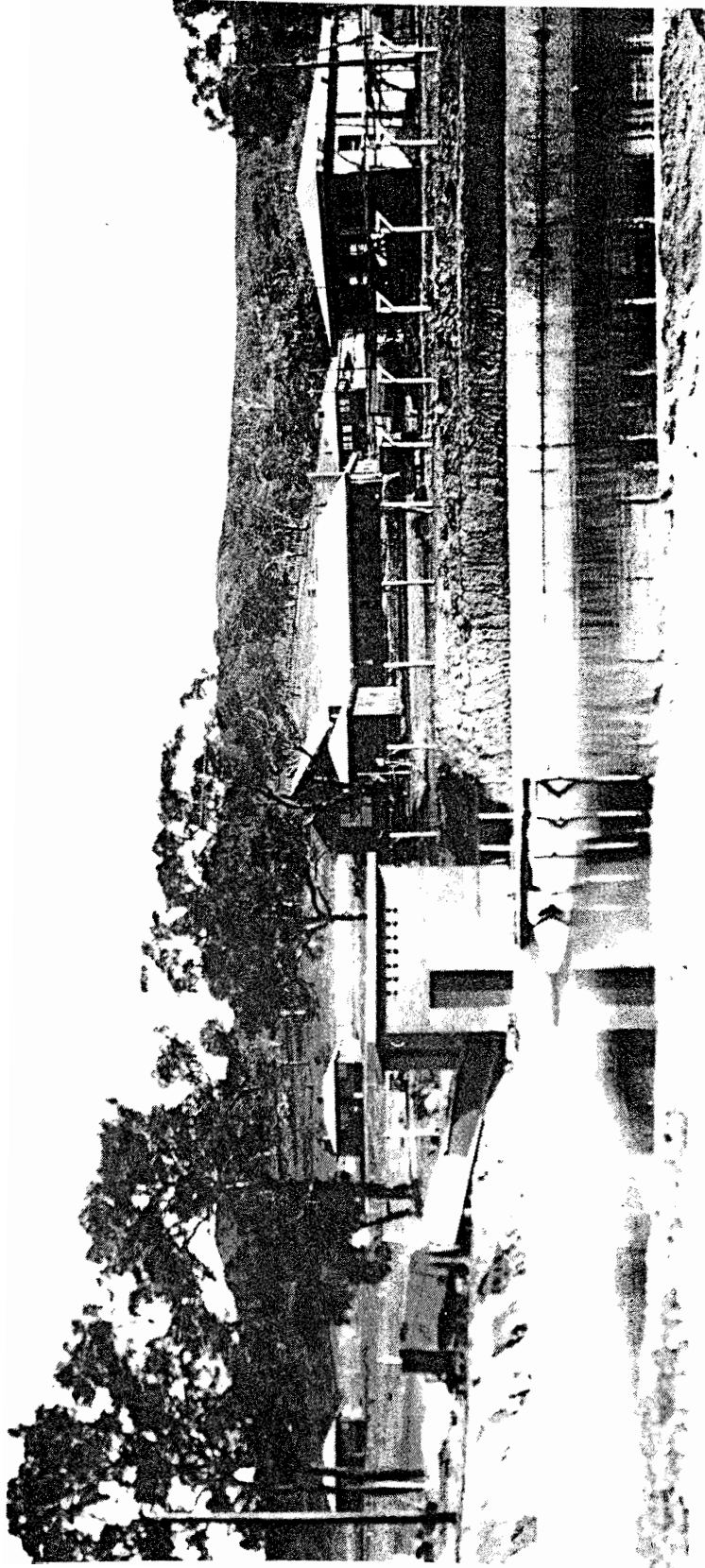
CONDITIONS & THREATS: Good

¹ Context Pty Ltd & Dr Carlotta Kellaway, Helen Lardner, *History and Heritage. Shire of Flinders Heritage Study*, Shire of Flinders, 1992, p.32.

² Ibid.

³ L.J. Blake, Ed., *Vision and Realisation. A Centenary History of State Education in Victoria*, Education Department of Victoria, Melbourne 1973, vol.3, p.478.





MOSQUE - OSBORNES, P114

BACCHUS MARSH HERITAGE STUDY.

Ref: 40

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

<u>NAME:</u> Melbourne-Ballarat Railway Bridge.	
<u>ADDRESS:</u> Balliang-Bacchus Marsh Road.	
<u>TITLE DETAILS:</u>	
<u>USE:</u> Railway bridge over road.	
<u>SIGNIFICANT DATE:</u> 1887-89	<u>CONSTRUCTION DATE:</u> 1930 <u>SOURCE:</u> 4
<u>BUILDER:</u> Victorian Railways.	<u>SOURCE:</u> 5
<u>CRITERIA:</u> H7; Ar1; So2.	<u>HISTORIC THEME:</u> Transport.
<u>DESCRIPTION:</u>	
<u>MATERIALS:</u>	<u>STRUCTURE</u> Steel frame
<u>CONDITION:</u> Good	<u>INTACTNESS:</u> Good <u>THREATS:</u> -
<u>SIGNIFICANT INTACT ELEMENTS:</u>	
<u>ENGINEERING STRUCTURE.</u>	
<u>SIGNIFICANCE:</u>	
<u>TYPE:</u> HISTORICAL, ARCHITECTURAL, SOCIAL	
<u>LEVEL:</u> LOCAL.	
<u>DESIGNATION EXISTING:</u> Nil.	
<u>RECOMMENDED CONTROL:</u> PLANNING SCHEME.	
<u>MAP NO:</u> R2.05	<u>SURVEY:</u> RP, GV. <u>DATE:</u> 30.12.93 <u>NEGS:</u> 3.4, 7



HISTORY: The Bacchus Marsh to Ballan section of the Melbourne-Ballarat railway was constructed in 1887-89 by a private contractor, Horace Bastings.¹ Work commenced on the seventeen mile (27.5 km) section in September 1887. The bridges and earthworks were completed by May 1889, with the final section, "the big cutting" [ref: 44] completed eight months later.² The Victorian government had taken over the contract on October 26 1889.³

The completion of this section was a major feat of engineering skill, requiring the construction of twenty-six bridges and thirty-three culverts and the excavation of 1.6 million cubic yards (1,223,360 m³) of earth. Over half of the track was on a gradient of one in forty-eight.⁴ The bridges alone required 15,700 lineal feet (4,785m) of piles, as all but one, the Werribee River (Melton Reservoir?) Viaduct, were constructed of timber. This bridge, and the bridge of Balliang-Bacchus Marsh Road (ref: 40) were rebuilt in fabricated steel in June 1936.⁵

VISUAL DESCRIPTION: The bridge consists of two parallel massive steel rsj girders supporting the railway tracks, between earth embankments. These are supported by two trestles. Each trestle is formed from 4 corner 'legs' supported by three levels of vertical and diagonal bracing. The legs are set in reinforced concrete pedestal pad footings. Connections are bolts.

COMPARATIVE ANALYSIS: The Ironbark Road rail bridge (ref. 47) is almost identical, but has more remnants of the earlier timber bridge surviving.

SIGNIFICANCE: A steel girder and trestle railway bridge taking the Melbourne - Ballarat railway over the Balliang - Bacchus Marsh Road; it replaced the 1887 timber bridge in 1930.

The bridge has local historical significance in enabling the railway's crucial influence on development of the region. Its architectural significance derives from its achievement as engineering. It has social significance as a landmark used by the community for orientation.

INTACTNESS: Good. The earth embankments appear to have been rebuilt.

CONDITIONS & THREATS: Some rusting is appearing on the steel members, which needs preparation and re-painting.

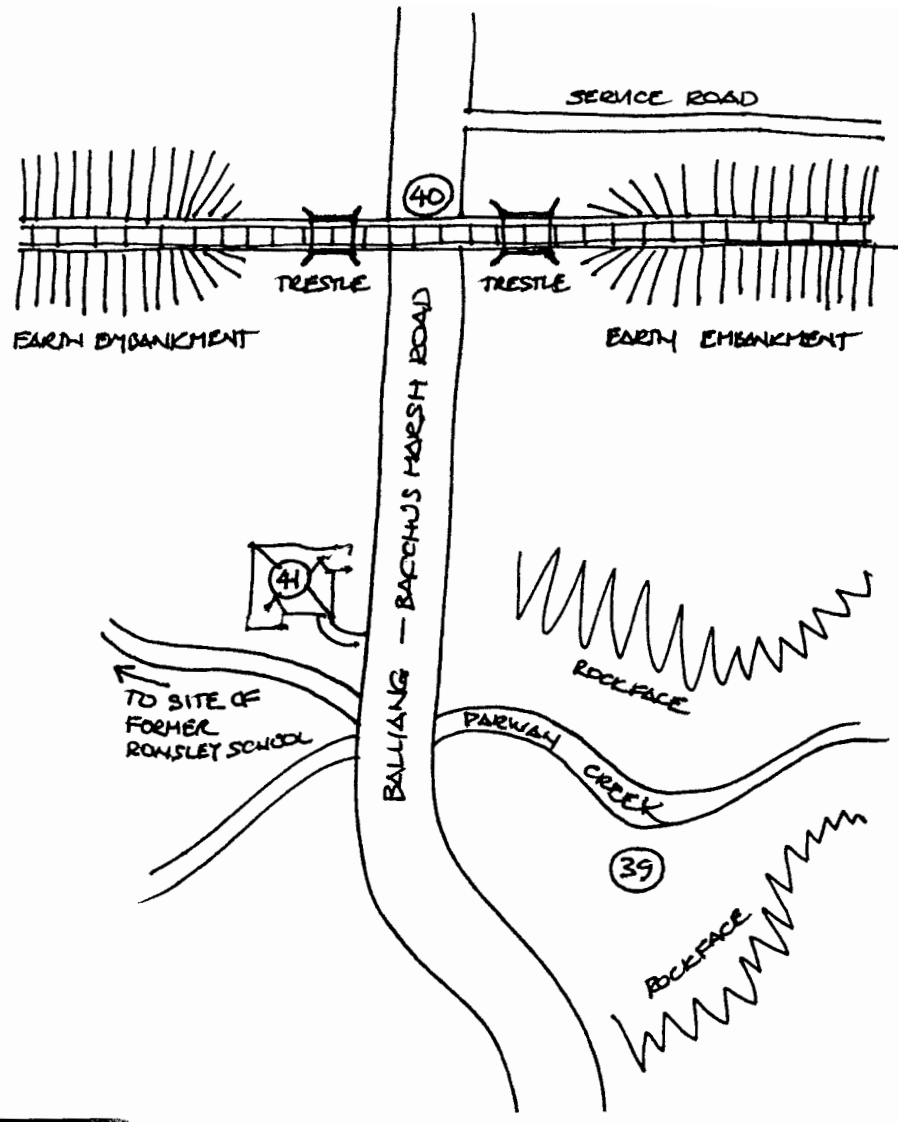
¹ Moore and Oomes, *Bacchus Marsh: A Pictorial Chronicle*, p.51.

² King and Dooley, *The Golden Steam of Ballarat*, p.19.

³ Ibid.

⁴ Ibid.

⁵ ?



FORMER TIMBER BRIDGE &
 COAL MINE OVERBORDEN
 AS EMBANKMENT, 1922
 MURRE & COMES

40
av.



BACCHUS MARSH HERITAGE STUDY.

Ref: 42

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

<u>NAME:</u> ---	
<u>ADDRESS:</u> Page's Lane (NW cnr Bacchus Marsh-Balliang Road), Rowsley.	
<u>TITLE DETAILS:</u>	
<u>USE:</u> Derelict.	
<u>PREVIOUS USE:</u> Farmhouse.	
<u>CONSTRUCTION DATE:</u> 1929	<u>SOURCE:</u> 1
<u>CRITERIA:</u> Ar1.	<u>HISTORIC THEME:</u> Agriculture
<u>DESCRIPTION:</u> <u>STYLE:</u> Late Edwardian <u>STORIES:</u> <u>DETACHED.</u>	
<u>MATERIALS:</u> <u>WALLS</u> Red brick <u>ROOF</u> Iron <u>STRUCTURE</u> LB	
<u>CONDITION:</u> Poor <u>INTACTNESS:</u> Reasonable <u>THREATS:</u> Dereliction	
<u>SIGNIFICANT INTACT ELEMENTS:</u>	
FORM. VERANDAH. ROOF FORM. CHIMNEYS. UNPAINTED FINISH. RUIN.	
<u>SIGNIFICANCE:</u>	
<u>TYPE:</u> ARCHITECTURAL.	
<u>LEVEL:</u> LOCAL.	
<u>DESIGNATION EXISTING:</u> Nil.	
<u>RECOMMENDED CONTROL:</u> PLANNING SCHEME.	
<u>MAP NO:</u> R2.05	<u>SURVEY:</u> RP <u>DATE:</u> 30.12.93 <u>NEGS:</u> 3.8



HISTORY: This farmhouse was erected *circa* 1929 for George Bingham and his wife, Hilda May (née Cumming).

VISUAL DESCRIPTION: A large, late Edwardian red brick house, with some elements transitional to the Bungalow style of the 1920s. It is triple-fronted with a high gambrel roof. Gables are set forward at left front and at right rear side. Upper gables are timbered. Windows are triple casements. There are large chimneys, stepped, with moulded tops, and one with a pot. Walls have string-course bands at window head and sill level. The verandah is set around the angle beneath the main roof pitch, supported on brick and render pylons. At left, windows have skillion hoods, performing no function other than decoration on this south elevation.

COMPARATIVE ANALYSIS: There are 44 Edwardian farmhouses in the Shire.

SIGNIFICANCE: A large brick late Edwardian farmhouse, transitional to Bungalow style, built in 1929.

It is of local architectural significance as a developed example of this style.

INTACTNESS: Reasonable

CONDITIONS & THREATS: Derelict. Not secure, no glass in windows, roof rusted and open to the weather.

BACCHUS MARSH HERITAGE STUDY.

Ref: 45

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

<u>NAME:</u> Drystone wall.		
<u>ADDRESS:</u> Dogtrap Gully Road, Rowsley.		
<u>TITLE DETAILS:</u>		
<u>USE:</u> Fence.		
<u>SIGNIFICANT DATE:</u>	<u>CONSTRUCTION DATE:</u> 1864 <u>SOURCE:</u> 1	
<u>CRITERIA:</u> H1, 6; Ar 2.	<u>HISTORIC THEME:</u> Pastoralism	
<u>DESCRIPTION:</u>		
<u>MATERIALS:</u>	<u>STRUCTURE</u> Drystone	
<u>CONDITION:</u> Excellent	<u>INTACTNESS:</u> Excellent	<u>THREATS:</u> -
<u>SIGNIFICANT INTACT ELEMENTS:</u>		
WALLS.		
<u>SIGNIFICANCE:</u>		
<u>TYPE:</u> HISTORICAL. ARCHITECTURAL.		
<u>LEVEL:</u> LOCAL.		
<u>DESIGNATION EXISTING:</u> Nil.		
<u>RECOMMENDED CONTROL:</u> PLANNING SCHEME.		
<u>MAP NO:</u> R2.05	<u>SURVEY:</u> RP, GV	<u>DATE:</u> 30.12.93 <u>NEGS:</u> 3.13, 14



HISTORY: Drystone walls were constructed extensively across the Keilor Melton Plain from the 1850s, when land tenure became more firmly established, until the 1880s, when cheap barbed wire became more commonly available. The original crown survey plans for the area around Dogtrap Gully Road, clearly indicate that the land in this area had no timber and was very stony, circumstances which probably led the first purchasers to build stone fences.

The land north of Dogtrap Gully Road down to Werribee Vale was purchased in 1864 by F Pratt and H. Vallence. The Vallence family subsequently farmed here for many years.

This drystone wall was erected by Henry Vallence to mark the southern boundary of his property on the Werribee Vale Road [refer: 75]. Vallence purchased the 127 acre (51.4 ha) farm in March 1864.¹ In Victoria, fences were typically erected following the purchase of freehold title.² This fence was constructed from the plentiful supply of stones strewn about the land; thus several paddocks were cleared and fenced simultaneously.

VISUAL DESCRIPTION: A substantial and unusual drystone wall built along the north side of Dogtrap Gully Road, high above the golf course, for a length of 0.4 km, as it ascends the Rowsley escarpment. It consist of about three levels of stacked stones with wide capping stones. On the inside is an old post and wire fence, with three strands of wire, about the height of the wall. It is protected also on the post side with a recent steel dropper and barbed wire fence. While this is a fairly low (less than a metre) and roughly built wall, it is quite unusual, being made from very flat and angular slabs of basalt and having a cope of large flat slabs. Coursing is evident in some places and the necessary height for holding stock has been achieved through the use of timber posts and two strands of barbed wire on top of the wall. This vantage point has spectacular views to the north.

COMPARATIVE ANALYSIS: There are 4 drystone walls in the Shire, (in addition to a further 4 which have a stone base beneath a post and wire fence). Apart from the private wall at Greystones, (ref. 31) this wall is the finest example.

SIGNIFICANCE: An early drystone wall marking the southern boundary of Henry Vallence's Werribee Vale property, built in 1864.

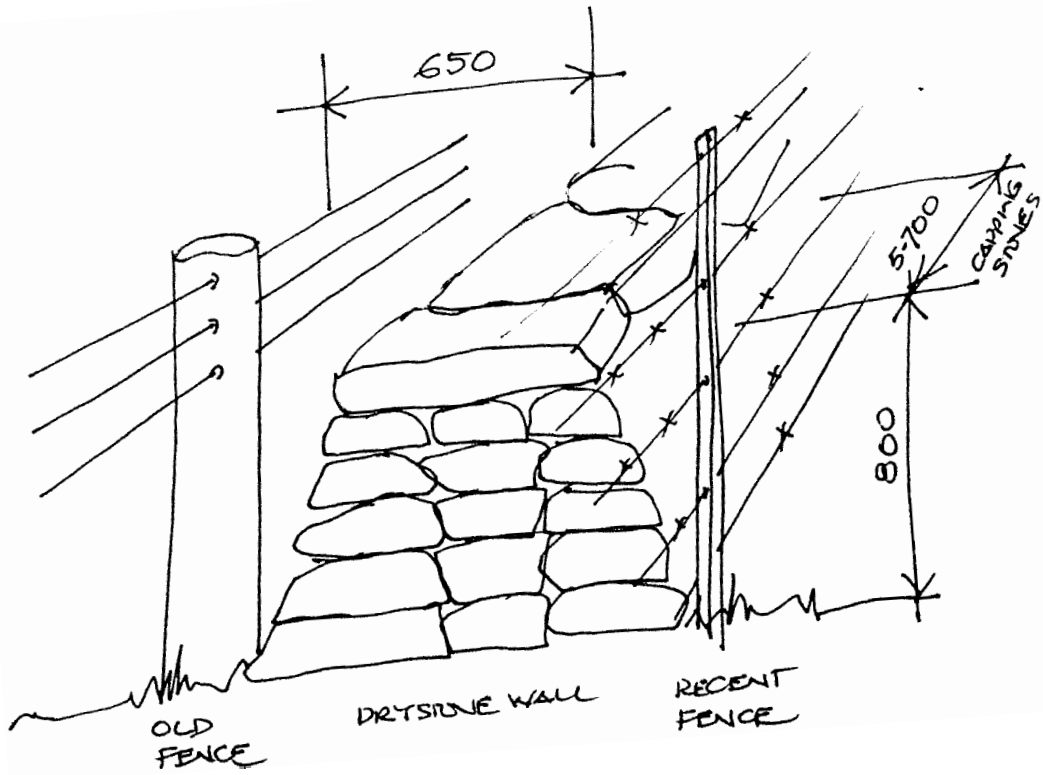
Of local historical significance as an early surviving wall, and as an indication of the earliest local settlement pattern. It is also of local architectural significance in demonstrating the skilled craftsmanship and techniques of the stone-waller's trade. This has been assessed as the finest drystone wall in Bacchus Marsh visible to the public.

¹ Department of Lands and Survey. Parish of Parwon. Parish of Gorrockburkhap, G 111 5 (CPO). Moore & Oomes, p.162.

² Vines, *Built to Last: An Historical and Archaeological Survey of Dry Stone Walls in Melbourne's Western Region*, p.117. Vines gives the length as 2km.

INTACTNESS: Apparently excellent, however the wall has recently been damaged by road works which have cut the earth away from its base in some places, and piled up soil against other sections.

CONDITIONS & THREATS: Excellent.



BACCHUS MARSH HERITAGE STUDY.

Ref: 46

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

NAME: Ingliston Bank railway cutting and piles of remnant railway cutting construction basalt.

ADDRESS: Ironbark Road, Rowsley.

TITLE DETAILS:

SIGNIFICANT DATE: **CONSTRUCTION DATE:** 1887-9 **SOURCE:** 1

BUILDER: Horace Bastings **SOURCE:** 1

CRITERIA: H4; Ar 1 **HISTORIC THEME:** Transport.

DESCRIPTION:

MATERIALS: **STRUCTURE** Pile

CONDITION: Very good. **INTACTNESS:** Very good **THREATS:** -

SIGNIFICANT INTACT ELEMENTS:

MATERIALS.

EXTRACTION FORMATION.

REMNANT VEGETATION.

SIGNIFICANCE:

TYPE: HISTORICAL. ARCHITECTURAL. SCIENTIFIC

LEVEL: REGIONAL.

DESIGNATION EXISTING: Nil.

RECOMMENDED CONTROL: PLANNING SCHEME.

MAP NO: R1.05 & R2.05 **SURVEY:** RP **DATE:** 2.1.94 **NEGS:** 3.15-18



HISTORY: The Ballarat Railway was only commenced in the 1880s, more than 20 years after Ballarat had been linked to Geelong by rail. Up to then much of the gold-rush traffic had gone via Geelong rather than Melbourne. The new line opened up Melbourne markets to the pastoral production of the Western District and brought Melbourne engineers in closer contact with the mines of the central goldfields.

This section of the Melbourne-Ballarat railway was constructed in 1887-89 by a private contractor, Horace Bastings.¹ Work commenced on the seventeen mile (27.5km) section in September 1887. The bridges and earthworks were completed by May 1889, with this section, known as "the big cutting", completed eight months later.² The line was officially opened on December 4 1889.

A major feature of this was the Inglestone Bank, a steep climb, infamous among railway men, where trains struggled up the incline, and were sometimes in fear of careering on the down hill run. Before the adoption of more powerful diesel locomotives, an extra engine was stationed at Bacchus Marsh just to assist trains up the Inglestone Bank.

A feat of engineering skill, "the big cutting" contained 495,000 cubic yards (378,477m³) of earth.³ The contract had been taken over by the Victorian government on October 26 1889, because of the delay associated with using crushed metal in place of gravel ballast.⁴

VISUAL DESCRIPTION: The railway construction works for elevating the Ballarat line to the top of the Pentland hills comprises an earth embankment on a 180° curve at Rowsley with a steel trestle bridge over the Bacchus Marsh-Balliang Road. The line runs into a cutting at the Pages Lane crossing and then crosses Dogtrap Gully on a high embankment before plunging into a deep cutting near Dogtrap Gully Road, where it turns westward. The line continues in a deep cutting for three more kilometres after which it runs a ground level to the two crossings of Ironbark Road, the first at grade, and the second on a steel trestle bridge over the road. The remainder of the line to Inglestone is generally at grade, with three or four small cuttings.

A prominent feature of the route are the massive spoil dumps of basalt from the cutting excavations piled on both sides of the railway line, over a distance of 1.75km. The Goroke trigonometric point is on top of the highest point, demonstrating its prominence in the local landscape. The spoil heaps still show clearly the formations of the horse tramways and wheelbarrow runs which were used to move the spoil. Other small level areas may indicate shed and accommodation for the hundreds of navvies employed on the work. Between the railway line service road and Ironbark Road, south of the Werribee George is Red Ironbark remnant *Eucalyptus sideroxylon* vegetation. (For location plan, refer: 47).

¹ Moore and Oomes, *Bacchus Marsh: A Pictorial Chronicle*, p.51.

² King and Dooley, *The Golden Steam of Ballarat*, p.19.

³ *Ibid.*

⁴ *Ibid.*

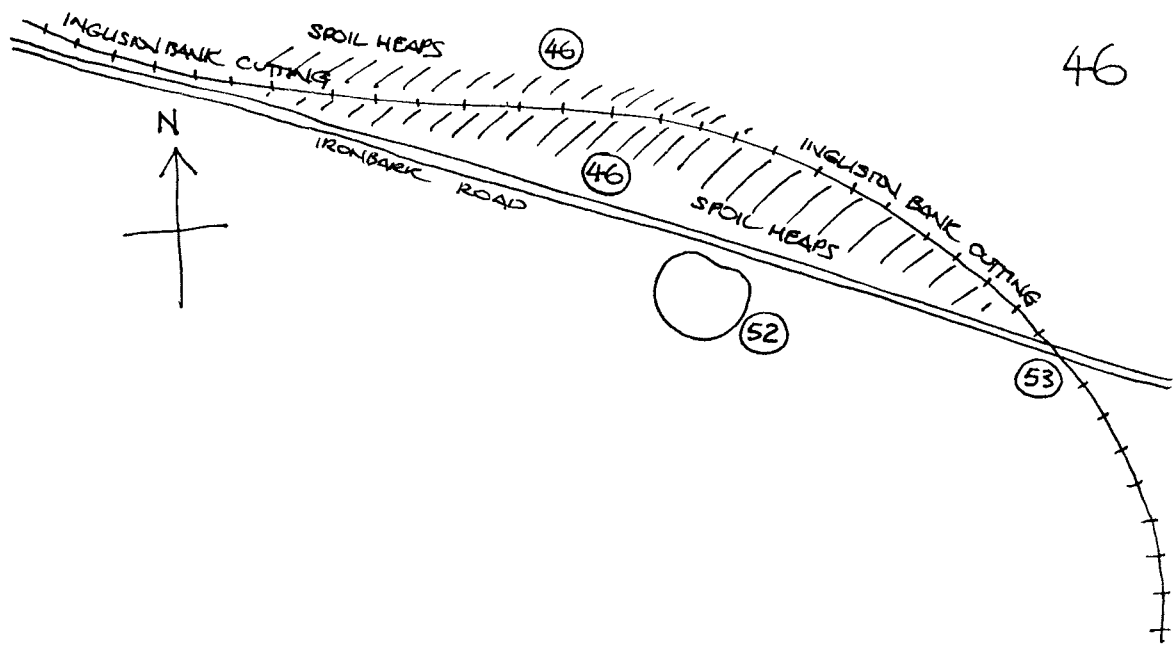
COMPARATIVE ANALYSIS: Dogtrap Gully Road cutting (44), Pages Lane cutting (49A) Woolpack Road (178) and Browns Road (61) Browns Cutting. No other excavated spoil has been identified, except possibly at Browns Lane. The railway works are comparable to much of the other lighter construction lines eg. Gippsland, North Eastern, etc. although there is probably no other deep cutting which is as long as that up the Ingliston Bank.

SIGNIFICANCE: Massive spoil heaps of basalt excavated from the Melbourne - Ballarat railway cutting when it was constructed in 1887-89.

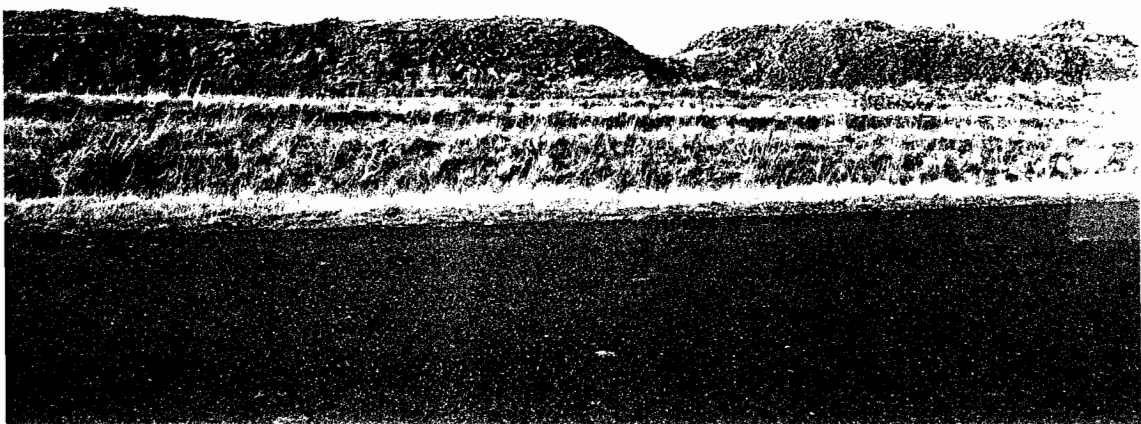
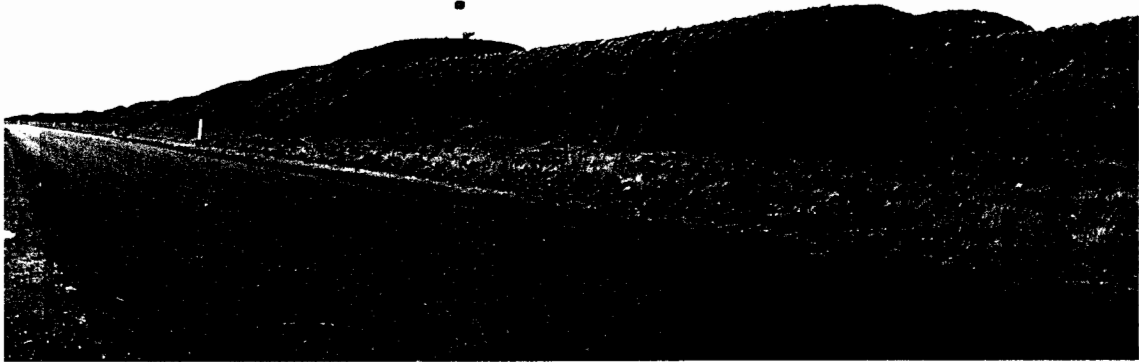
These heaps are of regional historical significance, as evidence demonstrating an action of the government in developing the line. They are also of local architectural significance as indications of the extraordinary engineering achievement the excavation the line necessitated. They are of scientific significance for their archaeological research potential.

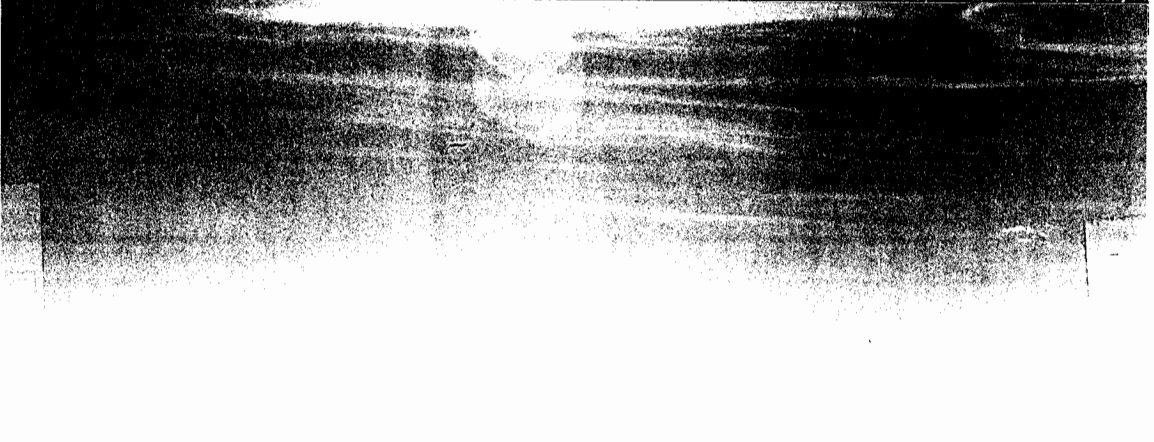
INTACTNESS: The spoil heaps and cuttings do not appear to have been disturbed.

CONDITIONS & THREATS:



46
av.





BACCHUS MARSH HERITAGE STUDY.

Ref: 47

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

<u>NAME:</u> Railway Viaduct, Bridge and Embankment.		
<u>ADDRESS:</u> Ironbark Road.		
<u>TITLE DETAILS:</u>		
<u>USE:</u> Railway bridge and Embankment.		
<u>SIGNIFICANT DATE:</u> 1887-89	<u>CONSTRUCTION DATE:</u> 1930	<u>SOURCE:</u> 1
<u>BUILDER:</u> Victorian Railways		<u>SOURCE:</u> 5
<u>CRITERIA:</u> H7, Ar1.	<u>HISTORIC THEME:</u> Transport.	
<u>DESCRIPTION:</u>		
<u>MATERIALS:</u>	<u>STRUCTURE:</u> Steel frame	
<u>CONDITION:</u> Good	<u>INTACTNESS:</u> Good	<u>THREATS:</u> -
<u>SIGNIFICANT INTACT ELEMENTS:</u>		
MATERIALS. FORM.		
ENGINEERING STRUCTURE.		
REMNANT VEGETATION.		
<u>SIGNIFICANCE:</u>		
<u>TYPE:</u> HISTORICAL. ARCHITECTURAL		
<u>LEVEL:</u> LOCAL.		
<u>DESIGNATION EXISTING:</u> Nil.		
<u>RECOMMENDED CONTROL:</u> PLANNING SCHEME.		
<u>MAP NO:</u> R1.05	<u>SURVEY:</u> RP, GV.	<u>DATE:</u> 2.1.94
		<u>NEGS:</u> 3.19-24/1013



HISTORY: The Bacchus Marsh to Ballan section of the Melbourne-Ballarat railway was constructed in 1887-89 by a private contractor, Horace Bastings.¹ Work commenced on the seventeen mile (27.5 km) section in September 1887. The bridges and earthworks were completed by May 1889, with the final section, "the big cutting" [ref: 44] completed eight months later.² The Victorian government had taken over the contract on October 26 1889.³

The completion of this section was a major feat of engineering skill, requiring the construction of twenty-six bridges and thirty-three culverts, and the excavation of 1.6 million cubic yards (1,223,360 m³) of earth, over half of the track was on a gradient of one in forty-eight.⁴ The bridges alone required 15,700 lineal feet (4,785m) of piles as all but one, the Werribee River (Melton Reservoir?) Viaduct, were constructed of timber. This bridge, and the bridge over Balliang-Bacchus Marsh Road (ref: 40) were rebuilt in fabricated steel in June 1936.⁵

VISUAL DESCRIPTION: Beyond the Ingleston Bank, the Bacchus Marsh to Ballarat Railway takes a more conventional form with a few shallow cuttings. The only engineering problem here is the bridge and cutting on the saddle above Werribee Gorge. Here the railway runs through a small cutting and over a fabricated steel trestle bridge which crosses Ironbark Road.

The bridge consists of two parallel massive steel rsj girders supporting the railway tracks between earth embankments. These are supported by two trestles. East trestle is formed from 4 corner 'legs' supported by three levels of vertical and diagonal bracing. The legs are set in reinforced concrete pedestal pad footings. Connections are bolts.

The east side of the bridge is approached by a particularly high (and long) embankment which has single track line (further east is double track). West of the bridge is much she-oak (*Casuarina*) remnant vegetation. The embankments at both ends of the bridge have remnants of the timber trestle posts of the earlier bridge (c1880). On the eastern side there are remaining cross beams between the posts, also.

COMPARATIVE ANALYSIS: The Balliang - Bacchus Marsh Road rail bridge (refer: 40) is almost identical, but this bridge (ref: 47) has more remnants of the earlier timber bridge remaining. The railworks are comparable to each of the other light construction lines in Victoria eg. Gippsland, North Eastern etc, but locally significant.

¹ Moore and Oomes, *Bacchus Marsh: A Pictorial Chronicle*, p.51.

² King and Dooley, *The Golden Steam of Ballarat*, p.19. Harrigan, *Victorian Railways to '62*.

³ Ibid.

⁴ Ibid.

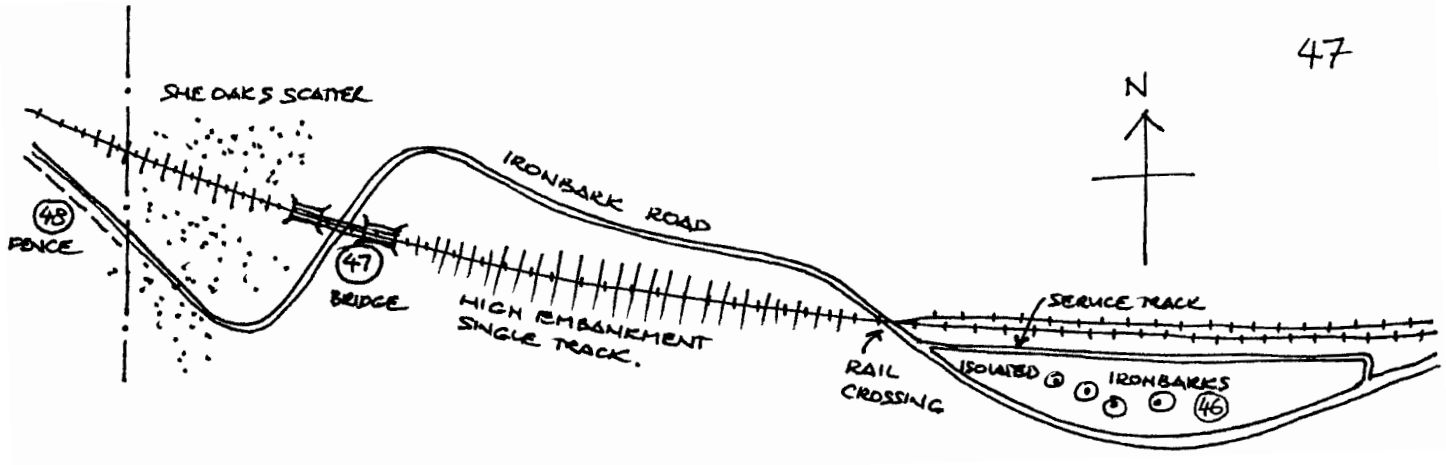
⁵ *Sun*, 1 June 1936.

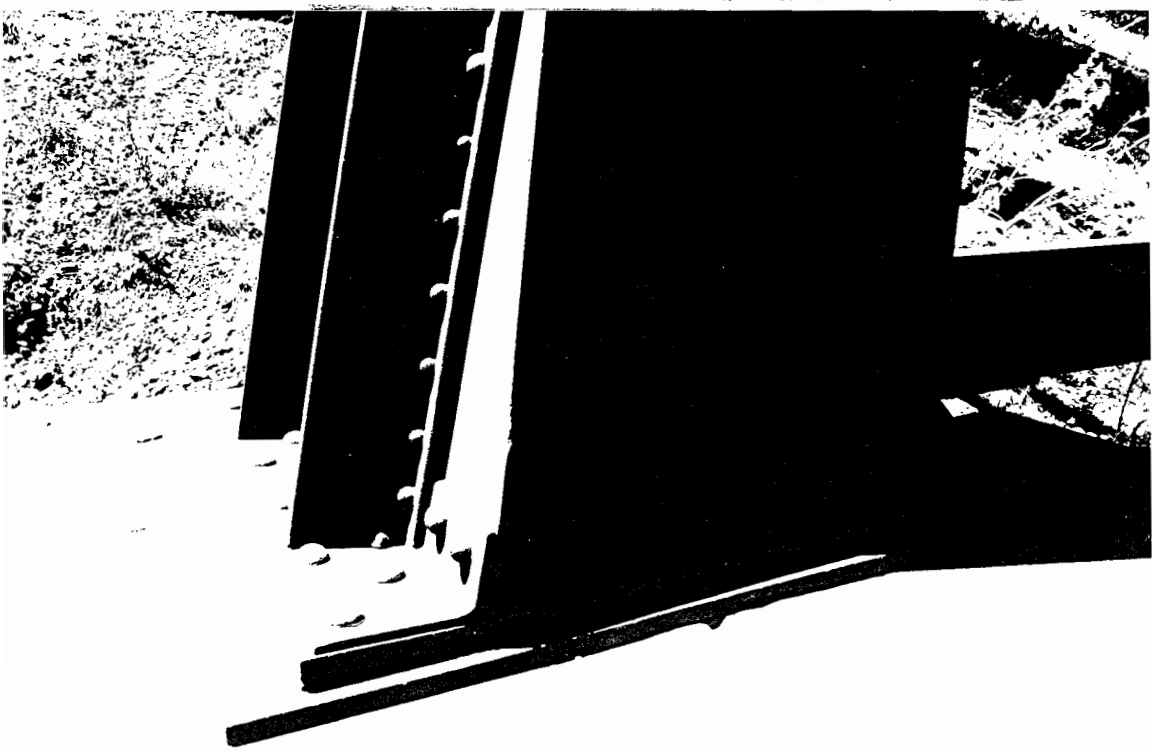
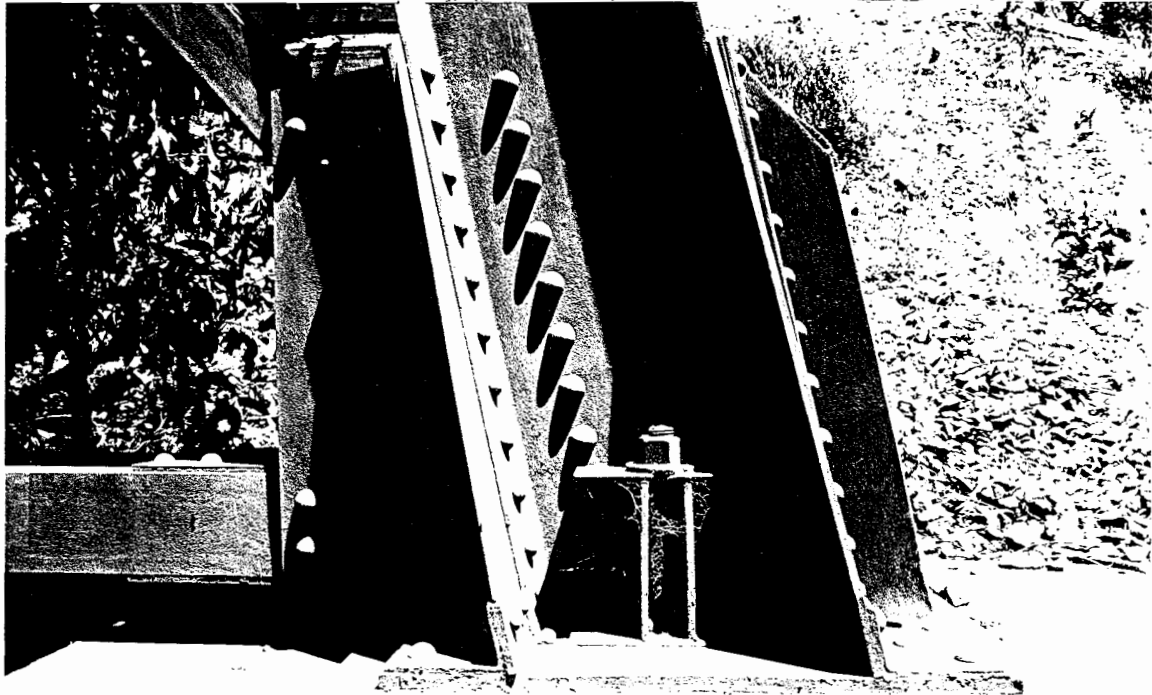
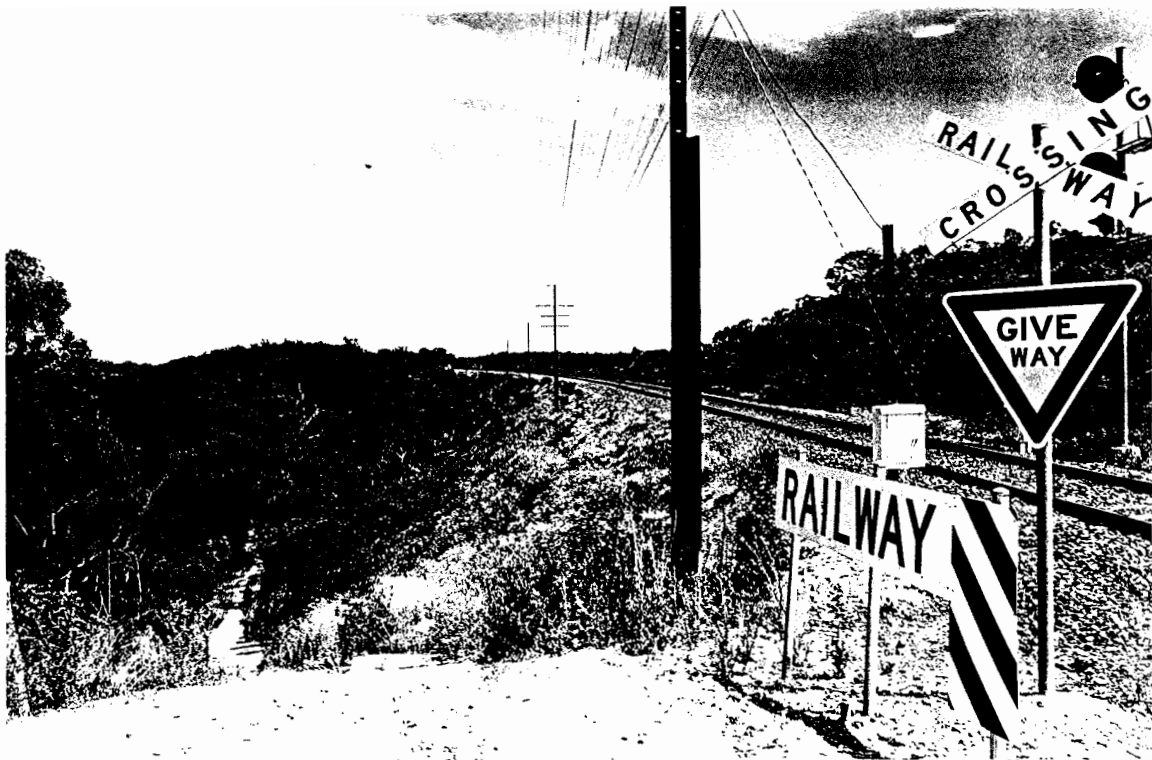
SIGNIFICANCE: A steel girder and trestle railway bridge and embankment taking the Melbourne - Ballarat railway over Ironbark Road; it replaced the 1887 timber bridge in 1930. There are some components of this bridge surviving amongst the remnant native vegetation of the vicinity.

The bridge has local historical significance in enabling the railway's crucial influence on development of the region. Its architectural significance derives from its achievement as engineering.

INTACTNESS: Apparently excellent.

CONDITIONS & THREATS: Good. Some graffiti.







HISTORY: The Ballarat Railway was only commenced in the 1880s, more than 20 years after Ballarat had been linked to Geelong by rail. Up to then much of the gold-rush traffic had gone via Geelong rather than Melbourne. The new line opened up Melbourne markets to the pastoral production of the Western District and brought Melbourne engineers in closer contact with the mines of the central goldfields. A major feature of this was the Ingleston Bank, a steep climb, infamous among railway men where trains struggled up the incline, and were sometimes in fear of careering on the down hill run. Before the adoption of more powerful diesel locomotives. An extra engine was stationed at Bacchus Marsh just to assist trains up the Ingleston Bank.

The contract for the Bacchus Marsh to Ballan section of the line, constructed between 1887 and 1889, was awarded to Horace Bastings. This bridge was probably built in 1887-8. The reservoir near Dogtrap Gully was reputedly built in the 1880s to provide water for the railway crews. The dam burst in 1891 and was not repaired.¹

VISUAL DESCRIPTION: A small concrete girder bridge probably replacing an original timber girder, supported on two brick piers in English bond, and spanning a stock passage. The brick piers reduce with height in three steps, while the uppermost part is of reinforced concrete. These concrete pads are constrained with a hoop iron strap tie, with a bolt tie buckle. The girders would be iron if they are original, (but have probably been replaced with steel), embossed with the manufacturer's name: "Dorman Long, Middlesborough, England". On the girders are timber joists.

Steel was generally not available until 1890. Dorman Long opened a branch in South Melbourne. They undertook such major engineering structures as the Sydney Harbour Bridge. Their banded steel (such as this) is probably pre-1914.²

COMPARATIVE ANALYSIS:

SIGNIFICANCE: A steel (?) girder railway bridge with brick and concrete piers over a stock passage, built in 1887-88.

The bridge has local historical significance in enabling the railway's crucial influence on development of the region. It derives architectural significance from its representing railway technology.

INTACTNESS: Very good.

CONDITIONS & THREATS: Excellent.

¹ Harrigan, *Victorian Railways to '62*. Moore & Oomes, p.51. This bridge is situated on the Hind property.

² Miles Lewis. *Physical Investigation of a Building. Technical Bulletin 9.1*. National Trust of Australia (Victoria) Melbourne 1985, p.46.

BACCHUS MARSH HERITAGE STUDY.

Ref: 50

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

<u>NAME:</u> CSR Wood Panels Bacchus Marsh Mill.	
<u>PREVIOUS NAME:</u> Timbrock Hardboard Factory, The Colonial Sugar Refining Company Ltd., Materials Division.	
<u>ADDRESS:</u> Rowsley Station Road (NE cnr Balliang-Bacchus Marsh Road).	
<u>TITLE DETAILS:</u>	
<u>USE:</u> Hardboard Plant.	
<u>PREVIOUS USE:</u> Same.	
<u>SIGNIFICANT DATE:</u>	<u>CONSTRUCTION DATE:</u> 1959-4.1961 <u>SOURCE:</u> 1
<u>DESIGNER:</u> T.H. McConnell	<u>BUILDER:</u> Lewis Construction <u>SOURCE:</u> 1
<u>CRITERIA:</u> HI; Ar 1.	<u>HISTORIC THEME:</u> Industry.
<u>DESCRIPTION:</u>	<u>STYLE:</u> Modern <u>STORIES:</u> 1 <u>DETACHED.</u>
<u>MATERIALS:</u> WALLS Brick & a.c.	<u>ROOF:</u> Steel deck <u>STRUCTURE:</u> Steel frame
<u>CONDITION:</u> Reasonable	<u>INTACTNESS:</u> Good <u>THREATS:</u>
<u>SIGNIFICANT INTACT ELEMENTS:</u>	
FORM. LAYOUT. USE.	
WALL DECORATION. SIGNS.	
FENCE.	
ENGINEERING STRUCTURE.	
GARDEN.	
<u>SIGNIFICANCE:</u>	
<u>TYPE:</u> HISTORICAL. ARCHITECTURAL.	
<u>LEVEL:</u> REGIONAL.	
<u>DESIGNATION EXISTING:</u> Nil.	
<u>RECOMMENDED CONTROL/NOMINATION:</u> RNE. PLANNING SCHEME.	
<u>MAP NO:</u> R2.05	<u>SURVEY:</u> RP, GV. <u>DATE:</u> 2.1.94 <u>NEGS:</u> 4.2, 5-8



HISTORY: The Colonial Sugar Refinery Co. Ltd. announced its intention to establish a "Timbrock" hardboard mill in 1959. Construction commenced in March 1960 to designs prepared by architect T.H. McConnell of Hassell & McConnell. C.S.R. engineers worked in association with a Swedish engineering firm, A/B Defribator. The contractor was Lewis Construction Co. Ltd.

The rural location of the factory is a consequence of the decentralisation policies of the then Liberal Government, and the factors of raw material sourced from the Wombat Forest sawmills, and brown coal for the boilers from the Maddingly coal mine. A siding from the Ballarat railway was originally intended, but never built. The hardboard mill was officially opened in May 1961 by the Premier, H.E. Bolte.¹ Bacchus Marsh was one of three locations in Australia where hardboard was produced.² Hardboard panels were compressed from wood waste from sawmills and hardwood chips. Other mills were located at Raymond Terrace (NSW) and Ipswich (Qld.).

Houses for middle management were erected by the Company in Gisborne Road (ref. 198).

CSR had experimented in about 1936-7 with a hardboard made from Australian hardwood fibre, but did not manufacture 'Timbrock' until 1947, due to competition from the Masonite Corporation of USA, who also built a factory at Newcastle, NSW³

VISUAL DESCRIPTION: A manufacturing plant complex in the International Style Modern, consisting of rectangular blocks with flat steel deck roofs, salmon and red brick, steel-framed windows and asbestos-cement cladding. There are entire curtain walls of window over cill height, of great length. Decorative screens consist of cruciform pattern concrete breeze blocks. There are lighting standards with conical luminaries with dish caps. Signage is supported on a rolled hollow section steel frame. The buildings are set within lawns, with native planting at the entrance, a rock garden, pool and (possible) sculpture remnant. Opposite, survives a post and rail fence, which lacks most rails.

This factory complex is centred on a 250 metre long main processing building flanked by various storage and administration buildings. The whole complex demonstrates a unity of design in its use of a low brick wall surmounted by corrugated cement sheeting or steel-framed glazing. Most south-facing walls are completely glazed from the brick dado to the roof, while the north-facing walls and some south-facing ones, have a single strip of glazing along the top of the wall. The brick dado is evidently designed to prevent damage to the fragile cement sheeting, and so is used only at the lower level. However, as a stylistic feature, this has also been employed in the administrative buildings.

¹ *Bacchus Marsh Express*, 13 May 1961.

² *Australian Encyclopaedia*, Vol.8, Australian Geographic Society, 1988, p.2857.

³ Miles Lewis, *Physical Investigation of a Building. Technical Bulletin 9.1*, National Trust, Melbourne 1989, p.44. Trevor Rasdell, C.S.R. Bacchus Marsh.

The production line is expressed by the long low main production building with the tall milling and mixing structure at the eastern end, where raw materials are prepared for processing, a small tower housing the steam accumulator a short distance along, and the large storage and dispatch buildings extending across the western end.

The administration block lies between the production building and Rowsley Station Road, with a gatehouse and openwork, concrete block wing walls identifying the main entrance.

The brown coal and wood waste fired boiler is a prominent feature at the eastern end of the site. This fully glazed wall to the north and south broken by strips of louvred venting, and with a probably accidental random checker pattern created by different coloured glass panes. The steel chimney stands just south of the boiler house.

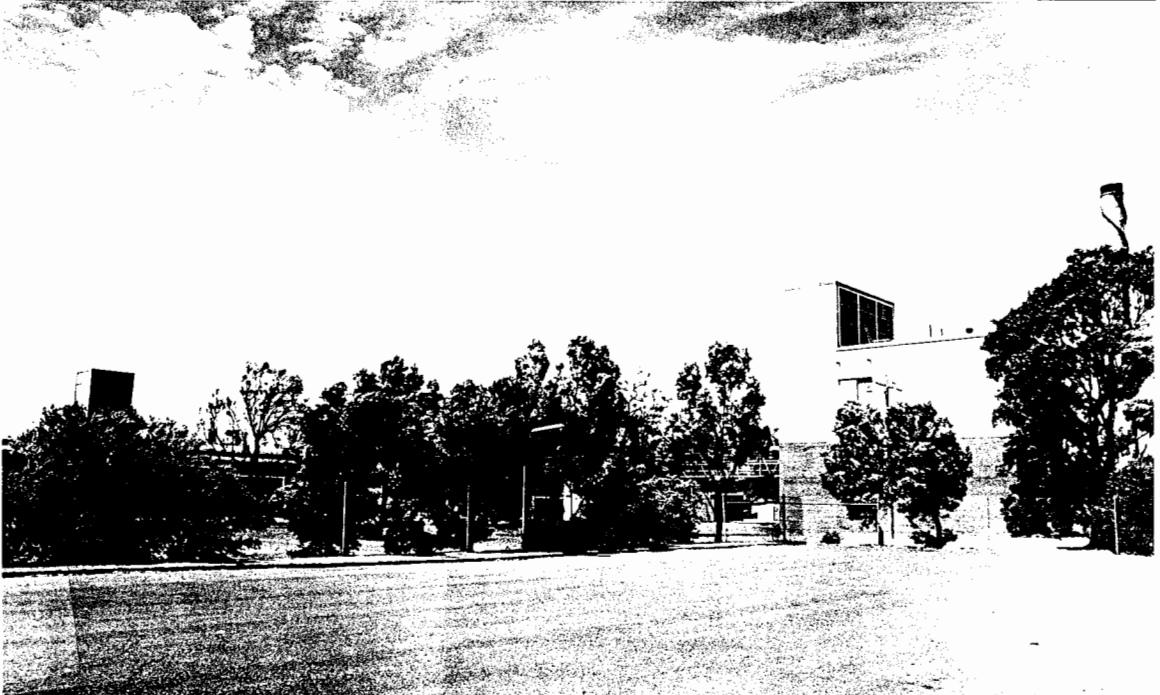
COMPARATIVE ANALYSIS: Derived from Bauhaus-influenced industrial or institutional complexes generally in the United States such as Illinois Institute of Technology, Chicago, Illinois (Mies van der Rohe, 1939-1956, etc) and General Motors Technical Institute, Warren, Michigan (Eliel and Eero Saarinen, 1946-55). Local comparisons include factories such as ETA Foods, Ballarat Road, Braybrook (Frederick Romberg, 1957-60), Australian Paper Mills, Fairfield; General Motors, Dandenong and various oil refinery complexes (Material?).

SIGNIFICANCE: A manufacturing plant complex in the International Style Modern, designed by T.H. McConnell of Hassell & McConnell architects and built 1960-61 for the manufacture of hardboard panels known as 'Timbrock'.

It has regional historic significance as the embodiment of an industrial process and capital investment in a semi-rural location. It has regional architectural significance as an early glass curtain wall Modern factory complex demonstrating a unity of design and in an apparently sound and intact condition. Its relationship to the company's management housing in the same style and date is also significant at regional level.

INTACTNESS: Good. There have been various additions, and the garden sculpture (?) appears to have been damaged. Most of the characteristic period elements remain intact.

CONDITIONS & THREATS: Reasonable.

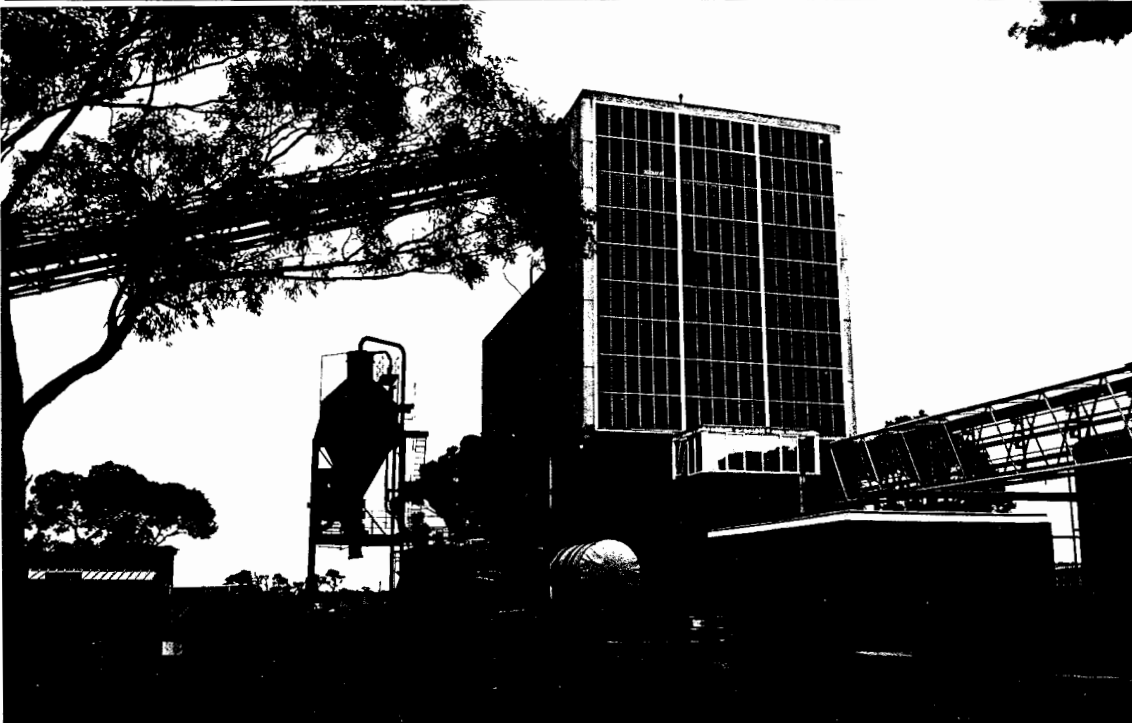


VIEW FROM RAILWAY AT 49.

50
ev.



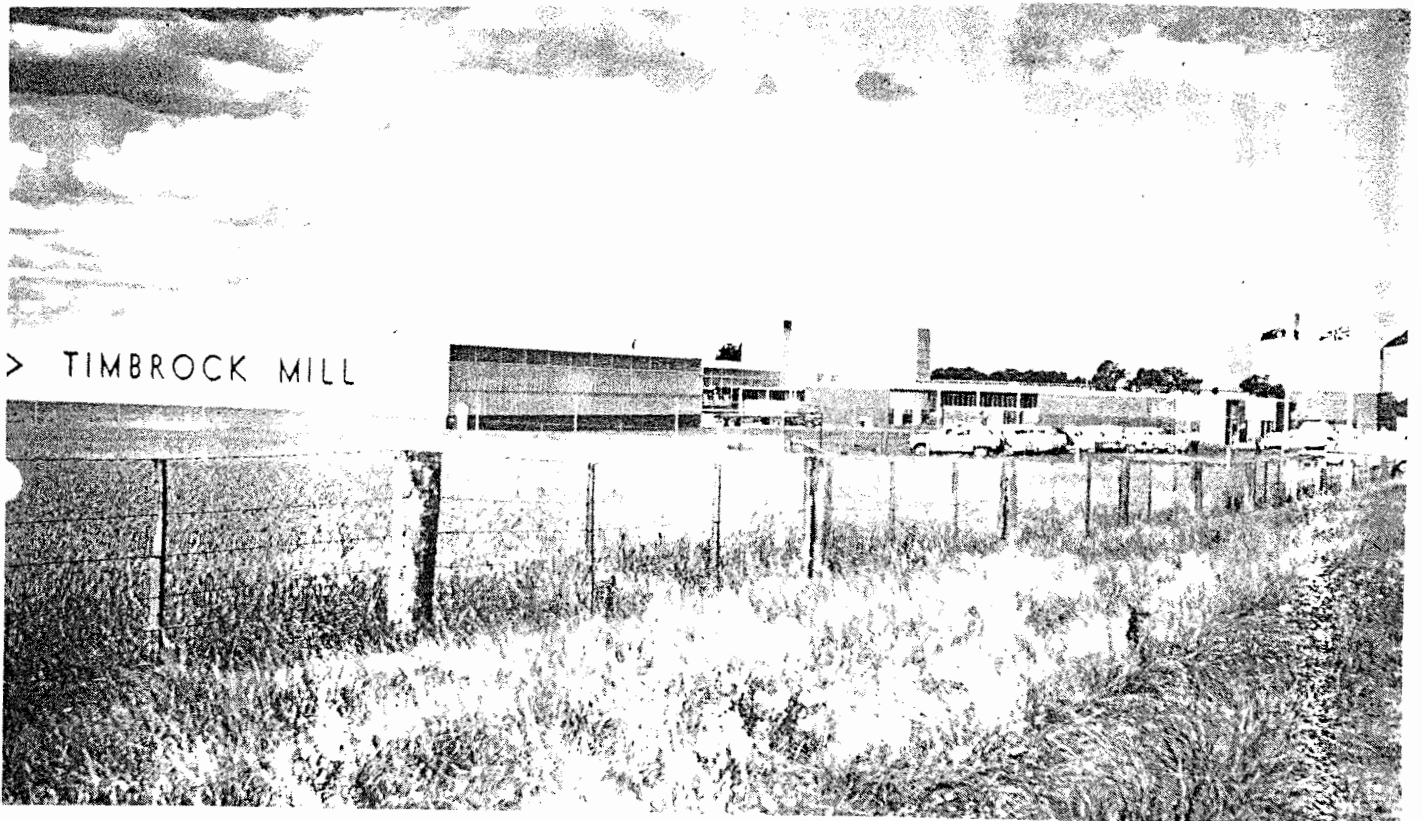
MILL
PROCESSING
BUILDING
SOUTH
ELEVATION.



BOILER
HOUSE
NORTH
ELEVATION

GV.





MORSE & COMES, P. 132.

BACCHUS MARSH HERITAGE STUDY.

Ref: 54

Richard Peterson Architect & Conservation Consultant. Daniel Catrice Historian 1994.

<u>NAME:</u> Former Maddingley No. 1. Open Cut & Bacchus Marsh Grammar School.
<u>PREVIOUS NAME:</u> Maddingley Brown Coal.
<u>ADDRESS:</u> South Maddingley Road (opp. Gaynor Street), East Maddingley Road (and from Griffith Street, Maddingley Grammar School), Wards Hill.
<u>TITLE DETAILS:</u>
<u>USE:</u> Stock site, Processing, Derelict areas(?), Grammar School.
<u>PREVIOUS USE:</u> Coal mine.
<u>SIGNIFICANT DATE:</u> 1943-8 <u>CONSTRUCTION DATE:</u> 1943-6
<u>SOURCE:</u> 1 & 9
<u>CRITERIA:</u> H 1 <u>HISTORIC THEME:</u> Mining & quarrying
<u>CONDITION:</u> Good <u>INTACTNESS:</u> Reasonable. <u>THREATS:</u> -
<u>SIGNIFICANT INTACT ELEMENTS:</u> ENGINEERING STRUCTURE, MINING/EXTRACTION FORMATION
<u>SIGNIFICANCE:</u>
<u>TYPE:</u> HISTORICAL.
<u>LEVEL:</u> LOCAL
<u>DESIGNATION EXISTING:</u> Nil
<u>RECOMMENDED CONTROL:</u> PLANNING SCHEME.
<u>INTEREST. AREA.</u>
<u>MAP NO:</u> U3.09 & U4.09 <u>SURVEY:</u> RP, GV, DC <u>DATE:</u> 2.12.93
<u>NEGS:</u> 4.20,21.7.2,3,18.



SOUTH MADDINGLEY ROAD, LOOKING WEST.

HISTORY: Maddingley Brown Coal commenced tunnelling operations at this site in September 1943.¹ The principals of the syndicate working the seam of brown coal, John Gardiner and Clarrie Hercules, operated collieries at Kilcunda (Vic.) and Newcastle (NSW).² At Maddingley, operations continued into November:

at present, half-a-dozen men are tunnelling down under the hill, working in two shifts from 8am to midnight. It is hoped to start another shift, and work around the clock, but at the present rate of progress the tunnel (*sic.*) will not reach the coal for another six weeks.³

In February 1944, a siding was constructed to carry coal trucks from the adit (horizontal entrance to the mine) to a crushing plant beside the railway.⁴ A coal crusher, to "render the coal more efficient as fuel and to hasten drying", was completed in the following year.⁵

Maddingley Brown Coal merged with Australian Paper Mills in 1946 to form Maddingley Brown Coal Co. Ltd. Pty.⁶ Several months later, the new company established open cut operations, and by 1947 were producing 1,500 tons (1,476 tonnes) per week.⁷ Maddingley Brown Coal Co. Pty. Ltd. established a second open cut mine at Parwan in 1948 [Maddingley No.2, ref. 30], prompting the closure of Open Cut No.1 at Maddingley, which was causing difficulties due to the increasing thickness of overburden.⁸ Work ceased in October 1948.⁹

The workshops at the mine on Wards Hill appear to have been owned by Maddingley Brown Coal until their site was acquired for Bacchus Marsh Grammar School, however they were at least partly disused and abandoned. They have now been renovated and altered for use by the school.

VISUAL DESCRIPTION: There is no signage and the site is not accessible.

COMPARATIVE ANALYSIS: There were four chaff mills in Bacchus Marsh: Austral Grain and Produce, (1908), Pearce Bros., (1886) Pearce Bros, Maddingley (1908), and Andrews/ F.C. Pearce Parwan (1889). Only this building survives, other than the brick footings and cellar extant at Parwan-Exford Road (cnr Wheelans Road) Parwan (ref: 62).¹⁰

¹ *Bacchus Marsh Express*, 25 September 1943.

² Camm, *Bacchus Marsh by Bacchus Marsh*, p.94.

³ *Bacchus Marsh Express*, 23 October 1943.

⁴ *Ibid*, 19 February 1944.

⁵ *Ibid*, 17 March 1945.

⁶ *Ibid*, 14 September 1946.

⁷ "Brown Coal at Bacchus Marsh", *Mining and Geological Journal*, vol.3 September 1947.

⁸ Bain, A.D.N. "Brown Coal in Victoria", *ibid.* vol.4, September 1951.

⁹ *Bacchus Marsh Express*, 2 October 1948.

¹⁰ Gary Vines, *Chaff Mills in Melbourne's West. An Industrial Sites Study*, Melbourne's Living Museum of the West Incorporated, Melbourne 1987, p.34.

SIGNIFICANCE: Former Maddingley No 1 Open Cut brown coal mine was developed by the Maddingley Brown Coal Company from 1943 until 1948, with workshops and stores buildings including the former buildings on Wards Hill (now Bacchus Marsh Grammar School). Another mine building, the former Pearce Brothers Chaff Mill (1886) is also at the School. The open cut has now been filled in. Coal loading facilities and works buildings remain.

This site and the remaining buildings both in the South Maddingley road/railway line area and in the Grammar School are of historical significance as evidence of a local industrial extraction process and capital investment in the economic life of Bacchus Marsh. They represent both the brown coal mining and chaff milling industries. The latter is the only surviving mill building in Bacchus Marsh.

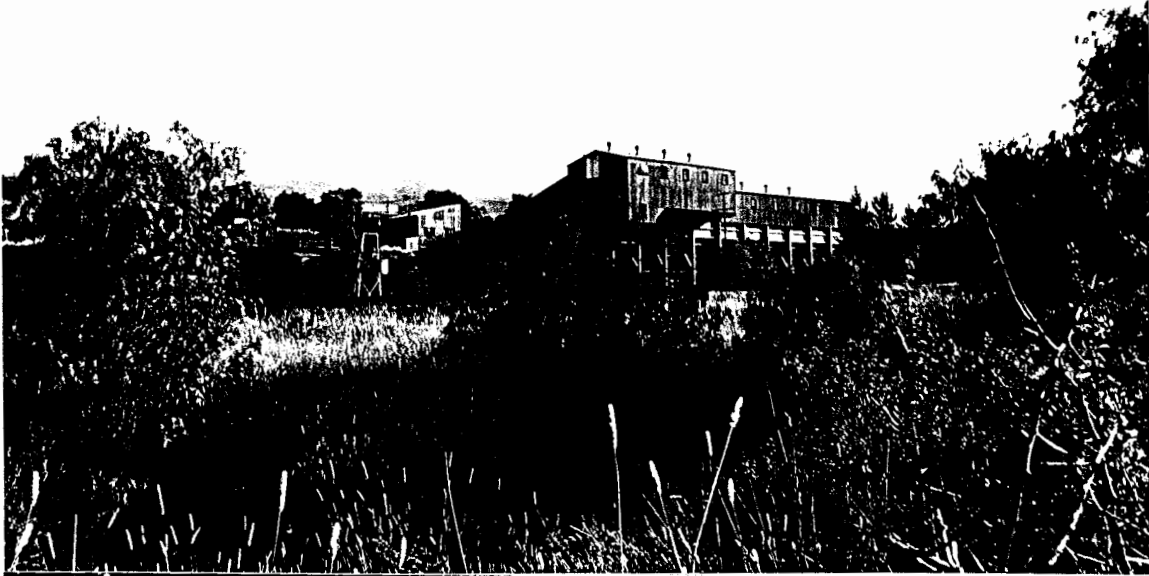
INTACTNESS: Reasonable.

CONDITIONS & THREATS:



GRAPPHIN STREET
LOOKING SOUTH

54



GRAPPHIN STREET
LOOKING SOUTH.



SOUTH
HADDINGLET
ROAD AT
RAILWAY CROSSING
LOOKING SOUTH
WEST
SHOWS RAIL
LINES.



54

EAST
MADDINGLEY
ROAD.
LOOKING WEST

