

AGENDA

MEETING OF THE
HORSHAM RURAL CITY COUNCIL

To be held on
24 March 2025
At 5.30pm

In the
Council Chamber, Civic Centre
18 Roberts Avenue, HORSHAM



**COUNCILLORS are respectfully requested to attend the Council Meeting
of the Horsham Rural City Council to be held on 24 March 2025
in the Council Chamber, Civic Centre, Horsham at 5.30pm**

Order of Business

PRESENT

ALSO IN ATTENDANCE

1. PRAYER

Almighty God, we pledge ourselves to work in harmony for, the social, cultural and economic well-being of our Rural City. Help us to be wise in our deliberations and fair in our actions, so that prosperity and happiness shall be the lot of our people. AMEN

2. ACKNOWLEDGEMENT OF COUNTRY STATEMENT

Horsham Rural City Council acknowledges the five Traditional Owner groups of this land; the Wotjobaluk, Jaadwa, Jadawadjali, Wergaia and Jupagulk people. We recognise the important and ongoing place that all Indigenous people hold in our community.

We pay our respects to the Elders, both past and present, and commit to working together in the spirit of mutual understanding and respect for the benefit of the broader community and future generations.

3. OPENING AND WELCOME

Chairman, Cr Ian Ross formally welcomed those in attendance to the meeting. The Mayor advised that the meeting will be recorded to maintain a video archive, which will be available on the Horsham Rural City Council website as soon as practicable.

4. APOLOGIES

5. LEAVE OF ABSENCE REQUESTS

6. CONFIRMATION OF MINUTES

Recommendation

That the minutes emanating from the Council Meeting of the Horsham Rural City Council held in the Council Chamber, Civic Centre, Horsham at 5.30pm on 24 February 2025 be adopted.

7. CONFLICTS OF INTEREST

Declarations of Interest

A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken.

Members of Staff

Under Section 130 of the *Local Government Act 2020*, officers or people engaged under contract to the Council providing a report or advice to Council must disclose any conflicts of interests in the matter, including the type of interest.

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Defined as confidential information in accordance with Local Government Act 2020 - Section 3(1)(g) – Private Commercial Information

CLOSE



CRAIG NIEMANN
 Chief Executive Officer

REPORTS FOR COUNCIL DECISION

9.1 HORSHAM HOME OF HISTORY GROUP TERMS OF REFERENCE

Author's Name:	Annie Mintern	Director:	Kevin O'Brien
Author's Title:	Coordinator Investment & Business Development	Directorate:	Communities and Place
Department:	Investment Attraction & Growth	File Number:	F06/A13/000001

Officer Conflict of Interest

Officer disclosure in accordance with *Local Government Act 2020* – Section 130:

Yes No

Reason: Nil

Status

Defined as confidential information in accordance with *Local Government Act 2020* – Section 3(1):

Yes No

Reason: Nil

Appendix

Horsham Home of History Group Terms of Reference (**Appendix 9.1A**)

Purpose

To adopt the Terms of Reference for the Horsham Home of History Group.

Summary

Following the establishment of the Horsham Home of History Group, the group has developed a Terms of Reference for Council's consideration (**Appendix 9.1A**).

Recommendation

That Council adopt the Terms of Reference for the Horsham Home of History Group.

REPORT

Background

The Terms of Reference for the Horsham Home of History Group were developed with advice from a community group of interested members. An original Horsham Regional Museum Feasibility Study Stage 1 (the Study) was undertaken in 2018 and was funded by the Horsham Rural City Council.

In 2024 the group agreed to undertake a Stage 2 Feasibility Study as they continue to identify suitable collections to meet the Horsham Regional Museum profile.

Discussion

The Horsham Home of History Group (HHOHG) will work with Council to deliver the Horsham Home of History's three goals, and seven recommendation actions as listed in the Terms of Reference:

Goal One: Wimmera Region Museum Trail – (Short Term)

Goal Two: Review the Feasibility Study Stage Two – (Medium Term)

Goal Three: Horsham Regional Museum Operational – (Long Term)

Recommendation 1: That the HHOHG continue to identify suitable stories to meet the Horsham Regional Museum profile.

Recommendation 2: That the HHOHG continue to identify suitable collections to meet the Horsham Regional Museum profile.

Recommendation 3: The May and Millar collection to be catalogued in Stage 2 by a volunteer and appraised by a museum curator to identify authenticity and appropriateness.

Recommendation 4: The Study indicated that if Stage 2 progresses all locations identified in Stage 1 should be examined.

1. A greenfield site along the Western Highway
2. Leasing an area of farmland and creating a special use zone to enable additional activities such as signage and retail
3. Longerenong College

Recommendation 5: That the HHOHG support the development of a Museum Trail to promote visitation across the regions and shared marketing opportunities as articulated in the Study.

Recommendation 6: That the HHOHG support the development of the Arapiles Museum and existing precinct, as the first stage in development of a Horsham Regional Museum.

Recommendation 7: Develop an implementation plan to support the group to move forward and undertake the necessary steps for the project to progress to fruition.

Options to Consider

1. Council adopts the Terms of Reference, and the committee will be formed in line with Councils Committee Framework Policy.
2. Council does not adopt the Terms of Reference, and the group will continue to work independently.
3. Council does not adopt the Terms of Reference and the group to consider merging with the Arapiles Historical Society at Natimuk.

The preferred option is Option 1: Council adopts the Terms of Reference, and the committee will be formed in line with Council's Committee Framework Policy

Sustainability Implications

Nil

Community Engagement

Community Engagement has not occurred.

Innovation and Continuous Improvement

The Horsham region has an extensive range of historical collections which are housed at a variety of locations. The development of a museum to house these collections would be an innovative option for the Horsham municipality.

Collaboration

Collaboration has occurred between community members and several organisations including the Horsham Historical Society, Horsham RSL, Horsham Military Museum and the Arapiles Historical Society.

Financial Implications

There is no current budget allocation.

Regional, State and National Plans and Policies

Not applicable

Council Plans, Strategies and Policies

Nil

Risk Implications

There are risks associated with the establishment of the Horsham Home of History Group.

1. Current members of the group are elderly and attracting new interested community members to be part of the project and see the development of the museum may be challenging.
2. Organisations with existing collections may not want to collaborate with the Horsham Home of History Group.
3. There is currently no budget allocation for the project.

Conclusion

The Horsham Home of History Group recommend that the selection process for the committee is in line with Council's process for all Advisory Committees.

9.2 QUARTERLY PERFORMANCE REPORT: Q2 OCTOBER – DECEMBER 2024

Author's Name:	Sarah McIvor	Director:	Kim Hargreaves
Author's Title:	Acting Manager Governance & Community Relations	Directorate:	Corporate Services
Department:	Governance and Community Relations	File Number:	F18/A10/000001

Officer Conflict of Interest

Officer disclosure in accordance with *Local Government Act 2020* – Section 130:

Yes No

Reason: Nil

Status

Defined as confidential information in accordance with *Local Government Act 2020* – Section 3(1):

Yes No

Reason: Nil

Appendix

Quarterly Performance Report: Q2 October – December 2024 (**Appendix 9.2A**)

Purpose

To present Council with the Quarterly Performance Report for Quarter 2: 1 October to 30 December 2024.

Summary

- The Quarterly Performance Report is a key component of our commitment to continuous improvement, transparency and accountability to Council and the community.
- The format of the report has been expanded since the development of the Quarter 1 2024 Report and is part of Council's continuous improvement.
- The addition of reporting on Councillor expenses means that a separate report will no longer be required for that sole purpose whilst still meeting legislative and policy requirements.
- The financial figures include the adopted budget, anticipated forecast and year to date actuals for the first two quarters.
- Indicators and Initiatives have also been reported on a quarterly basis.

Recommendation

That Council receive and note the Quarterly Performance Report for Quarter 2: 1 October to 31 December 2024 (**Appendix 9.2A**).

REPORT

Background

The Quarterly Performance Report encapsulates a quarterly budget report, progress against the 2021-2025 Council Plan, the tracking of any major initiatives, and key data relating to the Local Government Performance Reporting Framework.

The provision of relevant information on a regular basis is an important part of that internal control process and is necessary for the various levels of Council to carry out their responsibilities and obligations to the community in the management of Council business.

Council has undertaken to review Performance Reporting (including financial performance) to the community with the intention of including information which exceeds minimum requirements, increases readability and piques community interest. Information is presented in a clear and transparent manner, with each quarterly report building on the previous quarter's information to provide a "story" of progress rather than a "snapshot" at a point in time.

Discussion

The quarterly report has been prepared with the following sections of information:

1. Chief Executive Officer's Overview
2. Integrated Strategic Planning and Reporting Framework
3. Initiatives
4. Performance Indicators
5. Financial Performance by Council Plan Theme
6. Reconciliation of Financial Performance by Council Plan Theme to Comprehensive Income Statement
7. Comprehensive Income Statement
8. Balance Sheet
9. Statement of Capital Works
10. Statement of Human Resources
11. Councillor Allowances and Expenses

The CEO's Overview is a high-level summary of activities since the last Quarterly report. The second report of the financial year must also include a statement by the CEO as to whether a revised budget is considered necessary. The CEO has reported that no revised budget is required.

The Integrated Strategic Planning and Reporting Framework section provides the reader with an explanation of the high-level requirements of the Act and Regulations for reporting to the community.

Section 4 and 5 detail the initiatives and indicators for the year – as adopted in the budget. These are reported in a cumulative way to provide the reader with a story of the progress so far rather than the traditional "snapshot" view of the status.

Section 5 demonstrates expenditure and revenue at the service provision level under each of the Council Plan themes. These figures include the adopted budget, the current forecast (projected year end figure) and year to date performance.

Section 6 provides an important translation between reporting to the community by the service groupings they are familiar with compared to how the information is presented in an accounting context.

Sections 7 to 10 are the financial statements (accounting presentation). Data includes the adopted budget, forecast (projected year end figure) and year to date by quarter. Detailed notes are also provided to add value for the reader of the report.

Section 11 satisfies legislative and policy requirements providing information on a quarterly basis around councillor allowances and expenses.

Options to Consider

The Local Government Performance Reporting Framework is a mandatory system of performance reporting for all Victorian councils. It ensures that councils are measuring and reporting on their performance in a consistent way to promote transparency and accountability in the local government sector. The framework is made up of measures from a range of service areas, including roads, planning, animal management and waste and is complemented by a Governance and Management checklist.

The *Local Government Act 2020* (s97) also requires that the Chief Executive Officer ensures that a quarterly budget report is presented to the Council at a Council meeting which is open to the public. This quarterly budget report must include a comparison of the actual and budgeted results to date; and an explanation of any material variations; and any other matters prescribed by the regulations.

Council can opt not to receive and note the quarterly report but should note the legislative and other requirements requiring the report to be presented.

Sustainability Implications

Not applicable other than any reporting included in the report on Council's environmental and sustainability goals.

Community Engagement

The Quarterly Performance report is prepared through cross-departmental consultation within Council. Following executive management team's endorsement, it progresses to a Council Briefing before formal endorsement at a Council Meeting. The report is then available to the public via Council's website.

Innovation and Continuous Improvement

Ongoing refinements are made to ensure the report provides clear and concise reporting on key strategic items.

Collaboration

The Q2 Quarterly Report was considered by the Audit and Risk Committee at their meeting on 20 March 2025.

Financial Implications

There are no financial implications of the report itself however the Quarter 2 Report provides detailed information on the financial position of Council and performance against budgets and various targets.

Regional, State and National Plans and Policies

Not applicable.

Council Plans, Strategies and Policies

2021-2025 Council Plan – all aspects

Risk Implications

Provision of good quality, regular reporting of financial and non-financial information to the community mitigates against the risk of poor financial governance and possible financial mismanagement. The Municipal Association of Victoria's Good Governance Guide provides that *the Council is ultimately accountable for the financial management...it should not have a hands-on role... but it needs to ensure that it has sufficient information to be satisfied that finances are in order and that the budgetary and financial planning goals are being met.*

Conclusion

The Quarterly Performance Report provides a regular and succinct report for Council and the community to assess Council's performance against key measures. It also fulfils Council's legislative and other regulatory responsibilities.

9.3 S5 INSTRUMENT OF DELEGATION UPDATE, COUNCIL TO CHIEF EXECUTIVE OFFICER

Author's Name:	Sarah McIvor	Director:	Kim Hargreaves
Author's Title:	A/Manager Governance and Community Relations	Directorate:	Corporate Services
Department:	Governance and Community Relations	File Number:	F19/A02/000001

Officer Conflict of Interest

Officer disclosure in accordance with *Local Government Act 2020* – Section 130:

Yes No

Reason: Nil

Status

Defined as confidential information in accordance with *Local Government Act 2020* – Section 3(1):

Yes No

Reason: Nil

Appendix

S5 Instrument of Delegation, Council to Chief Executive Officer (**Appendix 9.3A**)

Purpose

To provide Council with *S5 Instrument of Delegation* to delegate all of Council's powers, duties and functions which are capable of delegation, subject to specific exceptions and limitations, to the CEO for approval.

Summary

- The *S5 Instrument of Delegation, Council to Chief Executive Officer* enables Council to delegate powers to its CEO under section 11(1)(b) of the *Local Government Act 2020*.
- This instrument of delegation incorporates legislative changes which were assented to or made between 21 July 2024 and 31 December 2024.
- These updates are provided approximately every six months from a subscribed service by Maddocks Lawyers.
- All delegations which have been made under section 11 and are still in force must be reviewed, within a period of 12 months after a general election, in accordance with s11(7) of the *Local Government Act 2020*.
- A proposed change to the CEO's financial delegation is the only amendment proposed to the instrument of delegation.

Recommendation

That Council, resolves:

1. That the powers, duties and functions set out in the attached *S5 Instrument of Delegation* be delegated to the person holding, acting in or performing the duties of the Chief Executive Officer, subject to the conditions and limitations specified in that Instrument.
2. That the instrument will be signed by the Mayor and Council's Chief Executive Officer and come into force immediately following this Council resolution being made thereby revoking the S5 delegations currently in place.
3. To increase the financial delegation of the CEO from \$250,000 (plus GST) to \$500,000 (plus GST).

REPORT

Background

A Council is a statutory entity and is therefore only able to do those things which it is authorised by statute to do.

The power of a Council to act by resolution is set out in section 59(1) of the *Local Government Act 2020* which states:

Where a Council is empowered to do any act, matter or thing, the decision to do the act, matter or thing is to be made by a resolution of the Council.

It is not feasible for Council to operate by means of passing a resolution every time that it wishes to act. Therefore, for day-to-day operations, Council needs others to make decisions and act on its behalf. Where this is to occur, it is recommended that the appointment be formalised through written "instruments of delegation" wherever practicable.

The formal delegation of legislated powers, duties and functions via instruments of delegation, supported by consistent policies allow Council staff to perform day to day duties and make decisions that may otherwise need to be decided upon by Council. An instrument of delegation is a written document that specifies what powers and functions are delegations and to what positions within Council. Delegations empower employees with the authority to make binding decisions on behalf of Council.

The delegation of powers comes from two key sections of the *Local Government Act 2020* – sections 11 and 47. Section 11 allows Council to delegate their powers (except certain exclusions) to the CEO, who may then sub-delegate under section 47. A further report will be provided to Council in relation to delegation under section 47. In relation the Council to CEO delegation, section 11(8) of the Act requires that Councils must keep a register of delegations made to members of a delegated committee or the CEO. This register must be made available for public inspection and is accessible via Council's website for that purpose.

Discussion

The current S5 Instrument was adopted by Council on 27 March 2023. The review of the instrument is triggered when there are legislative or other changes that may impact the delegations. Like many other Councils, HRCC subscribes to a service by Maddocks Lawyers that provides such updates approximately every six months thereby triggering an update to the instrument of delegation. It is also considered best practice to review and update the S5 Instrument document regularly as this ensures alignment with the powers in effect at the time of approval.

Further this current review is intended to meet obligations under section 11(7) of the *Local Government Act 2020* which requires Council to review delegations within 12 months of a general election.

The S5 Instrument of Delegation provided for adoption makes no recommended changes to the delegations other than a proposed increase to the CEO's financial delegation. The proposal is not informed by the Maddocks legislative review but rather a review of current financial delegations at other Councils.

The following table provides an overview of Councils comparable with HRCC determined by Local Government Victoria, geography or population size:

	ABS population 2021	Council's overall budget 2024-25 (Million)	CEO Financial Delegation
Councils comparable with HRCC – Local Government Victoria			
Horsham	20,429	64.946	\$275,000
Benalla	14,528	38.956	\$330,000
Ballarat Council	113,763	302.877	\$500,000
Bendigo	121,470	248.582	\$1,650,000
Shepparton	68,409	186.784	\$1,100,000
Latrobe City Council	77,318	187.3	\$999,999
Mildura	56,972	145.676	\$999,999
Wangaratta	29,808	96.267	\$549,999
Warrnambool	35,406	98.167	\$440,000
Wodonga	43,253	86.196	\$550,000
Councils geographically close to HRCC			
Yarriambiack	6,556	28.605	\$275,000
Hindmarsh	5,698	21.707	\$275,000
Northern Grampians	11,948	48.554	\$165,000
Loddon	7,759	50.288	\$825,000
West Wimmera	4,006	27.275	\$200,000
Ararat Rural City	11,880	36.186	\$330,000
Councils with similar population to HRCC			
Golden Plains	24,985	57.293	\$495,000
Glenelg	20,152	57.169	\$500,000
Swan Hill	21,403	66.096	\$1,100,000
Shire of Mount Alexander	20,253	48.225	\$1,100,000

Based on the comparisons above, it is recommended that the CEO's financial delegation be increased from \$250,000 plus GST (i.e. \$275,000) to \$500,000 plus GST (i.e. \$550,000) noting the current financial delegation is far lower than all Councils with either similar populations or budgets.

Options to Consider

1. Council adopt the instrument of delegation and retain the financial delegation of the CEO at the current amount of \$250,000 plus GST (\$275,000).
2. Council adopt the recommendation and increase the financial delegation of the CEO from \$250,000 plus GST (\$275,000) to \$500,000 plus GST (\$550,000).
3. Council opt to change some of the proposed powers, duties, and functions delegated to the CEO noting this would be contrary to legal advice provided by Maddocks and would result in an increase in the number of decisions related to the provisions requiring a formal Council resolution.

Option 2 is recommended for the reasons outlined in this report.

Sustainability Implications

Nil

Community Engagement

The attached delegations have been updated using the Maddocks Lawyers delegation service and in consultation with relevant Council Officers. Benchmarking against the financial delegations of other CEOs has been undertaken.

Innovation and Continuous Improvement

As part of our commitment to continuous improvement, Council utilises the subscribed service from Maddocks Lawyers to ensure our delegations remain aligned with legislative and regulatory changes.

Collaboration

Maddocks Lawyers engages with Councils in the delivery of their service to assist Councils in effective governance.

Financial Implications

The financial impact of the review of delegations is limited to staff time, the cost of Maddocks Lawyers delegation service which includes access to all materials relating to delegations and authorisations and bi-annual updates and Council's subscription to the RelianSys Delegations+ system, which has been included in the 2024-2025 budget. No additional resourcing is required to give effect to these functions.

Regional, State and National Plans and Policies

Nil

Council Plans, Strategies and Policies

2021-2025 Council Plan

Theme 1 – Community and Theme 5 – Leadership

Delegations and Authorisations to Members of Council Staff Guidelines

- These guidelines were last updated and adopted by EMT 9 August 2022

Risk Implications

It is essential that the instruments of delegation are kept up to date to ensure that the members of staff are appropriately empowered to undertake their roles. The updates to Instruments of Delegation ensures ongoing legislative compliance for Horsham Rural City Council.

Conclusion

For the Council to operate effectively, decision-making power must be appropriately allocated through formal delegations. Retaining all decision-making at the Council level would be impractical and counterproductive. By adopting and maintaining a structured delegation system, the Council can focus on high-level governance and strategic matters while ensuring that operational matters are managed efficiently and in the best interests of the community. The updated document is now presented for Council approval and signing by the Mayor and CEO.

9.4 PLANNING SCHEME AMENDMENT C85 (HORSHAM HERITAGE STUDY 2014)

Author's Name:	Kirsten Miller	Director:	John Martin
Author's Title:	Acting Team Leader Statutory Planning	Directorate:	Infrastructure
Department:	Investment Attraction and Growth	File Number:	F06/A13/000001

Officer Conflict of Interest

Officer disclosure in accordance with *Local Government Act 2020* – Section 130:

Yes No

Reason: The officer owns a property within the Bowden and Searle Streets Residential Precinct but has no conflict with other precincts.

Status

Defined as confidential information in accordance with *Local Government Act 2020* – Section 3(1):

Yes No

Reason: Nil

Appendix

Horsham Heritage Study Stage 2 (2014) (Volume 1: Introduction and Recommendations (Grieve Gillett Anderson) **Appendix 9.4A**

Horsham Heritage Study Stage 2 (2014) Volume 2: Heritage Overlay (HO) Places and Precincts (Grieve Gillett Anderson) **Appendix 9.4B**

Horsham Heritage Study Stage 2 (2014) Volume 3: Thematic Environmental History (Grieve Gillett Anderson) **Appendix 9.4C**

Heritage Study Review (2022) (Landmark Heritage Pty Ltd) **Appendix 9.4D**

Revised Heritage Citations **Appendix 9.4E**

Purpose

To provide Council with information in relation to the Horsham Heritage Study 2014, the Heritage Study Review 2022, to enable progress of Horsham Planning Scheme Amendment C85 (Horsham Heritage Study 2014).

Summary

- Council formally adopted the findings of both the 2014 and 2022 studies and authorisation and exhibition of Amendment C85 in February 2023.
- A Planning Scheme Amendment is required to give effect to the Heritage Study and provide important heritage protection in the Horsham Planning Scheme through the application of a Heritage Overlay.
- The *Horsham Heritage Study 2014* is made up of a series of reports which outline the history of the municipality and a Places and Precincts assessment that identifies the most significant sites and best examples of the agricultural, architectural, cultural and infrastructure buildings and structures.
- The report was undertaken by heritage architects Grieve Gillett Andersen and supported by historians Dr Helen Doyle, Kelly Wynne and Cultural Heritage consultant Abby Cooper. These reports were completed in 2014 but not progressed at that time due to other higher priorities.
- In 2022, Landmark Heritage was engaged to review the Horsham Heritage Study Stage 2 due to the significant time elapsed since its completion. This review, finalised in 2023, ensured compliance with current legislative standards and thresholds.

- The citations were sent to affected landowners in 2023 to inform them of the heritage values and to seek feedback on the citations prepared. This included a number of site visits and meetings to discuss the Heritage Study.
- The Amendment has been submitted to the Department of Transport and Planning (DTP) for authorisation by the Minister with a range of minor changes to precincts and citations requested.
- The next step in the process is public exhibition. This will give formal notice to owners and occupiers of land affected by the Amendment and enable them to make submissions to the Panel. It is anticipated the Amendment will be formally Exhibited from the end of April 2025 for a six week period.

Recommendation

That Council endorse the Exhibition of C85 Horsham Heritage Planning Scheme Amendment pending the Minister's decision for authorisation.

REPORT

Background

In 2011, Council was successful in obtaining a grant from DTP (at the time Department of Environment, Land, Water and Planning) to conduct a heritage study. The funding was used to prepare a thematic environmental history and to establish a list of places of potential heritage significance within the municipality, which is the *Horsham Heritage Study Stage 2 (2014)*, including Volumes 1, 2 and 3. Heritage controls were not applied immediately following the completion of the studies and the Planning Scheme Amendment process did not commence.

The outcome of Stage 1 was the identification of 167 individual places and 4 precincts for further assessment. This then led to Stage 2 of the heritage study being undertaken, which resulted in the preparation of:

- Volume 1: Introduction and Recommendations (**Appendix 9.4A**)
- Volume 2: Heritage Overlay (HO) Places and Precincts (**Appendix 9.4B**)
- Volume 3: Thematic Environmental History (**Appendix 9.4C**)

In 2022, the *Heritage Study Review 2022* (the review, **Appendix 9.4D**) was undertaken to ensure that the heritage citations and recommendations prepared in the *Horsham Heritage Study 2014 Horsham Heritage Study Stage 2 (2014)* had been prepared in accordance with the appropriate methodologies and that they were still accurate and consistent with current guidelines and practices.

In February 2024, Council resolved to adopt the studies and seek Ministerial approval to exhibit a Planning Scheme Amendment. Following this, an initial review by the DTP in early 2024 identified the need for further citation refinements, which were completed in January 2025 by Landmark Heritage. The revised heritage citations are attached as **Appendix 9.4E**.

Once the Minister for Planning authorises the Amendment for exhibition, the formal Planning Scheme Amendment process can begin, allowing the Amendment to be formally prepared and publicly exhibited to implement the findings and recommendations of the studies.

Discussion

The identification and protection of heritage places are crucial for preserving Horsham's unique character and history. The Horsham Planning Scheme currently protects 27 individual sites, seven of which are on the Victorian Heritage Register.

The seven properties included on the Victorian Heritage Register are as follows:

- HO21 Mount Talbot Homestead, 1 Mt Talbot Road, Toolondo
- HO22 Fulham, 29 Walcott Road, Kanagulk
- HO25 Former Wimmera Stock Bazaar, 71-81 Hamilton Street, Horsham
- HO26 Pavilion Classroom, 38 Old Noradjuha Road, Natimuk
- HO27 Horsham Theatre, 37-41 Pynsent Street, Horsham
- HO28 Horsham Town Hall, 78 Wilson Street, Horsham
- HO29 St Michael and St John's Church, 9 McLachlan Street, Horsham

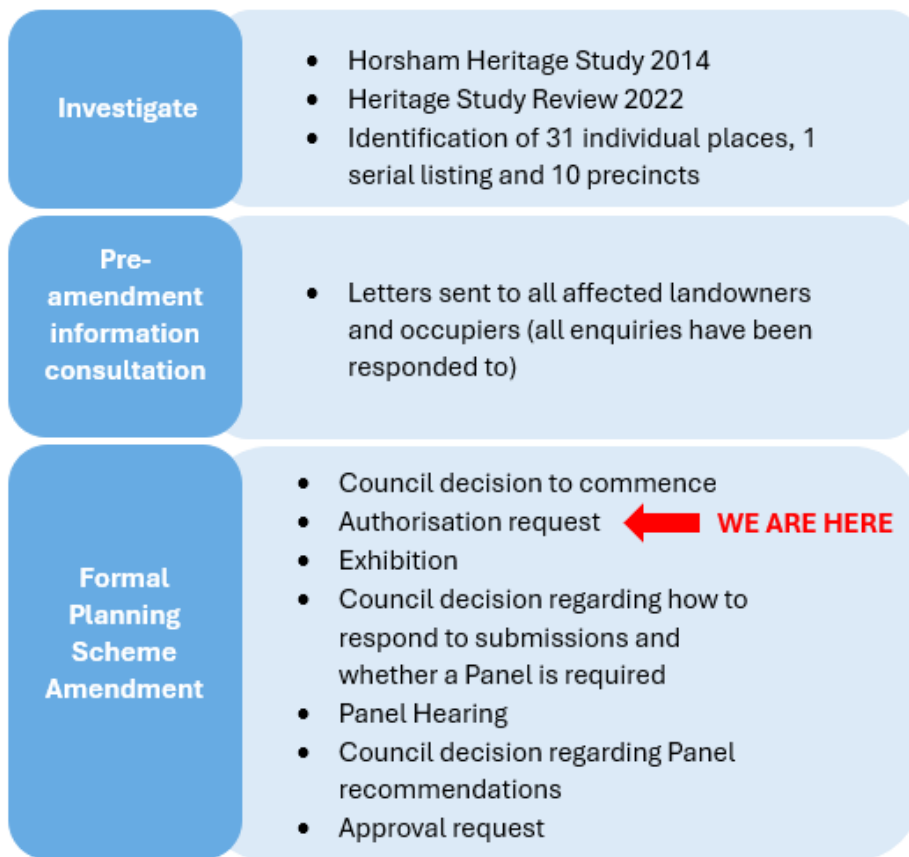
The implementation of the Heritage Overlay through Amendment C85 will:

- Increase the number of protected individual sites to 58
- Introduce a serial listing for six silos
- Add ten new heritage precincts, filling a critical gap in precinct protections

The review also identified thematic gaps in the existing heritage framework and identified areas requiring further attention to ensure a comprehensive and representative heritage strategy.

Planning Scheme Amendment Process

The process for finalising Planning Scheme Amendment C85 involves multiple stages, including authorisation, public exhibition, and potential referral to an independent planning panel.



Approximate Timeframes for the Planning Scheme Amendment process

Date	Planning Scheme Amendment Step	Outcome
February 2024	Council decision	Council resolved to adopt the Heritage studies and commence the Planning Scheme Amendment
March 2024	Council submission in the Amendment Tracking System for authorisation	Authorisation to commence Planning Scheme Amendment
April 2024	Further information request received from DTP	Council review of information request and make recommended changes to Amendment documentation
July 2024	Funding application lodged with Regional Planning Partnerships to support Council with additional consultant work	Heritage consultant appointed to complete additional work for heritage citations
January 2025	Amendment documentation and Precinct citations are finalised. Amendment submitted for authorisation.	Amendment documentation and citations finalised and submitted for authorisation.
February 2025	Council briefing	Planning officers and heritage consultant provide an update to Council around heritage and the Amendment process.
March 2025	Council decision	Approval to exhibit subject to Ministerial approval
April 2025	Minister decision	Public Exhibition of Planning Scheme Amendment (6 weeks)
June 2025	Council decision	Consideration of submissions and refer to Independent Planning Panel (if required)
August 2025	Planning Panels Victoria	Directions Hearing
September 2025	Planning Panels Victoria	Panel Hearing
November 2025	Council decision	Council resolves to adopt or abandon the Planning Scheme Amendment
January 2026	Minister decision	Consider/approve the Planning Scheme Amendment

In addition to the above steps, an important part of the process will be to discuss any submissions with submitters and seek to clarify or resolve as many issues as possible prior to the Panel Hearing.

Next Steps

1. Upon receiving approval of Ministerial authorisation, exhibit the Amendment for public consultation
2. Following public exhibition, Council will be presented with the submissions to review and recommendations on how to proceed.

Sustainability Implications

Progressing the Amendment will result in a positive sustainable outcome by ensuring Horsham's historical past is protected and conserved for future generations and reuse and adaption of existing buildings is encouraged.

Community Engagement

In 2012 a survey was released to the public as an opportunity for community members to nominate and discuss places they consider having heritage value. Five public workshops were conducted targeting landowners in Horsham and Natimuk and business owners within the Horsham town centre. Workshops focused on providing residents the opportunity to nominate and discuss places they felt best represented the historical identity of their town and settlement.

From September to November 2023, Council undertook further targeted consultation with landowners and occupiers affected by the revised heritage citations. For each individually significant place, serial listing, and precinct, a letter was sent to all affected owners and occupiers which included a copy of the heritage citation for their property.

Additional consultation will occur as part of the public exhibition for the amendment, which is required under *the Planning and Environment Act 1987 will be undertaken*. In addition to the statutory notice, it is proposed that a facts sheet will be provided and information sessions held with landholders.

Innovation and Continuous Improvement

Protecting heritage through the planning scheme is considered best practice to ensure heritage sites will be conserved, and the community's history protected.

Collaboration

Collaboration was undertaken with heritage experts, external agencies and the community in the preparation of citations and the local planning policies and provisions to be implemented into the Horsham Planning Scheme have been prepared in collaboration with the DTP.

Financial Implications

Council received a grant from DELWP (now Department of Transport and Planning) for \$80,000 to complete the Horsham Heritage Study 2014.

In addition to this, Council was successful with a funding application from Regional Planning Partnerships for \$10,000 to assist with the additional work required for the finalisation of the Precinct Citations.

An allocation within the 2022-23 Council budget has been used to commence preparation of and for Exhibition of a Planning Scheme Amendment and the 2024-25 budget allocation will contribute to the Independent Planning Panel (if required) as well as the costs associated with the preparation of expert witness statements.

Regional, State and National Plans and Policies

Local governments have a statutory obligation to ensure that their planning schemes “conserve and enhance those buildings, areas of other places which are of scientific, aesthetic, architectural or historical, or otherwise of special cultural value” (*Planning and Environment Act 1987*).

Council Plans, Strategies and Policies

Heritage protection has been frequently raised as a high priority for the community during public consultation on a variety of plans and strategies. This feedback has influenced the development of heritage related objections and strategic directions. For example:

Council Plan 2021-2025

- *Theme 1 Community*

2. *A community that encourages and celebrates all cultures, heritage and diversity.* By identifying the sites in the Horsham Planning Scheme and applying the appropriate development controls, the amendment will protect cultural heritage values.

Investment Attraction Strategy and Implementation Plan (2022)

- *Theme 4 Tourism*

1.6.4 Implementation of the Horsham Heritage Study to protect buildings and places of historic cultural heritage to reinforce a sense of place and celebrate Horsham’s character and distinctiveness.

1.6.6 Prepare heritage controls and complete Amendment to the Horsham Planning Scheme.

Risk Implications

Financial risk

Council has a responsibility to protect heritage places and in doing so reduce the risk and cost of legal representation and Council resources.

Reputational risk

Communities expect Council to protect significant heritage places and assets and make good decisions about changes to heritage places. Council could experience criticism in the press and negative social media attention if a heritage place is demolished, inappropriately developed or if Council heritage assets are not maintained.

Risk to property owners

Some landowners may consider that placing the heritage controls on their property creates a burden for them in terms of ongoing maintenance and potential sale of their property.

Conclusion

Councils in Victoria have a responsibility to preserve places of cultural heritage significance by conducting heritage studies and applying appropriate planning controls to protect identified sites. Preserving heritage not only identifies the value of a community's tangible and intangible history but also builds a sense of place, shared identity, and community pride, connecting current and future generations to their rich cultural heritage.

The adoption of the Heritage Study Stage 2 (2014) and the Heritage Study Review 2022 provides a strong strategic basis for Amendment C85, and Council has commenced the planning process to protect these important places and propose to exhibit the Amendment in the coming months, when the Minister’s approval is obtained.

9.5 SAFE LOCAL ROADS AND STREETS PROGRAM FUNDING APPLICATION

Author's Name:	Akshay Rajput / John Martin	Director:	John Martin
Author's Title:	Coordinator Engineering / Director Infrastructure	Directorate:	Infrastructure
Department:	Infrastructure	File Number:	F06/A13/000001

Officer Conflict of Interest

Officer disclosure in accordance with Local Government Act 2020 – Section 130:

Yes No

Reason: Nil

Status

Defined as confidential information in accordance with Local Government Act 2020 – Section 3(1):

Yes No

Reason: Nil

Appendix

Outline plans of each project (7 TAC Projects) (**Appendix 9.5A**)

Report of community feedback received (**Appendix 9.5B**)

Purpose

To seek Council approval to apply for \$2M of funding for a series of road and pedestrian safety works across the municipality.

Summary

- The Victorian Government through the Transport Accident Commission (TAC) has made available \$2M to each Victorian Council to fund road, cycling and pedestrian safety program initiatives.
- This program is known as the Safe Local Roads and Streets Program (SLRSP)
- A report to the previous Council at its briefing on 5 August 2024 led to the shortlisting of projects which have become the focus of the intended grant application.
- Planning and design has continued since then, to develop detailed project scopes that align with the objectives of the Program, and which are likely to be supported by the TAC.
- Extensive community engagement was carried out from 3 to 28 February 2025.
- Community feedback on the proposals is presented in this report. A detailed assessment of the feedback is provided as an appendix.
- After considering the feedback, it is now proposed to formally apply for funding for these projects.

Recommendation

That Council approve the submission of grant applications to the Safe Local Roads and Streets Program fund for the following projects:

1. O'Callaghans Parade Double Roundabout and Shared Use Path
2. Albert St, Bowden St and Railway Ave Speed Treatments
3. Noradjuha – Tooan East Rd Culvert Protection
4. Three Bridges Rd Curve Treatment
5. Natimuk Creek Pedestrian Bridge
6. Bennett Rd Bicycle Lane
7. Natimuk Rd Bicycle Lane

REPORT

Background

At the 9 December 2024 briefing, Councillors were provided with background information on State Government funding under the Safe Local Roads and Streets Program (SLRSP) and Federal Government funding through the Active Transport Fund (ATF). Under the SLRSP, seven projects have been proposed totalling \$2 million, while under the ATF, an application was made for \$900,000 in safety upgrades for the combined Urquhart St and O'Callaghans Road upgrades.

At the 21 January 2025 briefing, further details were provided on the seven projects proposed under the SLRSP. The scope of each of the seven TAC projects are included as **Appendix 9.5A**.

Subsequently, advice has been received that the ATF funding application has now approved the requested \$900,000 for upgrade works at O'Callaghans Parade and Urquhart Street. Council's approval to submit that application was conditional on its subsequent review and approval of the scope of that project. A separate report is presented to the 24 March 2025 meeting on the Urquhart St segment of that project.

Following discussion at the Council briefing on 21 January 2025, an extensive community engagement program was carried out from 3 to 28 February 2025. During this engagement information was made available to community via various channels like Council's web page (Have Your Say page), drop-in sessions at the Horsham Town Hall and Natimuk, letter drop for Golf Course Road business and media releases.

The table below lists the proposed projects for this funding, on which feedback was sought:

Table 1

Sl. No.	Location	Type	Total (\$)	Council Contribution
1	O'Callaghans Parade/Urquhart Street/Bolton Street: Double Roundabout & (south side) Shared Use Path	Double Intersection & SUP	\$848,000	
2	Albert Street, Bowden Street & Railway Ave, Horsham: Speed Treatments	Wombat & Speed Humps	\$116,100	
3	Noradjuha-Tooan East Road, Noradjuha: Speed Reduction, Curve Treatments, Culvert Protection, Intersection Realignment	Guard Rail treatment	\$152,438	\$76,219
4	Three Bridges Road, Horsham: Speed Reduction, Curve Treatments	Guard Rail treatment	\$450,400	
5	Elmes Street, Natimuk: Pedestrian Bridge over Creek	Pedestrian Bridge	\$136,137	
6	Bennett Road, Horsham – Shared Use Path on east side	Bike Path Design and construction	\$194,359	\$9,000
7	Wimmera Highway / Natimuk Road – On-road Bicycle Lane	Bike Path Design and construction	\$144,887	\$17,450
Total =			\$2,042,321	\$102,669

Separate Council funding of \$500,000 is proposed for upgrade to the balance of the O'Callaghans Parade project, as discussed further in the separate report on the Active Transport Fund project to this meeting.

Appendix 9.5B to this report provides details about the feedback received on each project including the assessment of the feedback.

Discussion

The discussion below outlines the risks identified at each project site, leading to the solution proposed for each.

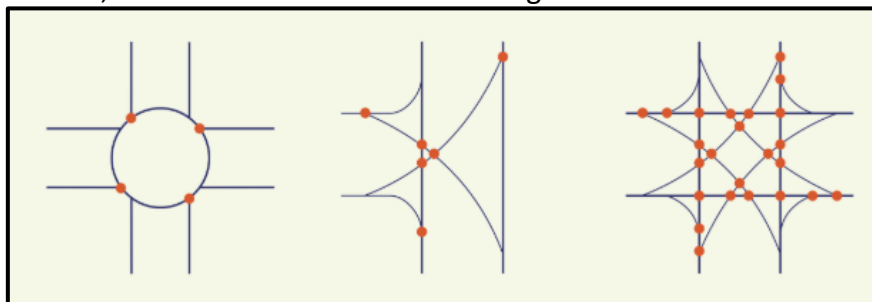
1. O’Callaghans Parade Double Roundabout and Shared Use Path

O’Callaghans Parade is one of the busiest entrances to Horsham’s CBD area and provides a connection from the south of Horsham to Horsham’s west. A high traffic volume creates the potential for safety risks, in particular at the acute intersections (45-degree angle) at Urquhart St and Baker St where visibility is poor, and for cyclists.

The need for this project has been identified through Council’s Horsham CBD Streetscape Plan and Horsham Bicycle and Shared Paths Infrastructure Plan. This project is part of a broader project to upgrade the full length of O’Callaghans Parade, part of the adjoining section of Firebrace St and Urquhart St for general safety and amenity benefits.

Risks:

1) An analysis of conflict points by an accredited Road Safety Auditor identifies that a standard T-intersection usually has 6 conflict points each whereas a roundabout reduces the conflict points to 4 in case of four ways and 3 if replacing a T-intersection. The red dots in the diagram below indicates where conflict points are located, based on different intersection geometries.







With three streets merging at different locations with O’Callaghans Parade, there are 19 conflict points altogether, as shown in the diagram below.



Converting the intersections of Urquhart St and Baker St to roundabouts reduces the number of potential conflict points for collisions.

2) The diagram below shows the survivable impact speed for various intersections. With the speed limit of O’Callaghans Pde changing from 50 to 60 kph in the vicinity of these intersections, it is above the survivable speed for side impacts. Hence treatment is warranted.

Crash Type		Survivable Impact speed
	head on	70 km/h
	side-impact	50 km/h
	side impact with tree	30 km/h
	pedestrian	30 km/h

3) The acute angles of the intersections (45 degrees) increases the risk of collisions due to poor visibility of approaching traffic.

Roundabouts will not only help in reducing the speed of traffic but also reduce the impact angles to minimise the chances of fatalities or severity of injuries.

2. Albert St, Bowden St and Railway Ave Speed Treatments

Albert Street Wombat Crossing – There is an existing informal / recommended crossing at this location which is proposed to be upgraded to a wombat crossing.

Risk: Unsupervised crossing is a potential risk for young children, in particular. A wombat crossing will reduce the risk and require vehicles to give priority to pedestrians.

Bowden St and Railway Av speed humps -

Risk: Speeding vehicles are a risk for local residents. Speed humps are proposed to calm the moving traffic based on requests from the community.

3. Noradjuha – Tooan East Rd Culvert Protection

Risk: With the existing speed limit of 100 kph, the culvert location poses a risk associated with vehicle run-off. Run-off-road crashes are common, especially in high-speed areas. To avoid severity of crashes at culverts, guard rails are proposed as a solution without altering the speed limit of the road.

4. Three Bridges Rd Curve Treatment

Risk: Current speed limit of 100 kph and poor delineation of curves there are higher risks of vehicle run-off. Two crashes in the past 10 years also shows the requirement of safety treatments at Three Bridges Rd. The treatments provided include a speed limit reduction to 80 kph, improved line marking, signage and guardrails to improve safety.

5. Natimuk Creek Pedestrian Bridge

Historically a fallen log provided limited access over Natimuk Creek in the Elmes St area. The traces of the path can be seen from the aerial image below: -



Risk: During wet weather this crossing may pose a risk for the pedestrians and bike users to cross. There is a bike trail near Elmes street which connects to the Grampians. This crossing provides safe access to the residents on the other side of the creek, alternative to the Lake Ave bridge, enabling separation of pedestrians from vehicle traffic. When this bridge is installed there are possibilities for the construction of a shared path/footpath on Lake Ave in the future.

6. Bennett Rd Bicycle Lane

Risks:

- 1) Poor condition of the bike path towards the north end of Bennett Road.
- 2) Bike path merging with existing parking lot. Risk of collision with reversing vehicles.
- 3) No connectivity towards south of Bennett Rd.

The proposed works are improvements to the existing path, with significant work required in the front of the West Side Tabaret building where there is currently no separate path.

7. Natimuk Rd Bicycle Lane

Risks:

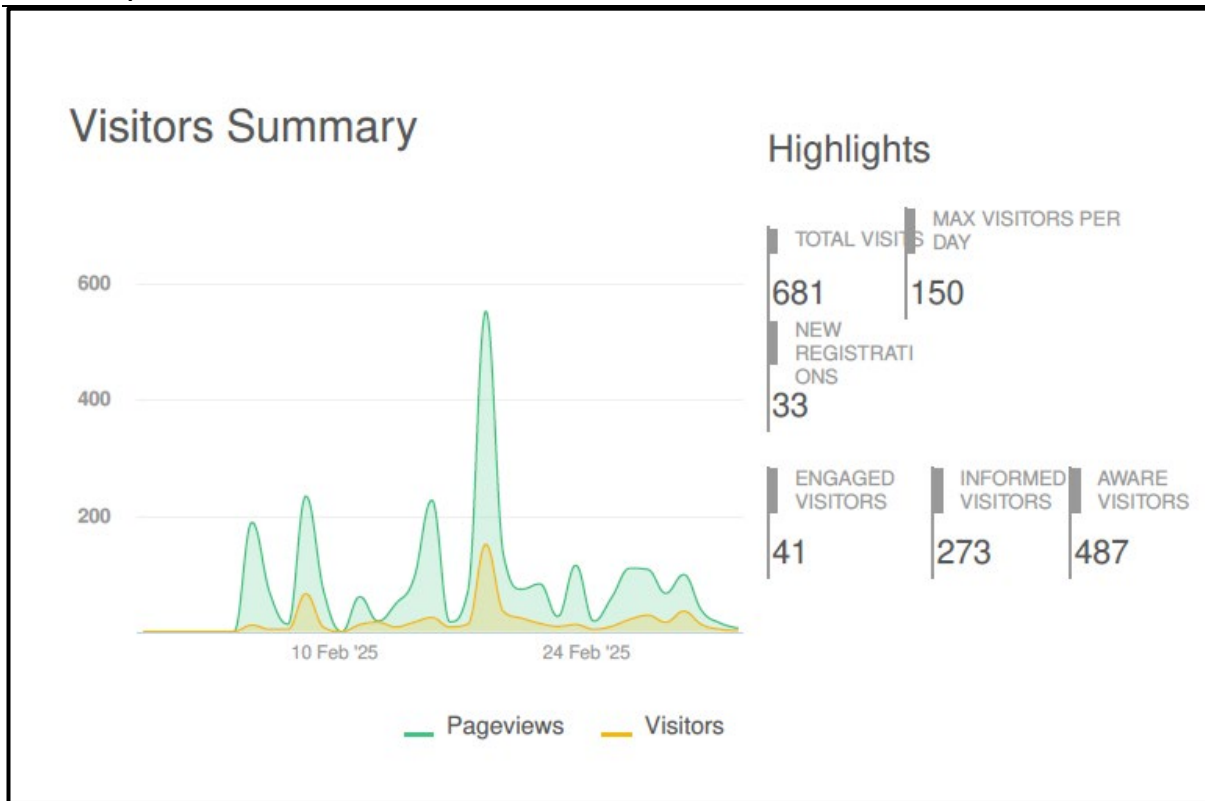
- 1) Poor condition of the bike path between Curran Rd and Hillary St.
- 2) Missing bike path between Hillary St and Bennett Rd leads bike users to either merge with Wimmera Highway or ride on the footpath on Natimuk Rd service road.

To address these issues the bike path is proposed to be upgraded and the speed limit of Natimuk Rd service road to be reduced to 40 kph between Hillary St and Bennett Rd.

Community Engagement Responses

The projects have been identified in Council strategies that have undergone detailed engagement processes, or in response to specific community requests, hence they represent identified community needs.

Extensive community engagement was carried out from 3-28 February 2025. The snapshot below provides an overview of access to the website during the engagement process: -



Total visits on our webpage were 681 out of which 41 have registered their comments on the proposed projects. Also, the data suggests that 273 are informed visitors who have reviewed the proposed projects, 487 are aware visitors who have visited the page and took no action.

Below is the project wise break-up of informed visitors: -

273 INFORMED PARTICIPANTS			(%)
<div style="display: flex; flex-direction: column; align-items: center; justify-content: center;"> <div style="background-color: #c6d9e1; padding: 5px; margin-bottom: 5px;">ENGAGED</div> <div style="background-color: #0070c0; color: white; padding: 5px; margin-bottom: 5px;">INFORMED</div> <div style="background-color: #c6d9e1; padding: 5px;">AWARE</div> </div>	Viewed a video	0	Improving Safety on O'Calla... 181 (82.3%)
	Viewed a photo	68	Improving Safety on Natimu... 56 (75.7%)
	Downloaded a document	177	Improving Safety on Bennet... 43 (75.4%)
	Visited the Key Dates page	12	Improving Safety on Three L... 41 (80.4%)
	Visited an FAQ list Page	0	Improving Safety on Albert L... 35 (61.4%)
	Visited Instagram Page	0	Improving Safety on Elmes ... 22 (73.3%)
	Visited Multiple Project Pages	167	Improving Safety on Noradj... 12 (60.0%)
	Contributed to a tool (engaged)	41	Safer Local Roads and Stre... 7 (1.9%)
			<p><small>* A single informed participant can perform multiple actions</small></p> <p><small>* Calculated as a percentage of total visits to the Project</small></p>

The table above shows the number of visitors (and percentage) for each project site who took the time to view further information on the projects. This shows that there was good penetration of the community with the information relating to the projects. The low percentage of respondents who then provided feedback, 41 out of 681, suggests that there is a relatively low level of concern about these projects in the community.

The summary of the engagement is provided in the table below: -

	Project	No. of Feedback Received	Positive	Negative	Mixed
1.	O'Callaghans Parade Double Roundabout and Shared Use Path	31 (Council Website) + 5 (emails to Council Support)	7	19	10
2.	Albert St, Bowden St and Railway Ave Speed Treatments	2 (Council Website) + 2 (emails to Council Support)	2	0	2
3.	Noradjuha – Tooan East Rd Culvert Protection	2	1	0	1
4.	Three Bridges Rd Curve Treatment	9	5	3	1
5.	Natimuk Creek Pedestrian Bridge	2 (Council Website) + 2 (emails to Council Support)	0	2	2
6.	Bennett Rd Bicycle Lanes	4	1	1	2
7.	Natimuk Rd Bicycle Lane	4	0	0	4

From the data shown in the above table it could be said that the community is broadly in favour of the majority of the proposed projects except for O'Callaghans Parade upgrade works. In the feedback received on O'Callaghans Parade, the major issue raised was the traffic congestion it may cause on the road, however that is attributed to the river crossing / Williams Rd intersection impacts. Also, there were multiple responses suggesting that Council implement safety measures at other locations.

Options to Consider

The projects selected for the TAC SLRSP funding have been identified through consideration of a large number of potential projects recommended in a range of strategies, including:

- Horsham CBD Streetscape Plan
- Horsham Bicycle and Shared Paths Infrastructure Plan
- Horsham Urban Transport Plan
- Rural Road Network Plan

It is important to understand that the proposed projects under SLRSP funding are to upgrade the safety standards as per the guidelines of funding. These projects are not for upgrading the quality or improving the condition of existing infrastructure.

The following list outlines projects that are not eligible for the SLRSP funding:

Examples of eligible and non-eligible treatments are given in Section 5. However, in general, the following treatments will not be eligible for funding in this Program:

- Works on arterial roads
- Works primarily aimed at improving traffic operations/capacity
- Non-infrastructure projects such as community education campaigns (these may be done as part of a larger project)
- Mass-action footpath building (gap filling as part of a larger project is permitted)
- Mass-action shoulder sealing/widening
- Maintenance work
- Red light and speed cameras
- Interim works

Some of the community feedback suggested that alternative works should be undertaken, for example on arterial road intersections, such as Bennett Rd / Natimuk Rd, which is outside the scope of the funding.

Also, it is important to note that the approval of O'Callaghans Parade project is related to the proposed Urquhart Street upgrade works through Active Transport Fund, which is the subject of a separate report to this meeting.

Sustainability Implications

Nil

Innovation and Continuous Improvement

Historically, road safety treatments were often proposed in response to crash or incident statistics. The current approach, based on the Safe System principles, is aimed at proactively identifying risks and applying proven techniques to situations where there is a likelihood of incidents, aiming to avoid incidents or reduce their impact.

Collaboration

Council has been working with a consultant funded by TAC to develop designs for the nominated sites. These are being progressively reviewed by TAC and DTP officers to ensure they are aligned with modern design standards.

Financial Implications

The projects identified in this report are proposed to be fully funded either through the TAC SLRSP funding or for one project partially with HVSPF funding. There are some minor exceptions where a co-contribution is required. The details of the co-contribution are provided in Table 1 in this report.

To secure the funding, an application is required to be made to TAC. Sufficient design work and costing has been completed to inform this grant application.

Regional, State and National Plans and Policies

Funding for these will come from the Safer Local Roads and Streets Program.

Council Plans, Strategies and Policies

Most of the projects identified have been sourced from the existing Council strategies as identified within the report.

Risk Implications

Key risks with these works include:

- The decision on the proposed project under SLRSP funding may impact the decision on ATF grant.
- Construction risks. These are generally able to be managed. Interruptions to business or traffic will need to be considered for some sites.

Conclusion

Community engagement has been undertaken into the seven proposed TAC funded projects. The feedback shows that there are some concerns about some of the works, but that people who have read details about the proposals, and are considered "informed" are generally supportive of most of the projects, or there is a low level of concern in the community about the works. A grant application is now proposed to be submitted to secure funding for these projects.

9.6 URQUHART STREET FUNDING AGREEMENT

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Author's Title:	Coordinator Engineering Director Infrastructure	Directorate:	Infrastructure
Department:	Infrastructure	File Number:	F06/A13/000001

Officer Conflict of Interest

Officer disclosure in accordance with Local Government Act 2020 – Section 130:

Yes No

Reason: Nil

Status

Defined as confidential information in accordance with Local Government Act 2020 – Section 3(1):

Yes No

Reason: Nil

Appendix

Urquhart St upgrade plans (**Appendix 9.6A**)

Community engagement responses (**Appendix 9.6B**)

Purpose

To propose acceptance of the funding agreement from the Australian Government for the successful Active Transport Fund grant for the combined Urquhart St / O'Callaghans Parade upgrade project.

Summary

- An application was made to the Australian Government's Active Transport Fund (ATF) for a grant to upgrade Urquhart St and O'Callaghans Parade in January 2025, in line with a resolution at Council's December 2024 meeting.
- Council's decision at that time was conditional on further information being provided on the project, as the time frame available for making the funding application was limited.
- This report presents further background on the project, including the detailed plans for the works, the outcomes of consultation and the funding sources for the project.
- The engagement results indicate a high level of support for the works with only one less supportive respondent.

Recommendation

That Council approve execution of the funding agreement for the Urquhart St / O'Callaghans Parade upgrade project to enable implementation of the project.

REPORT

Background

Background information on the Urquhart St / O'Callaghans Parade upgrade project was presented at Council's 16 December 2025 meeting. At that meeting Council resolved as follows:

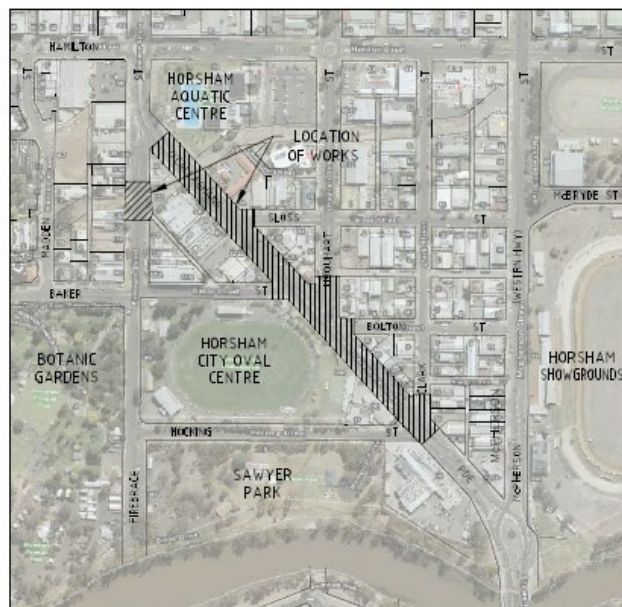
That Council approve the submission of the application for funding to upgrade Urquhart Street and O'Callaghans Pde for an estimated value of \$2,200,000 to the Federal Government's Active Transport Fund subject to the following conditions:

- 1. A report is to be presented to Council on both the Urquhart Street and O'Callaghans Parade projects at the next available opportunity.*
- 2. The application is to be withdrawn or declined if Council subsequently decides not to support either of these projects at a subsequent Council meeting.*

This report presents information to address the conditions of that resolution.

Further background on the O'Callaghans Parade upgrade project has been presented at several briefings, including the 11 March and 18 March 2025 briefings which provided an overview of the engagement feedback for that project and the other projects proposed to be the subject of the Transport Accident Commission (TAC) grant funding.

Note that the O'Callaghans Parade upgrade project includes works on a short section of Firebrace St as per the hatched section in the diagram below, but the project is referred to as just O'Callaghans Parade for simplicity.



The detailed plans for the Urquhart St section of works are included as **Appendix 9.6A** to this report. They show the extent of the work from O'Callaghans Parade to Baillie St, with the works comprising primarily:

- A generally consistent median, retaining the existing trees and providing for additional canopy trees in the median and tree planting along the footpaths.
- A reduced speed limit to provide bicycle safety without compromising parking availability.
- Importantly, unchanged geometry of intersections.

The table below outlines the proposed funding mix for the various elements of works:

Segment of works	Cost	Fund source
O'Callaghans Pde roundabouts and bike path	\$848,000	TAC
Balance of O'Callaghans Pde works	\$500,000	Council
Urquhart St full scope	\$900,000	ATF
Total	\$2,248,000	

Council received notification on 18 February 2025 of the success of its ATF funding application, however, this is still pending a decision to proceed with the TAC segment of the works and confirm the budgeted Council contribution. A separate report to the 24 March 2025 meeting will address the O'Callaghans Parade proposal for TAC funding.

Discussion

Upgrading Urquhart St was identified as a priority in both the Horsham CBD Revitalisation Streetscape Plan and the Horsham Bicycle and Shared Paths Infrastructure Plan 2024 – 2034, with Urquhart St being a planned priority route for cyclists to avoid the central CBD area.

The cyclist safety aspect of the project made the project suitable for the Active Transport Fund, which includes amongst its eligibility criteria “projects which aim to improve road safety and reduce road trauma for cyclists and pedestrians.”

The Urquhart St project had not been identified in Council's 4-year capital program, and hence there is not yet a funding allocation for this project. The grant opportunity presents a means of gaining funding for this project, but requires a matching contribution from Council, or from other sources.

The proposal developed, as outlined in the table above is as follows:

- The adopted 2024-25 Budget four-year capital works program includes a provision of \$1,300,000 for the O'Callaghans Parade works.
- It is noted that \$848,000 of this is to be grant funded from a planned Transport Accident Commission grant. This was initially anticipated to be \$800,000.
- The proposed Council contribution remains at \$500,000 for a sub-total of \$1,348,000 for that segment of works.
- The TAC has agreed in-principle that its funds could be used for this co-contribution, noting that they have not yet formally approved the grant – nor has Council.
- These funds were identified as the co-contribution for the Federal grant application.
- The project proposed to the Federal Government would be for a combined O'Callaghans Parade and Urquhart St scope.

The funding agreement is required to be executed by 25 March 2025, hence a decision to proceed is sought from Council.

Options to Consider

Both the O'Callaghans Parade and Urquhart St sections of works have been in design development for a considerable period. Council now has the following options to proceed:

- Approve all segments of the work
- Approve the O'Callaghans Parade segments of work.

In order to proceed with the Urquhart St segment of works, both segments of O'Callaghans Parade works would need to be approved, as the funds allocated to these projects are required as a co-contribution to the Urquhart St ATF grant funding.

Sustainability Implications

Both segments aim to protect existing trees and increase tree canopy with additional plantings as per Council's Greening Greater Horsham Tree Strategy 2021-2031.

Community Engagement

Engagement concerning the O'Callaghans Parade segment has separately been reported.

The Urquhart St project was identified in the CBD Revitalisation Streetscape Plan and part of that consultation program. Consultation on the development of the CBD Revitalisation projects has been channelled through the CBD Reference Group in the first instance. In the case of the O'Callaghans Parade project, all properties/businesses have been engaged in the project to review the scope, leading to adjustments to address specific issues.

Thirty-one businesses and residents in Urquhart St were directly contacted to seek comments on the plans. The individual comments of 18 respondents are included in **Appendix 9.6B** (with personal details redacted). The comments received varied, with a general level of support for the proposals. Some of the comments led to minor design changes. One business had a range of issues leading to its non-support for the project, including:

- They are against trees in the road
- They identify the need for a stop sign on the Aquatic Centre car park exit
- They are concerned about the adjoining bus stop
- And some other lesser issues.

It is assessed that all of these concerns can be addressed in the final design.

No other feedback was received specifically about Urquhart St. However, further information is proposed to be provided in relation to the works, allowing for minor design changes should the need arise. As there are no changes proposed for the intersections in Urquhart St, the works are considered less complex than, say, the O'Callaghans Parade upgrade components.

Innovation and Continuous Improvement

Not applicable

Collaboration

Not applicable

Financial Implications

As outlined above, three sources of funding are identified for the full scope of the combined Urquhart St / O'Callaghans Parade works as follows:

Segment of works	Cost	Fund source
O'Callaghans Pde roundabouts and bike path	\$848,000	TAC
Balance of O'Callaghans Pde works	\$500,000	Council
Urquhart St full scope	\$900,000	ATF
Total	\$2,248,000	

- The TAC funding has been approved-in-principle.
- The ATF funding has been approved.
- The Council funding is identified in the adopted 2024-2028 Council Budget 4-year capital works program.

Importantly, the ATF funding requires the works to be completed over a three-year period. This provides the option of Council's funding being spread over that period, with the ATF funding also being used for the O'Callaghans parade of works nominally identified as being Council funded. As the TAC funding is required to be spent in a shorter time frame, those works would proceed first.

Regional, State and National Plans and Policies

The proposed works seek to take advantage of National and State funding programs.

Council Plans, Strategies and Policies

The proposed works have emanated from the Horsham CBD Revitalisation Streetscape Plan and the Horsham Bicycle and Shared Paths Infrastructure Plan 2024 – 2034.

Risk Implications

The following key risks have been identified:

1. Council may subsequently decide not to support one or both of these project segments.
2. The TAC may not support the subsequent formal grant application.

Conclusion

The report presents background information and the outcomes of community engagement in relation to the Urquhart St segment of the combined Urquhart St and O'Callaghans Parade upgrade project.

9.7 PROPOSED REVISION TO DELIVERY TIMEFRAMES – KEY ORGANISATIONAL DOCUMENTS

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Author's Title:	Director Corporate Services	Directorate:	Not applicable
Department:	Corporate Services	File Number:	F06/A13/000001

Officer Conflict of Interest

Officer disclosure in accordance with *Local Government Act 2020* – Section 130:

Yes No

Reason: Nil

Status

Defined as confidential information in accordance with *Local Government Act 2020* – Section 3(1):

Yes No

Reason: Nil

Appendix

Nil

Purpose

To provide Council with a proposal to revise previously agreed timelines associated with the preparation and adoption of key documents required to be prepared following a general election from the dates agreed at the 16 September 2024 Council meeting to those dates as outlined in the *Local Government Act 2020*.

Summary

- On 16 September 2024 Council endorsed “in principle” bringing forward the preparation and adoption of key legislative documents, required to be prepared following a general election, outlined in the *Local Government Act 2020*.
- The date identified for delivery of the documents was brought forward with all documents due for adoption by 30 June 2025.
- Since that decision, Council has engaged a consultant to undertake the deliberative engagement and consultation to inform the development of those documents and has a project plan which includes a six-week engagement campaign to occur between 24 March and 2 May 2025.
- Noting the period of consultation is it necessary to revert the dates of adoption for these key strategic documents to align with the dates prescribed by legislation.

Recommendation

That Council endorse the revision of the timelines associated with the preparation and adoption of key legislative documents, required to be prepared following a general election, to the due date prescribed by the respective legislation.

REPORT

Background

Following a general election, Council is required to review and renew several key plans and documents in accordance with the *Local Government Act 2020*.

The key documents requiring mandatory review and the associated due date prescribed by legislation are outlined below:

Document and Act reference	Due date prescribed by the respective Act
Revenue and Rating Plan (s93 <i>Local Government Act 2020</i>)	30 June 2025
Council budget – 4-year (s94 <i>Local Government Act 2020</i>)	30 June 2025
Public Health and Wellbeing Plan (s26 <i>Public Health and Wellbeing Act 2008</i>)	26 October 2025
Community Vision (s88 <i>Local Government Act 2020</i>)	31 October 2025
Council Plan (s90 <i>Local Government Act 2020</i>)	31 October 2025
Financial Plan (s91 <i>Local Government Act 2020</i>)	31 October 2025
Asset Plan (s92 <i>Local Government Act 2020</i>)	31 October 2025

Discussion

At the time of the 16 September 2024 report the timeframes for the deliberative engagement to support the review of the Community Vision and the development of the Council Plan were unknown. Since that Council resolution a consultant has been engaged to undertake the deliberative engagement and consultation to inform the development of those documents. The project plan for the work to be undertaken by the consultant includes a six-week engagement campaign to occur between 24 March and 2 May 2025.

Noting the timeframes for the engagement period it is necessary to revise the timeframes agreed in principle previously to capture the information gathered during those sessions to inform the development of these key strategic documents. The timeframes agreed in principle at the 16 September 2024 meeting were that all the documents outlined above would be adopted by 30 June 2025. It is recommended that the documents now be adopted in line with the dates prescribed by legislation rather than the earlier date.

Options to Consider

Council could opt to retain the date agreed in principle by the previous Council however it is noted that doing so would restrict the ability for the findings from the community consultation process to truly inform these key strategic documents. It is therefore recommended that Council endorse the recommendation for the documents to be adopted in line with the dates prescribed by legislation.

Sustainability Implications

The development of the key legislative documents in accordance with legislative requirements and the Local Government Integrated Planning and Reporting Framework provides the future direction of all Council activity. The key deliverables (along with several other key documents) address the economic, social and environmental framework in which the Horsham Rural City Council will base its decisions into the long, medium and short terms.

Community Engagement

Council will engage with the community through several processes including a six-week engagement campaign to occur between 24 March and 2 May 2025.

Innovation and Continuous Improvement

Council is seeking to consistently improve the presentation, linkage and understanding of the Local Government Integrated Planning and Reporting Framework through increased opportunities for community engagement across the development of the key documents.

Collaboration

Whilst specific collaboration with other councils or levels of government is not part of the development of these key strategic documents, staff across the organisation consistently collaborate with peers in the sector to investigate ways to improve underlying systems and processes with underpin this work. Model guidance provided by Local Government Victoria (including the Local Government Integrated Planning and Reporting Framework) is also a collaboration of work between Local Government Victoria, peak sector bodies and staff from councils to provide best practice solutions, consistent information to the public, reduce work effort whilst still providing individuality of presentation and informs Council's work.

Financial Implications

This work will shape the future financial sustainability of Horsham Rural City Council in the short-, medium- and long-term environments. Budget has been provided in the 2024-25 to assist with work surrounding the specific methods of community engagement and facilitation to assist in achieving the desired increase in public participation.

Regional, State and National Plans and Policies

Local Government Act 2020 associated regulations and model documents provided by Local Government Victoria.

Council Plans, Strategies and Policies

The work identified is to provide guidance and direction to the formulation of the next iteration of the Council Plan and other key legislative documents. These documents assist in providing overall guidance to other Plans, Strategies and Policies prepared by Council.

Risk Implications

Council has multiple options for the preparation of these key documents, all with various levels of risk. The following risks have been identified with mitigation strategies identified:

Identified Risk	Mitigation Activity
Failure to engage with the Community to provide direction for document preparation	Engagement opportunities have been structured as themed sessions to encourage in depth discussion of specific topics
Loss of community confidence in engagement processes and outcomes of activities	Early work by staff to ensure material used in engagement activities provides information relating to existing and planned work to avoid need for re-capture of known information and provide community assurance around existing priorities.

Officers Reports

Failure to complete work within the required timeframes	Align adoption timeframes with legislative requirements to enable the consultation to conclude and inform document development
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Conclusion

Council has an agreed approach to undertake consultation with the community on the development of key strategic documents. For this consultation to truly inform these key strategic documents it is proposed that the timeframe for adoption of these documents be reverted to those dates prescribed by legislation.

REPORTS FOR INFORMATION

9.8 INVESTMENT ATTRACTION AND GROWTH DEPARTMENT REPORT

Author's Name:	Fiona Gormann	Director:	Kevin O'Brien
Author's Title:	Manager Investment Attraction and Growth	Directorate:	Communities and Place
Department:	Communities and Place	File Number:	F15/A06/000001

Officer Conflict of Interest

Officer disclosure in accordance with *Local Government Act 2020* – Section 130:

Yes No

Reason: Nil

Status

Defined as confidential information in accordance with *Local Government Act 2020* – Section 3(1):

Yes No

Reason: Nil

Appendix

Quarterly Spendmapp Report (data is from bank card transactions and may not capture all Ag Industry)
(Appendix 9.8A)

Purpose

To receive and note the Investment Attraction and Growth Department Quarterly Report for the period: November 2024 - January 2025.

Summary

The Investment Attraction and Growth Department Quarterly Report provides the progress and outcomes achieved through the delivery of the Investment Attraction Strategy and Implementation Plan during the reporting period.

Recommendation

That Council receive and note the Investment Attraction and Growth Department Quarterly Report for the period November 2024 - January 2025.

REPORT

Background

An Investment Attraction and Growth Department Report is tabled Quarterly at an Ordinary Meeting of Council.

Discussion

The work undertaken across Investment Attraction and Growth Department includes Strategic Planning, Statutory Planning, Building Services, Business Development and Tourism.

The Investment Attraction Strategy and Implementation Plan progress and key achievements for the months of November 2024, December 2024 and January 2025 are articulated in the information and tables, as follow.

Actions are measured by goals and set timelines. The timelines are indicated by years which relate to financial years.

Year 1 - 2022-2023

Year 2 - 2023-2024

Year 3 - 2024-2025

Year 4 - 2024-2025

Year 5+ 2025+

Ongoing – life of plan

The teams will focus on delivering actions with in the current financial year whilst carrying out the necessary planning to ensure targets are meet in sequential years.

INVESTMENT ATTRACTION

Council Priorities	Action	Goal Measured by	Progress
2.10 (Ongoing)	Undertake regular meetings between Wimmera Southern Mallee Development and Investment Attraction Department to inform and discuss economic development opportunities	10 forums held per year	Meeting held in November 10 meetings held in 2024
(2 years)	Prepare and implement the recommendations from the Aerodrome Masterplan	Aerodrome Masterplan development	Council will be briefed on the Horsham Airport Master Plan in February 2025
5+years	Investigate opportunities for industries at the WAL Hub	One Industrial lot sold annually	Target reached in 2024
3.6 (ongoing)	Widely promote the advantages of establishing solar and wind farms in the Horsham region	Website updated and investment prospectus developed	Wimmera Plains Energy Facility visiting Horsham in February 2025

BUSINESS DEVELOPMENT AND TOURISM

Council Priorities	Action	Goal Measured By	Progress
2.8.1 (ongoing)	Support the delivery of tourism opportunities on the Wimmera River, Mt Arapiles and lakes in our region	Tourism opportunities reported on in the Investment Attraction and Growth monthly Council Report	The Summer Series of events commenced in December 2024 with the Christmas Extravaganza at the riverfront. Two more events were held in January 2025.
3.1.3 (2 years)	Develop and implement the Natimuk Social and Economic Plan and Dadswell's Bridge Community Action Plan	Plan Developed & Progress report to Council	The Natimuk Project Advisory Committee ran an event on Australia Day at the lake foreshore which included live music, food trucks and activities throughout the day. Approximately 250 people were in attendance, and it was a very successful event.
(ongoing)	Ensure constant communication through e-mails and business newsletters with tourism operators and local businesses regarding what is happening in the region	A minimum of 10 business newsletters distributed annually 4 business forums are held annually	Two newsletters were sent last quarter. They were sent to 1032 recipients and had a total of 1620 opens and 294 clicks.
3.4.2 (ongoing)	Work with local business to activate the Horsham city centre (CAD)	Investment Attraction and Growth monthly Council Report	Two business initiatives took place in December 2024 to coincide with the Christmas shopping period. The Roaming Advent calendar was in its third year and again generated positive feedback from our business owners. Business Bingo was a new initiative which was also well subscribed by businesses interested in participating and deemed a successful initiative.
(ongoing)	Encourage homebased and start-up businesses to expand through the Wimmera Business Centre	Having two start-up businesses per year gain support through the WBC.	Three startup businesses asked for assistance in the month of January with one looking to rent space at the Wimmera Business Centre.
(ongoing)	Attract businesses to lease vacant shops in the Horsham city centre through the Wimmera Business Centre	Vacant shops reduced from 24 shops to 20 in the first year and maintained at or below 18 shops for the succeeding years	See below table, note total building numbers reduced by 1 due to the demolition of Farmhouse

SPENDMAPP

Quarterly Economic Snapshot Oct-Dec provided as per **Appendix 9.8A**.

BUSINESS DEVELOPMENT AND TOURISM NEWS

Occupied Businesses:

Street and Number of Businesses	November 2024 Businesses Occupied	January 2025 Businesses Occupied	January 2025 Businesses Vacant	January 2025 Percentage Businesses Occupied
Darlot St – 43 car wash and businesses operating from a house included	43	42	1	97%
Firebrace St - 97	90	88	9	90%
Hamilton St - 17	17	17	0	100%
Wilson St – 34	29	28	6	82%
Pynsent St – 28 Cinema included	27	27	1	96%
Roberts Ave – 27 Coles included	25	26	1	96%
McLachlan St – 24 CFA & GWM included	23	22	2	92%
Total 270 Post February 2022 there were 262 shops identified in the study area	254/272	250/270	20	93%

(Businesses are determined by whether they are 1. A premises, 2. Have customers 3. Exchange money: i.e. Centre Link and the Cinema are included, and the Public Library is excluded). There are four known shops that are not suitable for occupancy as they require major renovations or are being used as a secondary business not requiring a retail front. These shops are reflected in the vacant shop numbers and unfortunately reduce the percentage of occupied businesses.

Horsham Summer Series

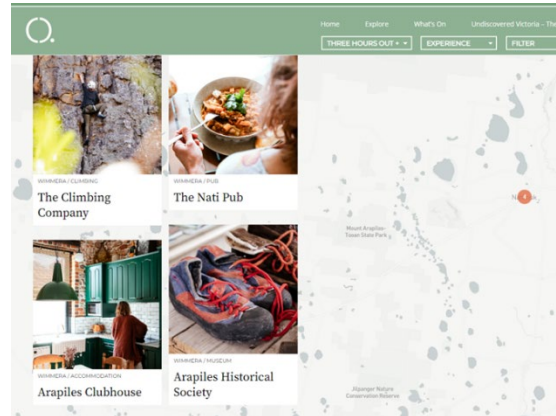


Horsham Rural City Council's Summer Series events are about to commence with several events scheduled throughout the summer period launching on the 14 December through to April 2025. The series will provide locals and visitors the chance to enjoy the ambience of the beautiful Wimmera Riverfront while relaxing with food and drinks to the sounds of local musicians.

One Hour Out Campaign featuring Natimuk

The Tourism and Business Development Team during the month of November, engaged media company “One Hour Out” to undertake a social media marketing campaign featuring Natimuk and Mt Arapiles. One Hour Out is a creative social media channel bringing regional Victoria to life and builds awareness around what is great about our regional It is all about targeting metropolitan enthusiasts on places to explore and discovered hidden gems.

Natimuk businesses involved in the campaign were, The Natimuk Pub a place to eat, Arapiles Club House a place to stay, The Climbing Company provides the visitor an opportunity to experience the great outdoors and Arapiles Historical Society offers an insight of the region’s past.



View following One Hour Out (OHO) link and go to the section of “Three Hours Out”: [One Hour Out | All the best stuff happening outside of Melbourne](#)

STATUTORY PLANNING

Planning Applications Determined

Below are the number of Planning Permits issued for the month of November 2024 and a comparison with the same period last year.

Type	NOVEMBER 2024		NOVEMBER 2023	
	No.	*Value \$	No.	*Value \$
Miscellaneous Domestic	-		3	589,000
Industrial/Commercial	1	-	5	2,641,000
Subdivisions	1 (4 lots)	-	1 (2 lots)	-
Other	-	-	-	-
Total	2	-	9	3,230,000

(*Please note: Not all applications have a \$ figure)

Total number of planning permits issued in the Horsham Rural City Council area from 1 July 2024 to 30 November 2024 is 31 compared to 34 in the same period in 2023-2024.

Planning permits issued for subdivision have permitted 26 new lots from 1 July 2024 to 30 November 2024 compared to 48 in the same period in 2023-2024.

Below are the number of Planning Permits issued for the month of December 2024 and a comparison with the same period last year.

Type	DECEMBER 2024		DECEMBER 2023	
	No.	*Value \$	No.	*Value \$
Miscellaneous Domestic	4	3,816,231	1	980,000
Industrial/Commercial	4	5,448,556	3	2,940,000
Subdivisions	3 (6 Lots)	400,000	1 (2 Lots)	-
Other	-	-	-	-
Total	11	9,664,787	4	3,920,000

(*Please note: Not all applications have a \$ figure)

Total number of planning permits issued in the Horsham Rural City Council area from 1 July 2024 to 31 December 2024 is 42 compared to 39 in the same period in 2023-2024.

Planning permits issued for subdivision have permitted 32 new lots from 1 July 2024 to 31 December 2024 compared to 50 in the same period in 2023-2024.

Below are the number of Planning Permits issued for the month of January 2025 and a comparison with the same period last year.

Type	JANUARY 2025		JANUARY 2024	
	No.	*Value \$	No.	*Value \$
Miscellaneous Domestic	-	-	1	719,500
Industrial/Commercial	1	2,500,000	1	12,000
Subdivisions	-	-	4 (9 lots)	420,550
Other	-	-	-	-
Total	1	2,500,000	6	1,260,050

(*Please note: Not all applications have a \$ figure)

Total number of planning permits issued in the Horsham Rural City Council area from 1 July 2024 to 31 January 2025 is 43 compared to 45 in the same period in 2023-2024.

Planning permits issued for subdivision have permitted 32 new lots from 1 July 2024 to 31 January 2025 compared to 59 in the same period in 2023-2024.

Building Services

Below are the number of building permits issued for the month of November 2024 and a comparison with the same period last year.

Permits issued by Horsham Rural City Council for this Municipality

Type	2024		2023	
	No.	Value \$	No.	Value \$
Dwellings	1	370000	-	-
Alterations to Dwellings	-	-	-	-
Dwelling resitings	-	-	-	-
Misc Domestic (Carports, Garages etc)	4	129,615	-	-
Removal/Demolish	-	-	-	-
Industrial/Commercial	-	-	-	-
Signs	-	-	-	-
Total	5	499,615	0	0

Permits issued by other Private Building Surveyors for this Municipality or by Government Departments:

Type	2024		2023	
	No.	Value \$	No.	Value \$
Dwellings	3	2,342,069	1	320,498
Alterations to Dwellings	2	71,138	4	355,967
Dwelling resittings			-	-
Misc Domestic (Carports, Garages etc)	2	29900	8	1,140,386
Removal/Demolish	1	9,998	-	-
Industrial/Commercial	8	8,282,388	3	6,430,457
Signs				
_Sub Total	16	10,735,493	16	8,247,308

A total of **18** Building Permits have been issued by the Horsham Rural City Council at a total value of **\$849,845** from **1 July 2024 to 30 November 2024** compared to **15** Building Permits at a total value of **\$2,948,653** for the same period in 2023-2024.

Private Building Surveyors have issued **94** Building Permits at a total value of **\$29,201,971** from **1 July 2024 to 30 November 2024** compared to 87 at a total value of **\$37,224,743** for the same period in 2023-2024.

Below are the number of building permits issued for the month of December 2024 and a comparison with the same period last year.

Permits issued by Horsham Rural City Council for this Municipality

Type	2024		2023	
	No.	Value \$	No.	Value \$
Dwellings	1	878,060	-	-
Alterations to Dwellings			-	-
Dwelling resittings			-	-
Misc Domestic (Carports, Garages etc)			1	30,021
Removal/Demolish			-	-
Industrial/Commercial			1	64,000
Signs			-	-
Total	1	878,060	2	94,021

Permits issued by other Private Building Surveyors for this Municipality or by Government Departments:

Type	2024		2023	
	No.	Value \$	No.	Value \$
Dwellings	4	2,707,869	3	1,565,453
Alterations to Dwellings	2	317,704		
Dwelling resittings	-	-		
Misc Domestic (Carports, Garages etc)	5	328,912	9	394,816
Removal/Demolish	-	-	1	14,000
Industrial/Commercial	3	164,000	5	11,932,964
Signs	-	-		
_Sub Total	14	3,518,485	18	13,907,233

A total of **19** Building Permits have been issued by the Horsham Rural City Council at a total value of **\$1,727,905** from **1 July 2024 to 31 December 2024** compared to **15** Building Permits at a total value of **\$2,948,653** for the same period in 2023-2024.

Private Building Surveyors have issued **108** Building Permits at a total value of **\$32,720,456** from **1 July 2024 to 31 December 2024** compared to **105** at a total value of **\$51,131,976** For the same period in 2023-2024.

Below are the number of building permits issued for the month of January 2025 and a comparison with the same period last year.

Permits issued by Horsham Rural City Council for this Municipality

Type	2025		2024	
	No.	Value \$	No.	Value \$
Dwellings	-		1	719,500
Alterations to Dwellings	-		-	-
Dwelling resittings	-		-	-
Misc Domestic (Carports, Garages etc)	2	17,500	-	-
Removal/Demolish	-		1	11,000
Industrial/Commercial	-		-	-
Signs	-		-	-
Total	2	17,500	2	730,500

Permits issued by other Private Building Surveyors for this Municipality or by Government Departments:

Type	2025		2024	
	No.	Value \$	No.	Value \$
Dwellings	-		2	1,369,226
Alterations to Dwellings	1	65,000	2	85,085
Dwelling resittings	-		-	-
Misc Domestic (Carports, Garages etc)	5	369,781	3	32,120
Removal/Demolish	1	23,550	1	7,000
Industrial/Commercial	-		2	241,613
Signs	-		-	-
_Sub Total	7	458,331	10	1,735,044

A total of **21** Building Permits have been issued by the Horsham Rural City Council at a total value of **\$1,745,405** from **1 July 2024 to 31 January 2025** compared to 17 Building Permits at a total value of **\$3,679,153** in 2023-2024.

Private Building Surveyors have issued **115** Building Permits at a total value of **\$33,178,787** from **1 July 2024 to 31 January 2025** compared to **115** at a total value of **\$52,867,020** in 2023-2024.

Horsham Renewable Energy Facility

PA1700117 for a Renewable Energy Facility (solar farm and battery storage), was issued by Horsham Rural City in January 2018. Officers have worked with the current applicant OX2 (working on behalf of the SEC) and relevant authorities on the approval of a range of secondary consents required under the conditions of the permit including:

- Site Plans and Elevations
- Traffic Management Plan
- Stormwater Management and Flood Impact Assessment
- Environmental Management Plan
- Emergency Management Plan.



These plans will ensure the construction and operation of the facility meets the relevant legislative requirements to protect the existing and future of Horsham. It is anticipated t construction will commence in early 2025.

STRATEGIC PLANNING

Council Priorities	Action	Goal Measured By	Progress
1.6.4 (2 years)	Implement the Horsham Heritage Study to protect buildings and places of historic cultural heritage to reinforce a 'sense of place' and celebrate Horsham's character and distinctiveness	Horsham Planning Scheme amended	Citations were finalised in December 2024.
(4 years)	Prepare a Conservation Management Plan for the Horsham Cinema	Management plan endorsed by Council	Consultants have commenced the abridged plan.
2.10.2 (2 to 3 years)	Develop and implement a Housing Affordability and Diversity Strategy and complete an amendment to the planning scheme	Strategy developed and implemented through a planning scheme amendment	During the last quarter the consultant have been seeking input from the community to finalise a draft Housing Affordability and Diversity Strategy which will be presented to Council in April 2025.
2.10.3 (2 years)	Prepare and implement the Horsham South Structure Plan (Stage 2)	Plan adopted by Council	Following community consultation in the last quarter an Engagement Summary Report is being developed and will be presented to Council in April 2025.
3.1.1 (2 to 4 years)	Prepare and implement a Commercial & Industrial Land and include in the Planning Scheme	Plan developed & Strategy adopted by Council	Consultants following workshops with key stakeholders will finalise a draft strategy in March 2025 for council and community feedback.
(2 years)	Complete a Planning Scheme Review as a vehicle for specifying desired outcomes across the municipality	Planning Scheme Review Completed and suggested changes implemented	The Regional Hubs and Department of Transport and Planning have been assisting Council to finalise the review in preparation for Exhibition later this year.

Options to Consider

Not applicable – no decision required.

Sustainability Implications

Report provides overview of the development and business activity across the region with no direct sustainability implications.

Community Engagement

The report has been prepared in consultation with a range of agencies and will be made publicly available to Wimmera Southern Mallee Development (WSM), West Vic Business, and Grampians Wimmera Mallee Tourism and on Council's website.

Innovation and Continuous Improvement

Report provides overview of activity and assists with continuous improvement.

Collaboration

Report has been prepared in collaboration with Council officers across Planning, Building and Business Development and Tourism Support.

Financial Implications

Nil

Regional, State and National Plans and Policies

Not applicable – no direct relationship or requirements

Council Plans, Strategies and Policies

Council Plan - Theme 3 - Sustainability - Horsham Rural City Council will actively lead in sustainable growth and development of the community and the economy.

Strategy 2: A sustainable economy where local business, agriculture, tourism and other diverse industries thrive.

Destination Horsham Investment Attraction Strategy and Implementation Plan 2022 onwards

Risk Implications

Not applicable – no decision required

Conclusion

The Quarterly Investment Attraction and Growth Department report provides the opportunity to give Council and the community an insight into the projects being undertaken to grow our municipality and Horsham as a regional city.

10. COUNCILLOR REPORTS AND ACKNOWLEDGEMENTS

Cr Ian Ross, Mayor

Committee Representation	
Date	Description
	Nil
Other Council Activities	
17/02/25	Council Briefing Meeting
19/02/25	Darwin Defenders- Laying of Wreath
21/02/25	Grampians 2025 and Beyond: A State of the Region Forum
23/02/25	Community Q&A Session with Anne Webster
24/02/25	Council Meeting
27/02/25	RCV General Meeting #1
28/02/25	CEO Interviews
03/03/25	Council Briefing Meeting
05/03/25	DEECA Meeting
05/03/25	WIM Resource 'Sundowner' Event
06/03/25	Anne Webster- Wesley Announcement
06/03/25	Meeting with YMCA CEO
07/03/25	VLGCC- Statewide Session 1
07/03/25	Art Gallery Opening of 'View from Here- Highlights from the national Gallery collection'
11/03/25	Council Briefing Meeting
17/03/25	Council Briefing- Budget

Cr Cam McDonald

Committee Representation	
Date	Description
14/02/25	Wimmera Southern Mallee Dev Assoc Meeting in person at Fed Uni
Other Council Activities	
03/02/25	Council Briefing
04/02/25	Planning Induction Session Council Chambers
10/02/25	Council Briefing
11/02/25	Attended Mine Free Wimmera Farms Meeting with other councillors
12/02/25	Community Engagement Training
17/02/25	Council Briefing Budget
18/02/25	Met Nathan McTaggart and Thomas Morgan re Silo Art. CEO Run- through
23/02/25	Attended renewables conference with Anne Webster at Minyip.
24/02/25	Council Meeting. Moved Motion to remove Wombat crossings, carried.
26/02/25	City Oval Meeting with Cr Klowss and Mayor
28/02/25	CEO Interview all day

Cr Dean O'Loughlin

Committee Representation	
Date	Description
13/3/2025	National Reconciliation Week Planning committee
Other Council Activities	
05/03/2025	Meeting with DEECA Secretary & representatives
03/3/2025	Recruitment of CEO
03/03/2025	Council Briefing
11/03/2025	Council Briefing
17/03/2025	Council Briefing
18/03/2025	Council Briefing

Cr Rebecca Sluggett

Committee Representation	
Date	Description
	Nil
Other Council Activities	
28/02/25	CEO Recruitment Meetings -Full Day
05/03/25	Meeting with DEECA
06/03/25	Wimmera Mallee Machinery Field Days – Roving and at HRCC stall
07/03/25	CEO Employment & Remuneration Committee Meeting
11/03/25	Briefing Meeting
18/03/25	CEO Recruitment Meeting
21- 23/03/25	MAV Victorian Convention of Councillors -Report to be presented at next Council Meeting.

11. URGENT BUSINESS

12. PETITIONS AND JOINT LETTERS

13. PROCEDURAL BUSINESS

13.1 INFORMAL MEETINGS OF COUNCILLORS – RECORD OF MEETINGS

- Meeting with John Bradley, DEECA held on 5 March 2025 at 2:00pm
- Council Briefing Meeting held on 3, 11, 17 & 18 March 2025 at 5:30pm

Refer to **Appendix 13.1A**

13.2 SEALING OF DOCUMENTS

Nil

13.3 INWARD CORRESPONDENCE

Nil

13.4 COUNCIL COMMITTEE MINUTES

- Wimmera Intermodal Freight Terminal Advisory Committee Meeting held on 20 November 2024
- Natimuk Economic & Social Plan Project Advisory Committee Meeting held on 5 March 2025

Refer to **Appendix 13.4A**

Recommendation

That Council receive and note agenda items:

- 13.1 Informal Meetings of Councillors – Record of Meetings
- 13.2 Sealing of Documents
- 13.3 Inward Correspondence
- 13.4 Council Committee Minutes.

14. NOTICE OF MOTION

14.1 NOTICE OF MOTION NO 202

Given by Cr Cam McDonald

TAKE NOTICE that it is my intention to move the following motion at the Council meeting of the Horsham Rural City Council to be held at the Civic Centre, 18 Roberts Avenue, Horsham on Monday 24 March 2025.

“That a Mining, Renewables & Energy Committee be formed with a minimum of two Councillors, the CEO, and not more than two dedicated staff involved in the process of Mining, Renewables & Energy, to ultimately present recommendations to Council.”

The reasons for this motion are:

1. To bring to the Council the process which involves the risk and engagement process.
2. To consider the conditions and negotiations involved in regard to Mining and Renewable Energy.
3. That this committee reports to Council for approval in its requirement to advocate for the safety and concerns of the community in relation to these development proposals.
4. That the Instrument of Delegation to staff for decisions on Mining and Renewable Energy be limited and restricted for approval by a full Council meeting only.

Background:

Supporting Documents:

Local Government Act 2020
Communications Policy
Community Engagement Procedure
Engagement Resources
Policy Framework Policy
Public Transparency Policy
Procurement Policy
Instrument of Delegation and Authorisation Document

Refer to **Appendix 14.1A** for copy of Notice of Motion.

Cr Cam McDonald

CIVIC CENTRE
HORSHAM 3400
19 March 2025

14.2 NOTICE OF MOTION NO 203

Given by Cr Cam McDonald

TAKE NOTICE that it is my intention to move the following motion at the Council meeting of the Horsham Rural City Council to be held at the Civic Centre, 18 Roberts Avenue, Horsham on Monday 24 March 2025.

“That Council formally suspend the Memorandum of Understanding (MOU) between WIM Resource and Horsham Rural City Council, further to a full review.”

The reasons for this motion are:

1. To bring a process of review before the Council (and/or The Mining, Renewables and Energy Committee) to present to Council for final approval.
2. For Council to consider community engagement, showing impartiality in this process to not be partnering with any one party.
3. It was a requirement for the Council to review this MOU every two years, and as this has not happened to date, and due to increased tensions in the community, a formal suspension should occur until proper community engagement has occurred.

Background:

Supporting Documents:

Local Government Act 2020
Communications Policy
Community Engagement Procedure
Engagement Resources

Refer to **Appendix 14.2A** for copy of Notice of Motion.

Refer to **Appendix 14.2B** for copy of MOU between WIM Recourse and HRCC

Cr Cam McDonald

CIVIC CENTRE
HORSHAM 3400
19 March 2025



HORSHAM HOME OF HISTORY GROUP TERMS OF REFERENCE

1. PURPOSE

The aim of the Horsham Home of History Group (Formerly called the Horsham Regional Museum Group) is to provide advice to Council on behalf of the broader community. The Horsham Home of History Group (HHOHG) will work with Council to deliver the Horsham Home of History's three goals and seven recommendation actions within the implementation plan:

Goal One: Wimmera Region Museum Trail – (Short Term)

Goal Two: Review the Feasibility Study Stage Two – (Medium Term)

Goal Three: Horsham Museum Operational – (Long Term)

2. SCOPE

Recommendation 1: That the HHOHG continue to identify suitable stories to meet the Horsham Regional Museum profile.

Recommendation 2: That the HHOHG continue to identify suitable collections to meet the Horsham Regional Museum profile.

Recommendation 3: The May and Millar collection to be catalogued in Stage 2 by a volunteer and appraised by a museum curator to identify authenticity and appropriateness.

Recommendation 4: The Study indicated that if Stage 2 progresses all locations identified in Stage 1 should be examined.

1. A greenfield site along the Western Highway
2. Leasing an area of farmland and creating a special use zone to enable additional activities such as signage and retail
3. Longerenong College

Recommendation 5: That the HHOHG support the development of a Museum Trail to promote visitation across the regions and shared marketing opportunities as articulated in the Study.

Recommendation 6: That the HHOHG support the development of the Arapiles Museum and existing precinct, as the first stage in development of a Horsham Regional Museum.

Recommendation 7: Develop an implementation plan to support the group to move forward and undertake the necessary steps for the project to progress to fruition.

3. ROLE AND RESPONSIBILITIES

Conduct

The HHOHG members do not respond to personal or individual complaints. They may acknowledge a person's concern and advise a person how to register their concern with Council. All members of the HHOHG must abide by the Horsham Rural City Council Code of Conduct. Members are expected to work considerately and respectfully of diversity of opinions and experience.

It is not the role of the HHOHG to speak with the media in relation to the work of the HHOHG or on behalf of Council.

Confidentiality

Whilst an important role of the HHOHG will be to champion and help promote the activities in developing the Project to the community, information discussed, received, used or created by the HHOHG may be confidential.

A committee member must not disclose, discuss or otherwise make public confidential information, unless authorised by the Council Officer supporting the HHOHG.

Conflicts of Interest

Conflicts of interest must be declared. In the event of a conflict of interest, the declaration must be recorded in the minutes of the HHOHG, and appropriate steps taken in accordance with the declared Conflict of Interest.

Council may terminate a HHOHG member's appointment if they have been found to breach confidentiality, conflict of interest or Code of Conduct requirements.

4. MEMBERSHIP

Membership should include:

- One member of RSL Representative
- One member of Horsham Historical Society
- One member of Arapiles Historical Society
- Six members as Community Representatives
- Council representatives:
 - Investment Attraction and Growth Manager
 - Council Officer from the Investment Attraction Department (Minute Taker)

If members from the above Societies are unable to attend, they are to nominate a proxy to attend in their place. This is not the case for community members.

Selection: Members will be selected through an expression of interest/nomination process which may be advertised in the local newspapers, word of mouth to relevant organisations, council's website, and council's social media accounts.

Selected stakeholder organisations will be contacted by the relevant Council officer and invited to nominate a representative for the committee. Membership will aim to achieve a gender balance.

Membership should also aim to include a diverse representation of age, experience of disability and cultural and linguistic backgrounds.

Nominees will be asked what their interest is in relation to the Horsham Home of History Group's implementation plan's three goals and seven recommendations. They will be asked to outline their skills which will assist to deliver the HHOHG's implementation plan and why they want to be a member of the HHOH project committee.

The TOR membership is endorsed through Council.

Selection of the project committee will be through Council's Executive Management Team.

Mission Statement:

That the members of the Horsham Home of History Group members undertake their responsibilities and actions as listed in the Implementation Plan and report at scheduled meetings on their progress.

5. MEETINGS

- Meetings will be held Bi-monthly, and the duration of the meetings will be no longer than 1.5hrs.
- A representative of the HHOHG will be appointed to Chair the meetings by the committee.
- The Chair is to be independent from Council.
- The agenda will be set by the Chair in collaboration with the council staff representative.
- The secretary (meeting organisation, minutes distribution etc) will be provided by Council.
- The committee will make at least one presentation to a Council Briefing annually.

6. ROLES AND RESPONSIBILITIES OF MEMBERS

- IAP2 level of participation -- Involve and Collaborate
- Specific purpose with defined timeframe and work program
- Representatives are skill based and/or representative of stakeholder groups
- No decision-making responsibility (makes recommendations to Council)

- Acts as a focus group to test consultant and Council recommendations before wider community engagement
- Review community feedback and advise
- Meeting procedures to conform to Terms of Reference
- Reports to Council at key milestones for endorsement
- Staff are ex-officio members with secretariat responsibilities

7. GRIEVANCE PROCEDURE

Grievance procedures are as detailed in the HRCC volunteer management policies and procedures toolkit.

8. MEDIA

The Chair is empowered to be spokesperson for the activities of the committee. Media releases, flyers, brochures, pamphlets or other sources of information distributed by the committee must be first approved by the Council.

In the absence of the Chair, the Responsible Manager is empowered to be the spokesperson for the Committee.

9. RESPONSIBILITY

Responsible Officer: Investment Attraction and Growth Manager



Quarterly Performance Report

1 July 2024 – 31 December 2024



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1. Chief Executive Officer's Overview

This financial report represents the financial position of Horsham Rural City Council as at 31 December 2024, making it a half year report. Councillors will have seen this format when they reviewed the first quarter results earlier in the year. The report has been prepared with input from the Managers of the units in Council, with particular reference to forecasting (anticipating) the year end result.

Employment costs are tracking at 50% for the year.

There are some projects that were not complete at the end of the previous financial year together with some minor overspends in the current year. These have been included in the forecasting process. Funds were not carried forward into this year for them. A number of these were mentioned in the Q1 report. These will need to be managed, and savings provided to bring the budget into balance with year-end predictions.

Capital expenditure is below the notional 50% of the budget, however many of the projects are seasonal (particularly roads works). Preparation works (such as tender preparation and design) are completed within council, so much of the expenditure is in the later part of the financial year. Quite a number of projects have now commenced with expenditure to be incurred in the second half of the year. These are being monitored closely.

Staff have also been reviewing operating budgets in preparation for 2025/26. Financial management tools which have been progressively invested in over the past number of years are seeing managers having a much closer oversight of their budgets and greater ability to assist with the building of Council's extensive services budgets.

Progress on initiatives and performance indicators are also included in the report with comments to explain how each initiative is progressing and how we are performing against targets.

Under the Local Government Act 2020 – Section 97 (3), I am required to make a statement as to whether a revised budget is, or may be, required. I am confident that Council does not require a revised budget for 2024/25 to be prepared as is demonstrated by this report.

Council continues to be committed to improving quarterly reporting to the community.

Craig Niemann
Chief Executive Officer

2. Integrated Strategic Planning and Reporting Framework

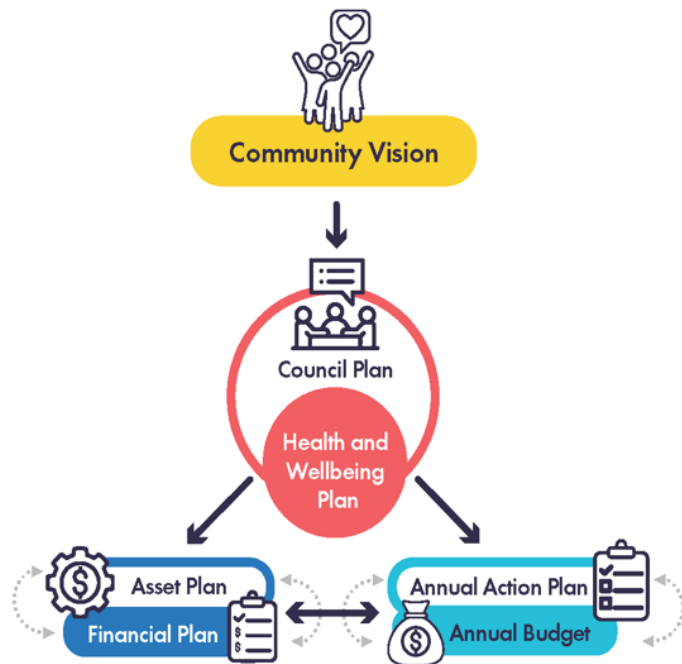
2.1 Legislative Planning and Accountability Framework

Part 4 of the *Local Government Act 2020* addresses planning and financial management. The legislative requirements to develop strategic planning, budgeting and annual reporting documents in Part 4 came into operation on 24 October 2020. The Act introduces strategic planning principles for Victorian Councils which include an integrated approach to planning, monitoring and performance reporting. This is an important shift from a more prescriptive form of legislation to a new Act that is principles-based.

The requirements in the Local Government Act 2020 are detailed in the Horsham Rural City Council’s 2024-25 Budget.

2.2 Horsham Planning and Budgeting Framework

Council has in place a Planning and Budgeting Framework that reflects these requirements. The diagram below depicts the planning relationships for Horsham Rural City Council’s planning processes:



2.3 Horsham 2041 Community Vision

A Community Vision describes our community’s hopes, ideas and aspirations for the future of the Horsham Rural City Region. Council developed the Horsham 2041 Community Vision through a deliberative engagement process and a Community Panel.

The Vision has been utilised to inform the Council Plan and to structure the themes within the plan which then flow through to the development of the Annual Action Plan and Annual Budget as shown in the Planning and Budgeting Framework.

In accordance with the Local Government Act 2020 Council will be undertaking a review of the Community Vision in accordance with Council’s deliberative engagement practices and adopt the Community Vision by 31 October in the year following a general election.

THE HORSHAM 2041 COMMUNITY VISION

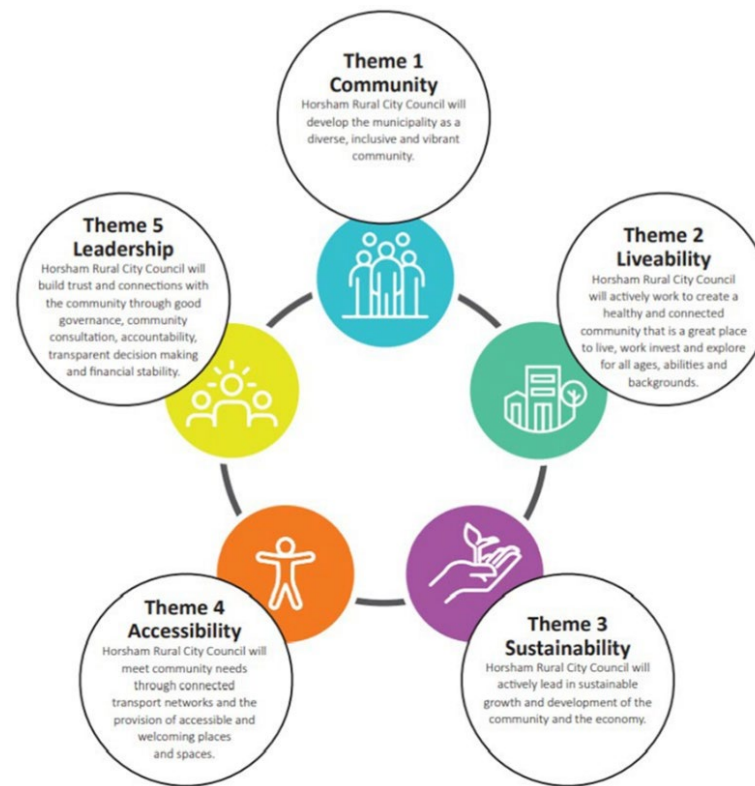
In 2041, Horsham region is a vibrant, liveable hub that thrives on strong economic growth and social connectedness. Empowering people to live work and access opportunities for recreation and culture, now and into the future.

2.4 Council’s Planning and Delivery Themes (Strategic Objectives)

Council delivers services and initiatives for over 75 separate service categories.

Each contributes to the achievement of one of the five Themes as set out in the Council Plan for the years 2021-25.

In accordance with the *Local Government Act 2020*, Council will prepare and adopt a Council Plan for a period of at least the next 4 financial years after a general election in accordance with its deliberative engagement practices. The updated Council Plan will be adopted no later than 31 October 2025 and come into effect from 1 July 2025.



3. Initiatives



Theme 1
- Community

Horsham Rural City Council will develop the municipality as a diverse, inclusive and vibrant community.

Continuing Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Development of a Masterplan for Social Infrastructure Assessment	To develop Master Plans for key municipal level assets as listed in the Social Infrastructure Framework: Plan: Funds allocated are for the development of a Conservation Management Plan and Concept Plan for Horsham Cinema.	\$15,000	\$15,000
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Final feedback has been provided to consultants to develop a Conservation Management Plan for the Horsham Cinema. 75% of the development of this plan was completed in the 23/24 financial year.	75%	\$0
Quarter 2	A variation to the Conservation Management Plan has been approved to include an abridged Masterplan for the Horsham Cinema. Additional project work due to commence early 2025.	75%	\$0
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Outdoor Play Space Plan	The Outdoor Play Space Plan will provide a strategic framework and plan for action that responds to the challenges of upgrading existing and planning for new public play spaces.	\$15,000	\$10,085
Progress	Comment	Project Progress	YTD Actual
Quarter 1	80% of this plan was developed in the 23/24 financial year. Draft has been completed to be presented to Council in Feb 2025.	80%	\$0
Quarter 2	Draft Plan is being finalised, prior to presentation to Council.	85%	\$4,915
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Community Buildings co-location & needs assessment	The Community Facilities Plan will provide an understanding of the utilisation, current demand, future use and gaps in the provision of community facilities within the municipality. It will also ensure there is equity and fairness in how Council's community facilities are used and by whom. The strategy will also inform Councils Property Policy and how Community Facilities are planned for and considered, into the future.	\$0	\$17,996
Progress	Comment	Project Progress	YTD Actual
Quarter 1	The Community Facilities Plan has been completed. Final invoice to be paid.	100%	\$8,180
Quarter 2	The consultants work on the Plan is complete, with internal consultation and feedback due with various teams on the Plan over coming months.	100%	\$16,360

3. Initiatives

New Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Active Recreation and Sporting Strategy	Funding to hire a consultant who will develop a comprehensive plan for promoting active recreation and sports within our municipality. This strategy will enhance the health and wellbeing of the Horsham and surrounding communities by providing suitable infrastructure, open spaces, and opportunities for various recreational and sports activities.	\$83,648	\$83,648
Progress	Comment	Project Progress	YTD Actual
Quarter 1	The Project Brief developed. Currently being reviewed by funder - Sport & Recreation Victoria.	0%	\$0
Quarter 2	Consultant has been engaged to develop the Strategy. Project Inception Meeting held. Background research and data collection occurring.	10%	\$0
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Precinct Planning and Design Services	This project was to fund a Peer Review of HRCC's Public Toilet Infrastructure Plan 2021. This was a 2023/24 project, however was not completed within the financial year and carried forward into the 2025/26 year.	\$0	\$11,770
Progress	Comment	Project Progress	YTD Actual
Quarter 1		0%	\$0
Quarter 2	The Consultant has completed a peer review of the existing Public Toilet Infrastructure Plan. This work has now been completed and will inform the development of a Public Toilet Strategy for the municipality if approved.	100%	\$11,770

3. Initiatives



Theme 2
- Liveability

Horsham Rural City Council will actively work to create a healthy and connected community that is a great place to live, work, invest and explore for all ages, abilities and backgrounds.

Continuing Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Visitor Services Review of Information and Product	Provision of visitor information including brochures, displays and set up of new VIC Space at Horsham Town Hall	\$0	\$56,023
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Works underway for set up of new VIC space including graphic design of slimline OVG.	25%	\$10,329
Quarter 2	Works in process to establish new VIC space ready for operation. Key item this quarter was signage including wall map. Key works remaining include finalising of new brochures and signage.	60%	\$36,974

New Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Events Stage Activation – Music Event	The initiative aims to engage a music promoter to source a large-scale event to be held at the Horsham Events Stage, located at the City Oval. The Events Stage Activation project will provide the community with an opportunity to enjoy live music. There will also be a boost to the local economy resulting from an increase in visitation to our municipality by those attending the event.	\$50,000	\$20,000
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Horsham RegFest event planned for March 2025 - no budget spent yet	10%	\$0
Quarter 2	An event has been sourced and will be delivered in March 2025 (Regfest). As this was organised by Sports Marketing Australia , it will be funded through this budget line item. Funds are also required for the development of an events strategy to enable more events to be held at the Events Stage. This is a funding application requirement.	20%	\$1,696

3. Initiatives



Theme 3
– Sustainability

Horsham Rural City Council will actively lead in sustainable growth and development of the community and the economy.

Continuing Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Aerodrome Flight Hub Master Plan – Stage 2	The master plan will be a key strategic document which underpins all activities and decisions in relation to the development of the aerodrome. It will communicate Council's long term future planning intentions and future development opportunities.	\$15,022	\$0
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Final invoice to be paid now Marketing proposal has been completed.	100%	\$0
Quarter 2	Project complete	100%	\$0
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Dooen Land Fill Master Plan	Development of long term Master Plan to optimise utilisation of landfill site for waste management.	\$24,793	\$24,793
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Business case relating to alternative management approach to inform preferred outcomes underway	25%	\$0
Quarter 2	Business Case continuing to be worked on - In Phase 2 now	30%	\$0
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Housing Affordability and Diversity Strategy	The Housing Strategy seeks to inform Council's strategic direction to implement Planning Scheme provisions, which support alternative and innovative ways of providing affordable housing options within Horsham and Natimuk as well as providing equitable housing outcomes for the community.	\$89,083	\$89,083
Progress	Comment	Project Progress	YTD Actual
Quarter 1	An Engagement Summary Report for the first round of community consultation has been prepared for distribution after the caretaker period. The Background Report is also being updated and the Draft Strategy is under development.	25%	\$3,220
Quarter 2	Draft Strategy is continuing to be developed	30%	\$24,150
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Waste Plan Implementation	Review and implement a series of aspects of Council's waste management operations to deliver efficiencies and customer service improvements.	\$25,000	\$25,000
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Engagement for review of Haven service done, results to be presented to new Council Dec 24. A series of waste management measures are under review, including weighbridge automation.	20%	\$15,473
Quarter 2	Waste Education Officer wages spent from this budget. Position now vacated	100%	\$23,003

3. Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Wimmera River Discovery Trail – Dimboola to Horsham - Feasibility Study	Promote recreation activities in our natural environment to increase destination tourism and visitation.	\$110,990	\$0
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Advancement of project was contingent on matching funding from State Government which was unsuccessful. Project on hold.	0%	\$0
Quarter 2	Project not proceeding in the 2024/25 year. Will require further investigation for funding in the future	0%	\$0
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Safety Audit of Lighting Deficiencies Across Council Facilities & Open Spaces	Ensure the design of council facilities and open spaces considers access, lighting, entrapment points and passive surveillance so they are family friendly and meet the needs of different genders.	\$0	\$10,000
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Consultant report completed August 2024. Currently being considered for actions.	80%	\$7,636
Quarter 2	No progress this quarter	80%	\$7,636
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Small Business Assistance Program	The funding program supports business innovation, operational improvements, marketing strategies, accessibility, inclusiveness, and business growth.	\$0	\$20,000
Progress	Comment	Project Progress	YTD Actual
Quarter 1	This budget has now been incorporated into the operational budget at the direction of EMT. It was originally an initiative but is now ongoing.	25%	\$5,000
Quarter 2	Funds are fully committed and will be expended in Q3	75%	\$13,355

3. Initiatives

New Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Boosting Business – Tourism & the Economy – Natimuk	Implement the strategic objective of boosting business, tourism and economy that forms part of the Natimuk Economic and Social Plan. This initiative aims to enhance business, tourism, and the economy in Natimuk, providing a diverse and collaborative hub of opportunities for all to enjoy. This not only benefits the Natimuk community but also positively impacts the entire municipality.	\$40,000	\$40,000

Progress	Comment	Project Progress	YTD Actual
Quarter 1	One Hour Out marketing campaign to take place in October.	5%	\$2,650
Quarter 2	Second part payment to One Hour Out marketing project. Natimuk Heritage Trail brochures and Australia Day event advertising also paid.	15%	\$6,130

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Business and Tourism Development Incentives Framework	Establish a framework that encourages economic growth and tourism within the region. This project will provide business with valuable resources to help them grow. Council hopes to continue to create a high-quality business and tourism environment that brings more jobs and visitors to the region resulting in benefits to the whole community.	\$20,000	\$20,000

Progress	Comment	Project Progress	YTD Actual
Quarter 1	No budget has been expended to date.	0%	\$0
Quarter 2	Planning permit fees for Ag Society and Rightbank Brewing Society	25%	\$5,933

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Closed (legacy) landfill strategy	Develop management plans for closed landfills using a prioritised approach to ensure the long term environmental safety of Council’s closed landfills.	\$20,000	\$20,000

Progress	Comment	Project Progress	YTD Actual
Quarter 1	Preparation of Plan scheduled for second half of the financial year. Requires internal audit action.	0%	\$0
Quarter 2	Plan has been drafted, required review and finalisation. Work completed in house so far	25%	\$0

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Development of Landscape Design Guidelines	Development of Landscape Design Guidelines for use by individual and commercial property developers. The Landscape Design Guidelines will empower individual and commercial property developers in our community. By adhering to Horsham’s Planning Scheme, these guidelines will enhance urban spaces, improve liveability, reduce maintenance costs for public areas, and ensure project quality and compliance.	\$20,000	\$20,000

Progress	Comment	Project Progress	YTD Actual
Quarter 1	Still to commence.	0%	\$0
Quarter 2	Draft Landscape Design Guidelines prepared. Working group established across Council departments. Review of guidelines completed.	30%	\$0

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Dooen Landfill Contingency Plan	Develop contingency arrangements for continuity of waste service provision in the event of unavailability of Dooen Landfill.	\$10,000	\$10,000

Progress	Comment	Project Progress	YTD Actual
Quarter 1	Preparation of Plan scheduled to commence in early 2025.	0%	\$0
Quarter 2	Plan still to be prepared	0%	\$0

3. Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Recycling Service – Regulatory Compliance and Customer Compliance Support	Employment of waste education officer to monitor compliance with kerbside collection requirements, and educate customers on required practices.	\$50,000	\$50,000
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Main action is continuing employment of Education Officer until Nov 24.	75%	\$0
Quarter 2	Staff changes have delayed progress. New waste education approach to be implemented in Q3-4	75%	\$0
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Significant Tree Register	Develop a register of significant trees in the municipality to enable them to be appropriately protected or managed in the long term.	\$40,000	\$40,000
Progress	Comment	Project Progress	YTD Actual
Quarter 1	A Project Management Plan and Community Engagement Plan are currently being developed.	5%	\$0
Quarter 2	Development of the significant tree register is advancing with work being carried out in January.	25%	\$0
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Zero Carbon Plan – Projects	Develop a Climate Change Adaptation Plan to guide how Council and the municipality will adapt to the impacts of Climate Change.	\$40,000	\$40,000
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Climate Change Adaptation Plan to commence in early 2025	0%	\$0
Quarter 2	Climate Change Adaptation Plan to commence Q3	0%	\$0
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Open Space Contributions Planning Scheme Amendment	Undertake a peer review of the Horsham Rural City Council Open Space Strategy 2019 and undertake an analysis of an appropriate level of open space contributions.	\$0	\$30,000
Progress	Comment	Project Progress	YTD Actual
Quarter 1	This planning work has been completed by SGS Economics and Planning, some follow up work by Council required.	60%	\$6,825
Quarter 2	Work continues on this project	80%	\$6,825

3. Initiatives



Theme 4
– Accessibility

Horsham Rural City Council will meet community needs through connected transport networks and the provision of accessible and welcoming places and spaces.

Continuing Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Investigate Capacity of All Bridges	Review the capacity of Council's bridges to ensure their suitability for approved heavy vehicles.	\$0	\$85,200
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Detailed investigations complete, awaiting final report from consultant which is near completion.	95%	\$9,600
Quarter 2	The final report, including modeling and analysis for all ten previously identified bridges with inadequate capacity, has been received. The report is currently being reviewed with feedback being provided to the University of Western Sydney.	98%	\$47,400

New Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Community Road Safety Grants Program – Heavy Vehicle Forum	Conduct a road safety event in partnership with relevant agencies and neighbouring Councils to provide road safety information and education to heavy vehicle drivers and operators.	\$10,000	\$15,700
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Planning in place for event to be held 26-27 November. Communications program commenced. Acquittal of expenses required. Funding for a second event has also been provided.	80%	\$0
Quarter 2	Event conducted at Nhill Trailer Exchange with a range of agencies. It should be noted that grants funds were received (\$16,400) as well as a contribution from Hindmarsh Shire Council for \$5,000 towards expenses. Unspent funds from 2023/24 & 2024/25 will be carried forward into the 2025/26 year - approximately \$10,000.	90%	\$14,678

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Project Management System	Implement an electronic project management system to enhance Council's management and reporting on capital and other projects	\$40,610	\$40,610
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Co-design process well advanced	80%	\$0
Quarter 2	User Acceptance Testing and Training underway, integration with Civica Altitude in progress	90%	\$1,900

3. Initiatives



Theme 5
- Leadership

Horsham Rural City Council, will build trust and connections with the community through good governance, community consultation, accountability, transparent decision making and financial stability.

Continuing Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Community Leadership Program	To develop and deliver a program for new, emerging and existing community leaders aged 18 years and over, who want to enhance their leadership skills, create new personal and professional networks and learn more about local government.	\$35,000	\$10,214
Progress	Comment	Project Progress	YTD Actual
Quarter 1	The CLP was delivered between May and July with eleven participants graduating. Six of these graduates have since nominated as candidates in the 2024 Council Election.	100%	\$10,214
Quarter 2	Project Completed	100%	\$10,214
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Grants Guru Community Workshops	Provide support and educate community groups on grant applications to external funding bodies	\$14,000	\$0
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Grants Guru workshops previously held in February 2023 & 2024.	0%	\$0
Quarter 2	Grants Guru is available to the community and has proven a valuable tool for groups. No funds required this financial year.	100%	\$0

3. Initiatives

New Initiatives

Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Replacement of Electronic Document Management System	Replacement of the current Records Management System with an improved system that operates as a complete Electronic Document Management System with contemporary functionality.	\$150,000	\$150,000
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Data scoping has been completed and user requirements determined through key stakeholder interviews. Naming conventions and document management protocols have been developed informed by those interviews. Preparation for the Go Live date is now underway.	35%	\$0
Quarter 2	Partial Go Live of Electronic Document Management System has occurred, further modules to be rolled in the second half of the financial year.	40%	\$0
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Strategic & Operations Risk Registers	Strategic and Operational Risk Registers to be made current and a system for maintaining them embedded in the organisation	\$55,000	\$96,032
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Software purchased with data migration now underway	100%	\$47,805
Quarter 2	Project Complete with some milestone payments still to occur.	100%	\$47,805
Initiative	Initiative Description & Purpose	2024-25 Budget	2024-25 Forecast
Update of HRCC Advocacy Priority Resources to support funding applications – Grant Finder software	Design and printing of advocacy priority resources to support applications for funding	\$5,000	\$0
Progress	Comment	Project Progress	YTD Actual
Quarter 1	Grant Finder software was implemented in 2023 (to test over a period of 3 years) and is now fully implemented. There is now widespread use of the Grant Finder tool within the community.	100%	\$0
Quarter 2	Project Complete	100%	\$0

4. Performance Indicators

Shaded denotes mandatory indicator



Theme 1
- Community

Horsham Rural City Council will develop the municipality as a diverse, inclusive and vibrant community.

Service	Indicator	2023-24 Actual	2024-25 Target	2024-25 Quarter 1	2024-25 Quarter 2	2024-25 Quarter 3	2024-25 Quarter 4
Animal Management	Animal Management prosecutions <i>(Percentage of animal management prosecutions which are successful)</i>	None Undertaken	None Undertaken	None Undertaken	None Undertaken		
	Comment:						
	Cost of Animal Management per head of population <i>[Number of days between receipt and first response action for all animal management requests / Number of animal management requests] x 100</i>	\$26.57		\$5.16	\$8.61		
	Comment: This indicator will increase progressively throughout the year as expenses increase						
	Time taken to action animal management requests <i>[Number of days between receipt and first response action for all animal management requests / Number of animal management requests] x 100</i>	1.00		2.29	7.29		
	Comment: Customer Requests between July & December weren't closed properly that has overstated time to action.						
Animals reclaimed <i>[Number of animals reclaimed/ Number of animals collected] x 100</i>	57.34%		56.47%	57.38%			
Comment:							
Percentage of animals rehomed <i>[Number of unclaimed collected animals rehomed / Number of unclaimed collected animals] x 100</i>	66.67%		64.19%	67.95%			
Comment:							

4. Performance Indicators Shaded denotes mandatory indicator

Service	Indicator	2023-24 Actual	2024-25 Target	2024-25 Quarter 1	2024-25 Quarter 2	2024-25 Quarter 3	2024-25 Quarter 4
Food Safety	Cost of food safety service <i>[Direct cost of the food safety service / Number of food premises registered or notified in accordance with the Food Act 1984]</i>	\$518.17		\$106.81	\$248.10		
Comment: This indicator will increase progressively throughout the year as expenses increase							

Service	Indicator (Calendar Year)	2023 Actual	2024 Target	2024 Quarter 1	2024 Quarter 2	2024 Quarter 3	2024 Quarter 4
Food Safety	Critical and major non-compliance outcome notifications. <i>[Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises] x100</i>	59.50%	100.00%			59.09%	57.45%
Comment:							
	Time taken to action food complaints- days <i>[Number of days between receipt and first response action for all food complaints / Number of food complaints]</i>	2.20				1.38	1.33
Comment:							
	Food safety assessments <i>[Number of registered class 1 food premises and class 2 food premises that receive an annual food safety assessment in accordance with the Food Act 1984 / Number of registered class 1 food premises and class 2 food premises that require an annual food safety assessment in accordance with the Food Act 1984] x 100</i>	94.20%				34.67%	44.14%
Comment:							
	Food safety samples <i>[Number of food samples obtained / Required number of food samples] x 100</i>	130.00%				42.31%	103.85%
Comment:							

4. Performance Indicators

Shaded denotes mandatory indicator



Theme 2
- Liveability

Horsham Rural City Council will actively work to create a healthy and connected community that is a great place to live, work, invest and explore for all ages, abilities and backgrounds.

Service	Indicator	2023-24 Actual	2024-25 Target	2024-25 Quarter 1	2024-25 Quarter 2	2024-25 Quarter 3	2024-25 Quarter 4
Statutory Planning	Planning applications decided within required timeframes <i>[(Number of regular planning application decisions made within 60 days) + (Number of VicSmart planning application decisions made within 10 days) / Number of planning application decisions made] x100</i>	93.51%	95.00%	90.00%	85.71%		
	Comment:						
	Time taken to decide planning applications <i>(The median number of days between receipt of a planning application and a decision on the application)</i>	46.00		49.00	35.00		
	Comment:						
	Council planning decisions upheld at VCAT <i>[Number of VCAT decisions that did not set aside council's decision in relation to a planning application / Number of VCAT decisions in relation to planning applications] x 100</i>	0.00%		0.00%	0.00%		
Comment: 4 Council Planning Decision have been appealed to VCAT still pending resolution.							
Libraries	Cost of statutory planning process per application <i>[Direct cost of the statutory planning service / Number of planning applications received]</i>	\$4,628.39		\$3,925.75	\$4,419.63		
	Comment:						
	Library membership <i>[Number of registered library members / Population] x100</i>	19.10%	21.00%	19.05%	19.16%		
	Comment:						
	Recently purchased library collection <i>[Number of library collection items purchased in the last 5 years / Number of library collection items] x 100</i>	37.05%		36.36%	35.96%		
Comment:							
Cost of Library Service per head of population <i>[Direct cost of the library service / Population]</i>	\$29.80		\$6.69	\$21.84			
Comment: This indicator will increase progressively throughout the year as expenses increase							
Library loans per head of population <i>[Number of collection item loans / Population]</i>	3.78		1.35	1.78			
Comment: This indicator will increase progressively throughout the year as the number of loans increase							
Library visits per head of population <i>[Number of library visits / Population]</i>	2.51%		0.74%	1.40%			
Comment: This indicator will increase progressively throughout the year as the number of visits increase							

4. Performance Indicators

Shaded denotes mandatory indicator

Service	Indicator	2023-24 Actual	2024-25 Target	2024-25 Quarter 1	2024-25 Quarter 2	2024-25 Quarter 3	2024-25 Quarter 4
Aquatic Facilities	Utilisation of aquatic facilities <i>(Number of visits to aquatic facilities/ Municipal Population)</i> Comment: This indicator will increase progressively throughout the year as the number of visits increase	5.18%	6.00%	1.17%	2.84%		
	Health inspections of aquatic facilities <i>[Number of authorised officer inspections of Council aquatic facilities / Number of Council aquatic facilities]</i> Comment:	1.00		0.00	1.00		
	Cost of Aquatic facilities per visit <i>[Direct cost of the aquatic facilities less income received / Number of visits to the aquatic facilities]</i> Comment: This indicator will increase progressively throughout the year as expenses increase	\$8.28		\$2.77	\$12.26		
Maternal & Child Health	Participation in the MCH service <i>[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100</i> Comment:	88.56%	95.00%	56.06%	74.98%		
	Participation in the MCH service by Aboriginal children <i>[Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100</i> <i>Roads</i> Comment:	90.91%	95.00%	68.97%	85.71%		
	Infant enrolments in the MCH service <i>[Number of infants enrolled in the MCH service / Number of birth notifications received] x 100</i> Comment:	100.86%		103.51%	102.86%		
	Participation in 4 week Key Age & Stage Visit <i>[Number of 4-week key age and stage visits / Number of birth notifications received]</i> Comment:	96.20%		89.47%	100.95%		
	Cost of MCH Service per hour of service delivered <i>[Cost of the MCH service / Hours worked by MCH nurses]</i> Comment: This indicator will vary across the year as total MCH expense may increase at different rate to hours worked by the MCH nurses	\$65.20		\$57.86	\$50.93		

4. Performance Indicators

Shaded denotes mandatory indicator



Theme 3
- Sustainability

Horsham Rural City Council will actively lead in sustainable growth and development of the community and the economy.

Service	Indicator	2023-24 Actual	2024-25 Target	2024-25 Quarter 1	2024-25 Quarter 2	2024-25 Quarter 3	2024-25 Quarter 4
Waste Collection	Kerbside collection waste diverted from landfill. <i>[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100</i>	48.63%	50.00%	42.20%	44.56%		
	Comment: Increased education proposed to increase diversion percentage in Quarter 3						
	Kerbside collection bins missed per 10,000 scheduled bin lifts <i>[Number of kerbside garbage and recycling collection bins missed / Number of scheduled kerbside garbage and recycling collection bin lifts] x 10,000</i>	3.98		4.46	5.32		
	Comment:						
	Cost of kerbside garbage collection service - per bin <i>[Direct cost of the kerbside garbage bin collection service / Number of kerbside garbage collection bins]</i>	\$111.13		\$28.74	\$53.42		
Comment: This indicator will increase progressively throughout the year as expenses increase							
Cost of kerbside recyclables bin collection service - per bin <i>[Direct cost of the kerbside recyclables bin collection service / Number of kerbside recyclables collection bins]</i>	\$52.34		\$18.34	\$28.24			
Comment: This indicator will increase progressively throughout the year as expenses increase							

4. Performance Indicators

Shaded denotes mandatory indicator



Theme 4
- Accessibility

Horsham Rural City Council will meet community needs through connected transport networks and the provision of accessible and welcoming places and spaces.

Service	Indicator	2023-24 Actual	2024-25 Target	2024-25 Quarter 1	2024-25 Quarter 2	2024-25 Quarter 3	2024-25 Quarter 4
Roads	Sealed local roads below the intervention level. <i>[Number of kilometres of sealed local roads below the renewal intervention level set by Council / Kilometres of sealed local roads] x100</i>	98.71%	90.29%	98.71%	99.03%		
	Comment:						
	Community satisfaction with sealed local roads <i>(Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads)</i>	38		Not Available	Not Available	Not Available	
	Comment: This indicator will be assessed in the Community Satisfaction Survey to be undertaken in 2025						
	Sealed local road requests per 100km of sealed road <i>[Number of sealed local road requests / Kilometres of sealed local roads] x 100</i>	10.88%		3.92%	6.18%		
	Comment: This indicator will increase progressively throughout the year as request are submitted						
	Cost of sealed local road reconstruction per m2 <i>[Direct cost of sealed local road reconstruction / Square metres of sealed local roads reconstructed]</i>	\$42.26		\$0.00	\$43.71		
	Comment: Expenditure is seasonal - figures may fluctuate throughout the quarters						
	Cost of sealed local road resealing per m2 <i>[Direct cost of sealed local road resealing / Square metres of sealed local roads resealed]</i>	\$10.48		\$0.00	\$0.00		
	Comment: Expenditure is seasonal - figures may fluctuate throughout the quarters						

4. Performance Indicators

Shaded denotes mandatory indicator



Theme 5
– Leadership

Horsham Rural City Council, will build trust and connections with the community through good governance, community consultation, accountability, transparent decision making and financial stability.

Service	Indicator	2023-24 Actual	2024-25 Target	2024-25 Quarter 1	2024-25 Quarter 2	2024-25 Quarter 3	2024-25 Quarter 4	
Governance	Satisfaction with community consultation and engagement. <i>(Community satisfaction rating out of 100 with how Council has performed on community consultation and engagement)</i>	43%	47%	Not Available	Not Available	Not Available		
	Comment: This indicator will be assessed in the Community Satisfaction Survey to be undertaken in 2025							
	Council resolutions made at meetings closed to the public <i>[Number of Council resolutions made at meetings of Council, or at meetings of delegated committee consisting only of Councillors, closed to the public / Number of Council resolutions made at meetings of Council or at meetings of a delegated committee consisting only of Councillors] x 100</i>	23.45%		36.67%	39.58%			
	Comment: The increase in the number of reports considered in meetings closed for the quarter was the result of an increase in the number of reports containing personal or commercial in confidence information considered by Council during that period.							
	Councillor attendance at Council Meetings <i>[The sum of the number of councillors who attended each council meeting / (Number of council meetings) × (Number of councillors elected at the last Council general election)] x 100</i>	89.01%		80.00%	87.30%			
	Comment: Council experienced the loss of Cr Redden in August 2024 with a resultant effect on attendance.							
Cost of elected representative <i>[Direct cost of the governance service / Number of councillors elected at the last council general election]</i>	\$50,138.99		\$14,609.86	\$27,018.06				
Comment: The Victorian Independent Remuneration Tribunal increased the values of base allowances from 1 July 2024. This indicator will increase progressively throughout the year as expenses increase								
Community Satisfaction with Council decisions <i>(Community satisfaction rating out of 100 with the performance of council in making decisions in the best interests of the community)</i>	40		Not Available	Not Available	Not Available			
Comment: This indicator will be assessed in the Community Satisfaction Survey to be undertaken in 2025								

4. Performance Indicators

Shaded denotes mandatory indicator



Financial Indicators

Indicator	Measure	2023-24 Actual	2024-25 Budget	2024-25 Quarter 1	2024-25 Quarter 2	2024-25 Quarter 3	2024-25 Quarter 4
Liquidity							
Working Capital <i>(sufficient working capital is available to pay bills as and when they fall due)</i>	Current assets compared to current liabilities <i>[Current assets / Current liabilities] x100</i>	238%	150%	363%	321%		
Comment: Rate receivables continue to be high for the year to date. As rates are received (mostly during February) the ratio will reduce.							
Obligations							
Asset renewal <i>(assets are renewed as planned)</i>	Asset renewal compared to depreciation <i>[Asset renewal and asset upgrade expense / Asset depreciation] x100</i>	93%	101%	Not Available	Not Available		
Comment: This ratio will be calculated at the end of the financial year							
Stability							
Rates concentration <i>(revenue is generated from a range of sources)</i>	Rates compared to adjusted underlying revenue <i>[Rate revenue / Adjusted underlying revenue] x100</i>	63%	58%	Not Available	Not Available		
Comment: This ratio will be calculated at the end of the financial year							
Efficiency							
Expenditure level <i>(resources are used efficiently in the delivery of services)</i>	Expenses per property assessment <i>[Total expenses / Number of property assessments]</i>	\$5,322	\$4,908	\$1,242	\$2,339		
Comment: This indicator will increase progressively throughout the year as expenses increase							

5. Financial Performance by Council Plan Theme



Theme 1
– Community

Horsham Rural City Council will develop the municipality as a diverse, inclusive and vibrant community.

Service Area	Description of Service Provided		2024-25	2024-25	2024-25
			Budget	Forecast	YTD
			\$'000	\$'000	\$'000
Animal Management	This service provides animal management through implementation of appropriate rules and regulations in relation to keeping of cats, dogs and other animals and livestock within the municipality to minimise disturbance to residents and the community, and ensure public safety. It also includes the operation of Council's dog and cat rehoming program.	Rev	515	583	178
		Exp	(488)	(443)	(176)
		Net	27	140	2
Community Safety	This service deals with matters concerning Local Laws including permits and licences, enforcement and fines and fire hazard enforcement.	Rev	139	290	125
		Exp	(542)	(626)	(303)
		Net	(403)	(336)	(178)
Emergency Management	To prepare for and mitigate if possible the impacts of an emergency on HRCC and the community through good planning and interoperability with all agencies, includes the Wimmera Emergency Management Resource Sharing Partnership.	Rev	270	262	259
		Exp	(280)	(282)	(156)
		Net	(10)	(20)	103
Environmental Health	This service provides health administration, health vending machines and other preventative measures including needle exchange, Tobacco Act reforms and mosquito monitoring. A variety of legislative based services and functions around environmental health issues are also provided.	Rev	151	169	144
		Exp	(337)	(415)	(133)
		Net	(186)	(246)	11
Social Infrastructure Support	This service provides Recreational and Openspace planning plus the maintenance, insurance and other ongoing costs for the municipality's recreation groups and community facilities. Also includes the community inclusion and the oversight of the Horsham Centre Cinema contract.	Rev	64	64	53
		Exp	(1,072)	(1,116)	(412)
		Net	(1,008)	(1,052)	(359)
Net Cost to Council for Theme 1 – Community			(1,580)	(1,514)	(421)

5. Financial Performance by Council Plan Theme



Theme 2 - Liveability

Horsham Rural City Council will actively work to create a healthy and connected community that is a great place to live, work, invest and explore for all ages, abilities and backgrounds.

Service Area	Description of Service Provided		2024-25	2024-25	2024-25
			Budget	Forecast	YTD
			\$'000	\$'000	\$'000
Aquatic Recreation	Management of the strategic use of the Aquatic Centre, including major refurbishment and upgrades.	Rev	0	0	0
		Exp	(915)	(1,151)	(416)
		Net	(915)	(1,151)	(416)
Library	Provides resources and programs aimed at meeting the information, creation, educational and cultural needs of the diverse community of Horsham in an equitable, effective, efficient, responsive and forward looking manner in accordance with the values and objectives of the Library Plan.	Rev	543	543	458
		Exp	(1,126)	(1,105)	(602)
		Net	(583)	(562)	(144)
Management & Administration	This service provides local and regional facilitation and leadership for planning, developing and delivering community services to meet the needs of the community.	Rev	0	0	0
		Exp	(538)	(538)	(225)
		Net	(538)	(538)	(225)
Parks & Gardens	Provision of managed areas for sport, recreation and amenity – includes sports grounds, parks, gardens, the Botanic Gardens and playgrounds throughout the municipality.	Rev	20	11	9
		Exp	(3,763)	(3,916)	(1,948)
		Net	(3,743)	(3,905)	(1,939)
Performing Arts Centre & Visitor Services	This service encompasses the running of the Horsham Performing Arts Centre operations, including Performing Arts, the Regional Art Gallery and support to visitors accessing the Visitor Services.	Rev	1,429	1,439	907
		Exp	(3,280)	(3,399)	(1,678)
		Net	(1,851)	(1,960)	(771)
Sports & Recreation	Provision and maintenance of outdoor and indoor sports and recreation facilities throughout the municipality, and works with community groups and user groups to increase participation.	Rev	113	113	35
		Exp	(1,360)	(1,347)	(631)
		Net	(1,247)	(1,234)	(595)
Streetscape & Public Conveniences	This service provides street tree maintenance, tree planting and removal, along with city centre maintenance on lighting, signage and street furniture, and street cleaning. Climate change initiatives such as environmental footprint reduction program fall within this service. This service also provides operations and maintenance of the public conveniences in Horsham, Natimuk and several rural facilities.	Rev	0	0	0
		Exp	(1,456)	(1,723)	(792)
		Net	(1,456)	(1,723)	(792)
Youth & Early Years	This service provides support to families with parenting, health and development, promotion of health, wellbeing and safety, social supports, youth facility "The Station", referrals and linking with local communities.	Rev	988	956	419
		Exp	(2,104)	(1,798)	(842)
		Net	(1,116)	(842)	(423)
Net Cost to Council for Theme 2 - Liveability			(11,449)	(11,914)	(5,304)

5. Financial Performance by Council Plan Theme



Theme 3 – Sustainability

Horsham Rural City Council will actively lead in sustainable growth and development of the community and the economy.

Service Area	Description of Service Provided		2024-25 Budget \$'000	2024-25 Forecast \$'000	2024-25 YTD \$'000
Business Development & Tourism	This service provides covers tourism marketing and development as well as promotion for major events and festivals.	Rev	1	1	4
		Exp	(654)	(654)	(289)
		Net	(653)	(653)	(284)
Commercial Operations	This service includes the contracted facilities such as the Caravan Park and the Wimmera Intermodal Freight Terminal. Also included is the Horsham Regional Livestock Exchange, which provides weekly sheep sales at the Burnt Creek Drive facility servicing primary industry across the Wimmera. Horsham Regional Livestock Exchange is the fourth largest sheep selling centre in Victoria. This service also includes the operations of the Horsham Aerodrome which provides a regional airport for commercial and private aircraft.	Rev	953	981	505
		Exp	(1,195)	(1,197)	(536)
		Net	(242)	(216)	(31)
Economic Development	This service provides support to the Wimmera Development Association, maintenance and administration for the Wimmera Business Centre and general economic development and promotion for the municipality. Land sales and acquisitions, tree plantation and land management costs for the Burnt Creek and Enterprise Industrial estates and Wimmera Agricultural Logistics (WAL) Hub, are also provided under this service.	Rev	408	318	155
		Exp	(1,493)	(1,382)	(760)
		Net	(1,086)	(1,064)	(605)
Natural Resource Management	This service provides a mix of environmental services covering fire hazards, fire disaster clean up, grass removal, fire plugs, their replacement and markers, footpath cleaning in the CBD and weir operations.	Rev	90	92	72
		Exp	(134)	(140)	(77)
		Net	(44)	(48)	(5)
Statutory Planning & Regulations	This service provides statutory planning services such as planning permits, notice of applications, information certificates, scheme appeals, subdivision costs, administration of building control services including building approval, inspection fees, easement approval and State Government levies.	Rev	378	364	163
		Exp	(938)	(931)	(495)
		Net	(561)	(567)	(332)
Strategic Planning Services	The function of strategic planning, aims to strategically plan the municipality's land use needs for the future.	Rev	0	0	0
		Exp	(608)	(505)	(297)
		Net	(608)	(505)	(297)
Sustainability	This service manages a range of sustainability related projects from Council's Sustainability Strategy. A reserve has been established to facilitate future energy and water deficiency projects.	Rev	90	90	85
		Exp	(422)	(446)	(116)
		Net	(332)	(356)	(31)
Waste Management Services	This service manages a range of sustainability related projects from Council's Sustainability Strategy. A reserve has been established to facilitate future energy and water deficiency projects.	Rev	4,912	4,955	3,299
		Exp	(10,804)	(10,827)	(3,874)
		Net	(5,892)	(5,872)	(575)
Net Cost to Council for Theme 3 - Sustainability			(9,417)	(9,282)	(2,160)

5. Financial Performance by Council Plan Theme



Theme 4 – Accessibility

Horsham Rural City Council will meet community needs through connected transport networks and the provision of accessible and welcoming places and spaces.

Service Area	Description of Service Provided		2024-25	2024-25	2024-25
			Budget	Forecast	YTD
			\$'000	\$'000	\$'000
Engineering Services	Has overall responsibility for delivery of Council's capital works delivery and annual programming, traffic planning, waste planning, road, street and drain design and monitoring of standards adherence (quality assurance) for the infrastructure.	Rev	70	86	45
		Exp	(592)	(592)	(391)
		Net	(522)	(506)	(346)
Infrastructure - Rural	This service is responsible for maintaining and constructing roads, bridges and related assets in all non-urban areas of Horsham and Natimuk. This includes the Rural Roads Victoria maintenance contract (which excludes major highways).	Rev	924	927	216
		Exp	(2,736)	(2,741)	(1,446)
		Net	(1,812)	(1,813)	(1,230)
Infrastructure - Urban	This service provides maintenance and construction of roads, streets, bridges and related assets to the required standards within Horsham and Natimuk. This also includes maintenance of bicycle tracks, drainage, footpaths and off-street car parks.	Rev	3	14	12
		Exp	(12,574)	(12,947)	(6,341)
		Net	(12,571)	(12,932)	(6,329)
Management & Administration	This service provides administration and support services for the Infrastructure Services department.	Rev	(9)	0	0
		Exp	(552)	(556)	(244)
		Net	(561)	(556)	(244)
Facilities and Operations Management	This service includes management and administration of the Operations Department to facilitate the delivery of core functions and capital programs.	Rev	23	23	6
		Exp	(749)	(846)	478
		Net	(727)	(824)	484
Parking & Traffic Management	This service provides management of parking infringements, maintenance on parking meters, car parking fees, fines and associated costs.	Rev	308	258	58
		Exp	(326)	(249)	(93)
		Net	(17)	9	(35)
Strategic Asset Management	Responsible for the strategic management of Council's Infrastructure, including the long term planning of asset renewal and capital works.	Rev	0	0	0
		Exp	(602)	(772)	(278)
		Net	(602)	(772)	(278)
Net Cost to Council for Theme 4 - Accessibility			(16,811)	(17,393)	(7,978)

5. Financial Performance by Council Plan Theme



Theme 5 – Leadership

Horsham Rural City Council, will build trust and connections with the community through good governance, community consultation, accountability, transparent decision making and financial stability.

Service Area	Description of Service Provided		2024-25 Budget \$'000	2024-25 Forecast \$'000	2024-25 YTD \$'000
Financial Services	Provides financial services internally to all staff, department managers, project leaders, Council, plus delivers external services in the form of information to government and the community.	Rev	101	101	150
		Exp	(1,119)	(1,127)	(1,308)
		Net	(1,018)	(1,026)	(1,157)
Community Relations & Advocacy	Responsible for three key areas: Advocacy and grant seeking, media and communications and community engagement.	Rev	0	0	0
		Exp	(684)	(685)	(325)
		Net	(684)	(685)	(325)
Governance & Leadership	This service manages and facilitates Council's governance services, the implementation of Council decisions and policies, and compliance with legislative requirements. This also includes the Customer Service, the management of Council's property portfolio (including Leases/Licenses & land sales/purchases), Records Management, the office of the Mayor and Councillors, and the office of the Chief Executive.	Rev	884	884	0
		Exp	(4,110)	(4,498)	(1,946)
		Net	(3,226)	(3,614)	(1,946)
Information Technology	Provides IT hardware and software systems, IT support services to staff, customer services at Horsham and Natimuk and the Council's Records Management service. The goal of this service	Rev	44	109	109
		Exp	(1,735)	(1,743)	(1,147)
		Net	(1,691)	(1,634)	(1,038)
Management & Administration	This service provides management across the areas of finance, IT, rates and organisation development	Rev	9	27	26
		Exp	(1,934)	(1,946)	(1,089)
		Net	(1,925)	(1,919)	(1,063)
People & Safety	This service is responsible for human resources, payroll, OHS, risk management, industrial relations and organisational performance functions.	Rev	0	0	0
		Exp	(1,096)	(1,201)	(653)
		Net	(1,096)	(1,201)	(653)
Revenue Services	Rate collection services encompasses collection of Council rateable income which ensures consistency in debt management, general rate, municipal and garbage charges. Property services encompasses, collection of property valuations, maintaining a strategically focused property management system.	Rev	81	82	16
		Exp	(582)	(586)	(324)
		Net	(501)	(504)	(308)
Net Cost to Council for Theme 5 Leadership			(10,141)	(10,582)	(6,491)

6. Reconciliation of Financial Performance by Council Plan Theme to Comprehensive Income Statement

2024-25 Budget

	Revenue \$'000	Expenditure \$'000	Net Cost \$'000
Theme 1 – Community	1,138	2,719	1,580
Theme 2 – Liveability	3,092	14,541	11,449
Theme 3 – Sustainability	6,832	16,248	9,417
Theme 4 – Accessibility	1,319	18,130	16,811
Theme 5 – Leadership	1,118	11,259	10,141

Total Cost of Services & Initiatives	13,500	62,898	49,398
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Non-attributable Expenses:

- Borrowing Costs		171	
- Loss on Disposal of Assets		0	
- Capital Program Items Expensed		0	
- Share of Associates Loss		0	
- Other Non attributable expenses		0	
		<u>171</u>	

Total Cost before funding sources			49,569
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Funding Sources:

- Rates & Charges Revenue	28,730		
- Waste Charge Revenue	4,958		
- Financial Assistance Grants	8,045		
- Interest Revenue	900		
- Capital Project Revenue	8,420		
- Investment Property Fair Value Adjustments	0		
- Gain on Disposal of Assets	394		
		<u>51,447</u>	

Operating Surplus/(Deficit) for the Year <i>(as per Comprehensive Income Statement)</i>			1,878
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2024-25 Forecast

	Revenue \$'000	Expenditure \$'000	Net Cost \$'000
Theme 1 – Community	1,368	2,883	1,515
Theme 2 – Liveability	3,063	14,978	11,914
Theme 3 – Sustainability	6,800	16,082	9,282
Theme 4 – Accessibility	1,309	18,702	17,393
Theme 5 – Leadership	1,203	11,785	10,582

Total Cost of Services & Initiatives	13,742	64,430	50,687
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Non-attributable Expenses:

- Borrowing Costs		171	
- Loss on Disposal of Assets		0	
- Capital Program Items Expensed		0	
- Share of Associates Loss		0	
- Other Non attributable expenses		0	
		<u>171</u>	

Total Cost before funding sources			50,858
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Funding Sources:

- Rates & Charges Revenue	28,897		
- Waste Charge Revenue	4,969		
- Financial Assistance Grants	8,073		
- Interest Revenue	900		
- Capital Project Revenue	9,197		
- Investment Property Fair Value Adjustments	0		
- Gain on Disposal of Assets	394		
		<u>52,429</u>	

Operating Surplus/(Deficit) for the Year <i>(as per Comprehensive Income Statement)</i>			1,571
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2024-25 Actual

	Revenue \$'000	Expenditure \$'000	Net Cost \$'000
Theme 1 – Community	758	1,180	422
Theme 2 – Liveability	1,829	7,133	5,304
Theme 3 – Sustainability	4,283	6,443	2,160
Theme 4 – Accessibility	338	8,315	7,978
Theme 5 – Leadership	301	6,791	6,491

Total Cost of Services & Initiatives	7,508	29,862	22,354
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Non-attributable Expenses:

- Borrowing Costs		85	
- Loss on Disposal of Assets		0	
- Capital Program Items Expensed		0	
- Share of Associates Loss		0	
- Other Non attributable expenses		0	
		<u>85</u>	

Total Cost before funding sources			22,439
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Funding Sources:

- Rates & Charges Revenue	28,747		
- Waste Charge Revenue	4,967		
- Financial Assistance Grants	7,456		
- Interest Revenue	404		
- Capital Project Revenue	2,462		
- Investment Property Fair Value Adjustments	0		
- Gain on Disposal of Assets	629		
		<u>44,664</u>	

Operating Surplus/(Deficit) for the Year <i>(as per Comprehensive Income Statement)</i>			22,224
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7. Comprehensive Income Statement

	2024/25 Budget	2024-25 Forecast	2024-25 Actual YTD Quarter 1	2024-25 Actual YTD Quarter 2	2024-25 Actual YTD Quarter 3	2024-25 Actual YTD Quarter 4	Note
Income							
Rates & Charges	33,688	33,866	33,526	33,713			1
Statutory Fees & Charges	1,036	1,215	215	444			2
User Fees	6,086	6,115	1,380	3,182			3
Grants - Operating	10,966	10,854	8,040	8,859			4
Grants - Capital	7,889	8,471	0	2,313			5
Contributions - Monetary	586	951	94	391			6
Contributions - Non Monetary	25	0	0	0			7
Net Gain on Disposal of Property & Assets	394	394	467	629			8
Fair Value Adjustments Investment Property	0	0	0	0			9
Other Income	4,277	4,306	1,826	2,641			10
Total Income	64,946	66,172	45,548	52,171			
Expenses							
Employee Costs	(23,778)	(23,623)	(6,731)	(11,904)			11
Materials and Services	(22,579)	(23,668)	(4,906)	(9,439)			12
Depreciation	(15,719)	(16,317)	(4,079)	(8,159)			13
Amortisation - Intangible Assets	(330)	(330)	(82)	(165)			14
Amortisation - Right of Use Assets	(55)	(55)	(14)	(27)			15
Bad & Doubtful Debts	(41)	(41)	0	(0)			16
Borrowing Costs	(171)	(171)	0	(85)			17
Finance Costs - Leases	0	0	0	0			18
Share of Associates	0	0	0	0			19
Other Expenses	(396)	(396)	(99)	(168)			20
Total Expenses	(63,069)	(64,600)	(15,911)	(29,947)			
Surplus/(Deficit) for the Year	1,877	1,571	29,637	22,224	0	0	
Other comprehensive income							
Items that will not be reclassified to surplus or deficit in future periods							
Net assets revaluation gain/(loss)							
Net impairment of revalued assets increment/(decrement)							
Total other comprehensive income	0	0	0	0	0	0	
Total comprehensive result	1,877	1,571	29,637	22,224	0	0	

7. Comprehensive Income Statement

Notes to the Comprehensive Income Statement

- 1 Rates and Charges have been raised for the full year in accordance with legislation. Unpaid rates and charges are shown in the balance sheet as debtors outstanding.
- 2 Statutory Fees and Charges - The forecast has been adjusted upward to reflect increase local laws infringements. At the end of December, 36% of fees had been raised. Animal registrations (\$300k) are scheduled to be collected in late March and early April. Parking infringements are lower than anticipated. Other items are on track to achieve expected levels.
- 3 User Fees and Charges - The forecast has been adjusted to include additional fees at the Livestock Exchange and some other miscellaneous areas, but are offset by a reduction in parking fees. A net predicted increase of \$29k. Approximately 52% of expected fees have been raised compared to the forecast.
- 4 Operating Grants are substantially higher for the second quarter (81% of Forecast), predominantly due to the Financial Assistance Grants paying 85% of the annual allocation in July. Other operating grants are in accordance with predictions.
- 5 Capital grants are closely associated with the progress of related expenses, most often contingent on specific milestones, therefore the revenue is generally received later in the financial year. The forecast has been amended to include an additional grant in relation to the Dadswells Bridge Pedestrian Bridge.
- 6 Monetary contributions are closely associated with the progress of specific expenses, therefore the revenue is generally received later in the financial year. The forecast has been adjusted to include an additional \$140k as a contribution towards works at Apex (Adventure) Island
- 7 Non-monetary contributions are typically the transfer of assets, therefore the revenue is generally received later in the financial year.
- 8 Net gain on Disposal is the net of all asset sales and disposals. The net can fluctuate from a loss to a gain dependant on the sales undertaken and the sum of the transactions. At the end of Quarters 1 & 2, a net gain has been realised in excess of the budget allocation, however this may change by the end of the financial year.
- 9 Investment properties are valued at the end of each financial year. Any gain on the revaluation at year end will appear in Quarter 4.
- 10 Other income is above where Council would anticipate it to be and is predominantly due to receiving the insurance reimbursement (\$1,526k) for the 2020 Landfill fire incident in full in the first quarter.
- 11 Employees costs for Quarter 2 are 50% of the forecast. Some savings have been assumed due to position vacancies, however there have been some additional costs in specific areas. Some employee expenses and oncosts are paid for the full year in advance. These include the Workcare levy of \$467k.
- 12 Materials and Services costs are slightly below 50% for Quarter 2 (40%) which is partly due to annual expenses not yet paid. These include donations, rates and fire services property levy. There is also an expenditure lag against utilities, consumables and contractors.
- 13 The depreciation forecast has been amended to include known adjustments following the 2023/24 year end transactions. The depreciation charge is accrued each month with any adjustments posted in the month of June.
- 14 Amortisation of intangible assets accrued monthly and adjusted if necessary during June.
- 15 Amortisation of right of use assets accrued monthly and adjusted if necessary during June.
- 16 Bad debts are recognised annually in June.
- 17 Borrowing costs are recognised when they come due - currently December and June.
- 18 No transactions have occurred for Finance costs - leases.
- 19 No transactions have occurred for Share of Associates - these are recognised in June after the Associate provides their annual financial statement.
- 20 Other Expense costs are slightly below 50% for Quarter 2 (43%). Some of these costs are annual costs and not payable until year end.

8. Balance Sheet

	2024/25 Budget	2024-25 Actual YTD Quarter 1	2024-25 Actual YTD Quarter 2	2024-25 Actual YTD Quarter 3	2024-25 Actual YTD Quarter 4	Note
Assets						
Current Assets						
Cash & Cash Equivalents	27,012	9,611	3,244			1
Other Financial Assets	0	18,000	24,000			1
Trade & Other Receivables	3,440	36,856	30,566			2
Inventories	250	210	217			
Non Current Assets Classified as Held for Sale	123	79	79			
Other Assets	0	2,342	901			3
	30,825	67,098	59,007			
Non Current Assets						
Trade & Other Receivables	413	418	424			
Investments in Associates & Joint Ventures	1,085	1,022	1,022			
Property, Infrastructure, Plant & Equipment (PIPE)	653,921	661,414	657,335			4
Right of Use Assets	164	206	192			5
Investment Property	0	2,650	2,650			6
Intangible Assets	663	938	855			7
	656,246	666,648	662,478			
Total Assets	687,071	733,745	721,485			
Liabilities						
Current Liabilities						
Trade and Other Payables	(4,370)	(5,733)	(5,912)			8
Trust Funds & Deposits	(693)	(824)	(960)			
Unearned Income/Revenue	(4,517)	(802)	(802)			9
Provisions	(6,604)	(6,597)	(6,597)			
Interest Bearing Loans & Borrowings	(4,305)	(4,305)	(4,305)			
Lease Liabilities	(55)	(56)	(56)			
Suspense	0	(144)	267			10
	(20,544)	(18,461)	(18,365)			
Non Current Liabilities						
Provisions	(4,730)	(4,639)	(4,639)			
Lease Liabilities	(236)	(179)	(179)			
	(4,966)	(4,818)	(4,818)			
Total Liabilities	(25,510)	(23,279)	(23,183)			
Net Assets	661,561	710,466	698,301			

8. Balance Sheet

		2024/25 Budget	2024-25 Actual YTD Quarter 1	2024-25 Actual YTD Quarter 2	2024-25 Actual YTD Quarter 3	2024-25 Actual YTD Quarter 4	Note
Equity	Accumulated Surplus	(257,310)	(271,600)	(259,435)			11
	Asset Revaluation Reserve	(389,451)	(419,937)	(419,937)			12
	Discretionary Reserve	(14,800)	(18,929)	(18,929)			13
Net Equity		(661,561)	(710,466)	(698,301)			

Notes to the Balance Sheet

- 1 Council cash and financial assets at the end of the quarter are \$27.2m. Whilst this is close to the anticipated year end figure, there will be significant movements over the operations of the year.
- 2 Rate Receivables are high at the end of Quarter 2 (\$31m) with only the 2nd instalment being due and payable in the period. This balance will progressively decline as debtors pay their outstanding amounts.
- 3 Accrued income will be adjusted down throughout the year as it matches the expenditure it is linked to.
- 4 Property, Plant and Equipment is substantially higher due to revaluations undertaken late in the 2023/24 financial year. These values were not known at the time of preparing the budget.
- 5 Right of Use assets increase is related to accounting entries for the operation and provision of the landfill.
- 6 Investment Properties were included in general PIPE during budget calculations. These are now shown separately for better disclosure.
- 7 Intangible assets have increased due to revised landfill calculations coupled with the inclusion of the library assets which are now under the control of Council.
- 8 Trade Payables are higher at the end of both quarters due to Fire Services Property Levy (\$4.7m) which is raised in advance and remitted to the State Revenue Office on a quarterly basis as received from ratepayers. Council is yet to forward on the first 2 quarters collected.
- 9 Unearned Grants have been recategorised to operating income aligning with the specific projects they relate to. This figure will be reassessed at year end as new grant funding is received but it is not anticipated that Council will have the same level of holding due to the grant funded works being delivered.
- 10 Suspense accounts are minor accounting adjustments which are cleared to the appropriate line items on a regular basis.
- 11 Accumulated surplus will be recalculated at year end following all accrual accounting entries.
- 12 The Asset Revaluation Reserve is a direct result of the revaluation of assets. This is substantially higher than budgeted due to revaluations which occurred late in the 2023/24 financial year. These values were not known at the time of preparing the budget.
- 13 Discretionary Reserves will be adjusted at year end following the conclusion of financial operations and in accordance with predetermined guidance.

9. Statement of Capital Works

		2024/25 Budget	2024-25 Forecast	2024-25 Actual YTD Quarter 1	2024-25 Actual YTD Quarter 2	2024-25 Actual YTD Quarter 3	2024-25 Actual YTD Quarter 4	Note
Property	Land	2,165	2,206	46	59			1
	Buildings	7,878	8,218	364	869			2
	Building Improvements	0	0	0	0			
		7,878	8,218	364	869			
Total Property		10,043	10,425	410	927			
Plant & Equipment	Heritage Plant and Equipment	0	0	0	0			
	Plant, Machinery & Equipment	2,027	2,027	111	1,303			
	Fixtures, Fittings & Furniture	352	509	158	281			3
	Art Collection*	25	25	9	9			
	Public Arts*	30	30	3	3			
	Library Books	111	111	11	46			
		2,545	2,703	292	1,643			
Infrastructure	Roads	9,135	9,449	1,007	3,271			4
	Other Road Expenditure	0	0	3	4			
	Off Street Car Parks	0	0	0	0			
	Kerb and Channel	0	141	25	27			
	Bridges	1,309	1,062	64	75			5
	Footpaths & Cycleways	467	480	231	259			
	Drainage	40	91	0	0			6
	Recreational, Leisure & Community Facilities	199	362	2	100			7
	Waste Management	527	544	0	20			8
	Parks, Open Spaces & Streetscapes	840	1,130	37	165			9
	Aerodromes	80	80	0	2			10
	Other Infrastructure	1,090	1,277	73	406			11
		13,687	14,616	1,441	4,330			
<i>* appears as Heritage Plant and Equipment in Budget</i>								
Total Capital Works Expenditure		26,275	27,743	2,143	6,901			
Funding Sources	Capital Grants	7,889	8,471	0	2,313			12
	Contributions to Capital	531	701	4	150			13
	Council Cash	17,841	18,571	2,139	4,438			
	Borrowings	0	0	0	0			
Total Capital Works Funding		26,261	27,743	2,143	6,901	0	0	

9. Statement of Capital Works

Notes to the Statement of Capital Works

This report does not show commitments, e.g. contracts which have been awarded but which have not yet commenced or only partly undertaken.

Comments below relate to key projects from various line items

- 1 Includes proposed purchases of land not yet finalised
- 2 A number of major projects had not incurred expenditure (or only minimal expenditure) by the end of December, namely the City Oval Netball Pavilion \$2.7m (works commenced), Depot Site Acquisition, Design and Relocation \$3.2m and Wesley Major Refurbishment \$600k (subject to grant). Other minor capital works on buildings and structures continues with minimal projects being carried forward as incomplete from 2023/24.
- 3 The forecast has been amended to include an additional \$90k to upgrade facilities at the Civic centre for the Council Chambers and meeting space. Other minor projects continue to be delivered and Information Technology hardware replaced as required.
- 4 Much of this work is seasonal, warmer drier months. Significant contracts awarded or already underway, with increasing expenditure from Q3. Some key contracts / works include:
 - North East Wonwondah (\$1,527k) all under contract, with several stages complete or nearing completion
 - Noradjuha - Tooan East Rd (\$891k) under contract
 - Dimboola Minyip Rd (\$993k) works being undertaken in-house, progressing well
 - Includes routine programs such as seal and gravel renewals which occur in Quarters 3 and 4.
- 5 Contract awarded for Riverside Bridge works, works in progress, (\$595k). Gross' bridge retrofit scheduled for second half of calendar year (\$400k) design near ready
- 6 Drainage works required on Williams Road and High street south to coincide with kerb and channel works being undertaken.
- 7 The forecast has been increased to include Dudley Cornell/Cemetery water supply \$157k.
- 8 Planning and design well advanced for upgrade of Kenny Road Transfer Station and Capping Cell 2 at Dooen Landfill, works programmed for 2nd half of the financial year
- 9 The forecast has been increased to add in the replacement of the pedestrian bridge at Dadswells Bridge (\$305k) and an irrigation system upgrade at the Botanic Gardens. Other key projects include City Oval playground (\$249k - to be tendered in Quarter 3) and Lukin Court Park Development (\$191k - in tender evaluation phase)
- 10 Aerodrome project have not yet commenced.
- 11 Includes flood-funded Menadue St retaining wall (\$207k recently complete), depot soil decontamination (\$170k - well progressed), Apex Island boardwalk (\$170k - partnership with Wimmera CMA)
- 12 Additional grants have been received for the Dadswells Bridge pedestrian bridge (\$305k). Many of the grants have only received initial milestone payments and revenue will be received as the corresponding works are undertaken.
- 13 Council has received \$140k towards Apex (Adventure) Island works. Other contributions are dependant on the progress of works being completed.

10. Statement of Human Resources

		2024/25 Budget	2024-25 Forecast	2024-25 Actual YTD Quarter 1	2024-25 Actual YTD Quarter 2	2024-25 Actual YTD Quarter 3	2024-25 Actual YTD Quarter 4	Note
Employee Costs - Operating	Communities & Place	6,871	6,765	1,637	3,258			1
	Corporate Services	5,564	5,493	2,345	3,554			2
	Infrastructure Services	11,343	11,364	2,749	5,091			3
Employee Costs as shown in Comprehensive Income Statement		23,778	23,623	6,731	11,904			
Employee Costs included in Capital Works		1,071	1,071	218	580			3
Total Capital Works Expenditure		24,849	24,694	6,949	12,483			

Notes to the Statement of Human Resources

- 1 Communities and Place currently tracking at 48% of the forecast which was revised down due to vacancies
- 2 Corporate includes Oncost expenses for the entire organisation including Annual Work Cover Premiums which have been paid for the full year. Also includes costs associated with CEO, Councillors and Governance costs. Some of these are higher than anticipated when the budget was prepared.
- 3 Infrastructure Services currently tracking at 45% of the Forecast
- 4 Employee capital expenditure currently tracking at 54% of the Forecast. Salaries in this area are not linear due to the programming of specific works.

11. Councillor Allowances and Expenses

Councillor		2024-25	2024-25	2024-25	2024-25	2024-25	Notes
		Actual YTD Quarter 1	Actual YTD Quarter 2	Actual YTD Quarter 3	Actual YTD Quarter 4	Full Year	
Cr Robyn Gulline (Mayor to 26/10/2024)	Allowance	27,278.46	7,332.92			34,611.38	
	Conferences & Seminars		695.00			695.00	
	Other	295.62				295.62	
	Total	27,574.08	8,027.92	0.00	0.00	35,602.00	
Cr David Bowe	Allowance	7,217.37	1,940.15			9,157.52	
	Total	7,217.37	1,940.15	0.00	0.00	9,157.52	
Cr Penny Flynn	Allowance	8,506.92	2,286.81			10,793.73	
	Memberships	100.00				100.00	
	Other	180.49				180.49	
	Total	8,787.41	2,286.81	0.00	0.00	11,074.22	
Cr Claudia Hanel	Allowance	8,506.92	2,286.81			10,793.73	
	Conferences & Seminars		695.00			695.00	
	Transportation	914.72	752.40			1,667.12	
	Travel & Accommodation	266.40	444.75			711.15	
	Other	245.33	124.80			370.13	
	Total	9,933.37	4,303.76	0.00	0.00	14,237.13	
Cr Les Power	Allowance	8,506.92	2,286.81			10,793.73	
	Travel & Accommodation	208.18				208.18	
	Other	80.45				80.45	
	Total	8,795.55	2,286.81	0.00	0.00	11,082.36	
Cr Robert Redden <i>Note: Cr Redden passed Away: 08/08/2024</i>	Allowance	5,671.28				5,671.28	
	Total	5,671.28	0.00	0.00	0.00	5,671.28	

11. Councillor Allowances and Expenses

Councillor		2024-25	2024-25	2024-25	2024-25	2024-25	Notes
		Actual YTD Quarter 1	Actual YTD Quarter 2	Actual YTD Quarter 3	Actual YTD Quarter 4	Full Year	
Cr Ian Ross (Mayor from 22/11/2024)	Allowance	8,506.92	15,483.43			23,990.35	
	Development & Training		1,407.00			1,407.00	1
	Total	8,506.92	16,890.43	0.00	0.00	25,397.35	
Cr Rebecca Sluggett	Allowance		4,979.90			4,979.90	
	Development & Training		1,408.00			1,408.00	1
	Total	0.00	6,387.90	0.00	0.00	6,387.90	
Cr Dean O'Loughlin	Allowance		4,979.90			4,979.90	
	Development & Training		1,407.00			1,407.00	1
	Total	0.00	6,386.90	0.00	0.00	6,386.90	
Cr Cam McDonald	Allowance		4,979.90			4,979.90	
	Development & Training		1,407.00			1,407.00	1
	Transportation		1,259.98			1,259.98	
Total	0.00	7,646.88	0.00	0.00	7,646.88		
Cr Brian Klowss	Allowance		4,979.90			4,979.90	
	Development & Training		1,407.00			1,407.00	1
	Total	0.00	6,386.90	0.00	0.00	6,386.90	
Cr Angela Munn	Allowance		4,979.60			4,979.60	
	Development & Training		1,407.00			1,407.00	1
	Total	0.00	6,386.60	0.00	0.00	6,386.60	
Cr Todd Wilson	Allowance		4,979.90			4,979.90	
	Development & Training		1,407.00			1,407.00	1
	Total	0.00	6,386.90	0.00	0.00	6,386.90	

11. Councillor Allowances and Expenses

Councillor		2024-25	2024-25	2024-25	2024-25	2024-25	Notes
		Actual	Actual	Actual	Actual	Full Year	
		YTD Quarter 1	YTD Quarter 2	YTD Quarter 3	YTD Quarter 4		
Totals by Expenditure Type	Allowance	74,194.79	61,496.03			135,690.82	
	Communication	0.00	0.00			0.00	
	Conferences & Seminars	0.00	1,390.00			1,390.00	
	Development & Training	0.00	9,850.00			9,850.00	1
	Memberships	100.00	0.00			100.00	
	Transportation	914.72	2,012.38			2,927.10	
	Travel & Accommodation	474.58	444.75			919.33	
	Other	801.89	124.80			926.69	
	Total	76,485.98	75,317.96	0.00	0.00	151,803.94	
Totals by Councillor	Cr Robyn Gulline	27,574.08	8,027.92			35,602.00	
	Cr David Bowe	7,217.37	1,940.15			9,157.52	
	Cr Penny Flynn	8,787.41	2,286.81			11,074.22	1
	Cr Claudia Hanel	9,933.37	4,303.76			14,237.13	
	Cr Les Power	8,795.55	2,286.81			11,082.36	
	Cr Robert Redden	5,671.28				5,671.28	
	Cr Ian Ross	8,506.92	16,890.43			25,397.35	
	Cr Rebecca Sluggett		6,387.90			6,387.90	
	Cr Dean O'Loughlin		6,386.90			6,386.90	
	Cr Cam McDonald		7,646.88			7,646.88	
	Cr Brian Klowss		6,386.90			6,386.90	
	Cr Angela Munn		6,386.60			6,386.60	
	Cr Todd Wilson		6,386.90			6,386.90	
	Total	76,485.98	75,317.96	0.00	0.00	151,803.94	

Notes to the Councillor Allowances and Expenses

1 Development & Training - Councillor induction and Onboarding



Acknowledgement of Country

Horsham Rural City Council acknowledges the five Traditional Owner groups of this land: the Wotjobaluk, Jaadwa, Jadawadjali, Wergaia and Jupagulk people.

We recognise the important and ongoing place that all Indigenous people hold in our community.

We pay our respects to the Elders, past and present, and commit to working together in the spirit of mutual understanding and respect for the benefit of the broader community and future generations.

S5 Instrument of Delegation to Chief Executive Officer



Instrument of Delegation

to

The Chief Executive Officer

Instrument of Delegation

In exercise of the power conferred by section 11(1) of the *Local Government Act 2020 (the Act)* and all other powers enabling it, the Horsham Rural City Council (**Council**) delegates to the member of Council staff holding, acting in or performing the position of Chief Executive Officer, the powers, duties and functions set out in the Schedule to this Instrument of Delegation,

AND declares that

1. this Instrument of Delegation is authorised by a Resolution of Council passed on **date**;
2. the delegation
 - 2.1 comes into force immediately upon a Council resolution being made and is to be signed by the Council's Chief Executive Officer and the Mayor;
 - 2.2 is subject to any conditions and limitations set out in the Schedule;
 - 2.3 must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and
 - 2.4 remains in force until Council resolves to vary or revoke it.

Signed by the Chief Executive Officer of Council)
 in the presence of:)

.....
 Witness

Date:

Signed by the Mayor in the presence of:)
)

.....
 Witness

Date:

SCHEDULE

The power to

1. determine any issue;
2. take any action; or
3. do any act or thing

arising out of or connected with any duty imposed, or function or power conferred on Council by or under any Act.

Conditions and Limitations

The delegate must not determine the issue, take the action or do the act or thing

1. if the issue, action, act or thing is an issue, action, act or thing which involves
 - 1.1 entering into a contract exceeding the value of \$TBC by resolution (incl GST); making
 - 1.2 any expenditure that exceeds \$TBC by resolution (incl GST) unless it is;
 - 1.2.1 expenditure made under a contract already entered into; or
 - 1.2.2 expenditure that has been approved by a resolution of Council; or
 - 1.2.3 expenditure which relates to statutory charges required to make such as superannuation, taxation, fire services property levy or expenditure which relates to Council's necessary insurances.
 - 1.3 appointing an Acting Chief Executive Officer for a period exceeding 28 days;
 - 1.4 electing a Mayor or Deputy Mayor;
 - 1.5 granting a reasonable request for leave under s 35 of the Act;
 - 1.6 making any decision in relation to the employment, dismissal or removal of the Chief Executive Officer;
 - 1.7 approving or amending the Council Plan;
 - 1.8 adopting or amending any policy that Council is required to adopt under the Act;
 - 1.9 adopting or amending the Governance Rules;
 - 1.10 appointing the chair or the members to a delegated committee;
 - 1.11 making, amending or revoking a local law;
 - 1.12 approving the Budget or Revised Budget;
 - 1.13 approving the borrowing of money;
 - 1.14 adopting the Community Vision;
 - 1.15 adopting the Financial Plan;

- 1.16 adopting the Asset Plan;
 - 1.17 adopting the Revenue and Rating Plan;
 - 1.18 subject to section 181H(1)(b) of the Local Government Act 1989, declaring general rates, municipal charges, service rates and charges and specified rates and charges;
2. if the issue, action, act or thing is an issue, action, act or thing which is required by law to be done by Council resolution;
 3. if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council;
 4. if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a
 - 4.1 policy; or
 - 4.2 strategyadopted by Council;
 5. if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation, whether on account of s 11(2)(a)-(n) (inclusive) of the Act or otherwise; or
 6. the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff.

Horsham Heritage Study (Stage 2)

August 2012 (Stage 1)

August 2014 (Stage 2)

Prepared for

Horsham Rural City Council, Victoria

Heritage Victoria

Volume 1 – Introduction and Recommendations

Volume 1

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Acknowledgements

The Horsham Heritage Study (Stage 2) was commissioned for Horsham Rural City Council in 2013-14. The Heritage Study was carried out with the assistance of funds made available by the Victorian State Government.

The Horsham Heritage Study Project team comprised:

- Architects Michael Queale and Elizabeth Little of Grieve Gillett Pty Ltd, with heritage assistance from Kelly Wynne and historian, Abby Cooper
- Dr Helen Doyle was author of the Thematic Environmental History

The Steering Committee comprised:

- The project team
- Edwin Irvine, Project Manager and Strategic Planner
- Tony Bawden, Director, Planning & Economic
- Cr David Grimble
- Cr Mark Radford
- Cr Robin Barber
- Cr Tony Phelan
- John Griffiths, Manager Planning and Regulation
- John Martin, Director Technical Services
- Nic Carey, Town Planner
- Peter Brown, Chief Executive Officer
- Ian Wight and Geoff Austin, Heritage Victoria

We wish to express special thanks to the Horsham Historical Society and in particular, Lindsay Smith, who provided valuable input into the details of the Thematic Environmental History. The Horsham Historical Society also allowed us access to their extensive photographic and survey map collection and this proved invaluable during the project. We also wish to express thanks to the numerous property owners who agreed to allow us to enter their properties to inspect potential heritage places. Owners were generous with their time and support for the project.

A peer review of the Stage 2 report was undertaken by Geoff Austin and Kerry Jordan, of Heritage Victoria and also by Horsham Rural City Council. Four potential Victorian Heritage Register places were proposed by the Project Team. Heritage Victoria confirmed that these places will be considered in the future, when comparative studies are available for assessment and evaluation of each suggested place.

Structure

This report comprises Volume 1 of three volumes of the Horsham Heritage Study (Stage 2).

The volumes are:

- **Volume 1** – background, Executive Summary, key findings and recommendations
- **Volume 2** – Citations for Individual HO places, Serial listings and Precincts, Planning Policy Framework recommendations. Mapping will also be provided in a separate section.
- **Volume 3** – reviewed and revised Thematic Environmental History.

The report has been undertaken in accordance with the Australia ICOMOS *'Burra Charter' 2013* and in conjunction with the Australian Heritage Commission *Historic Themes Framework, Victoria Framework of Historical Themes* and the Victorian Heritage Council *Criteria for Assessing Cultural Heritage Significance*. The terminology used in the study is based upon the definitions incorporated in the Australia ICOMOS *'Burra Charter' (2013)*.

It should be noted that (HO) heritage places already identified in the Victorian Heritage Register or places and items of pre-contact Aboriginal cultural heritage are not included in the study.

A limited heritage study was undertaken by Andrew Ward in 1998, resulting in the entering of thirteen properties as Heritage Overlays (HO) within the Horsham Planning Scheme. The Horsham Rural City Council Heritage Study (Stage 1) was completed by Grieve Gillett Pty Ltd & Dr Helen Doyle in 2013. This (Stage 2) study incorporates this previous work.

1 Executive Summary

Purpose: The Horsham Heritage Study (Stage 2) was commissioned to understand the key places and structures of potential heritage value throughout Horsham Rural City Council, Victoria. Key tasks included:

- Assessment and documentation of places of post-contact cultural significance, as first identified in the Horsham Rural City Council Heritage Study (Stage 1);
- Entering of all heritage related data into HERMES database;
- Review of the Thematic Environmental History (Stage 1) and Statement of Significance for the heritage of the municipality;
- Make recommendations for the conservation of the Shire's cultural heritage;

The Horsham Rural City Council Heritage Study (Stage 2) was carried out with the assistance of funds made available by the Victorian State Government.

Scope: The Horsham Heritage Study (Stage 2) study area included the city of Horsham and all towns and farmland within the Shire boundaries.

Outcomes: The Horsham Heritage Study (Stage 2) recommended the following outcomes:

- Establishment of the Natimuk / Dooen Roads HO Precinct, which will contain 114 contributory places
- Establishment of the Firebrace St HO Precinct, which will contain 38 contributory places
- Establishment of the Horsham Residential HO Precinct, encompassing a collection of streetscapes across northern Horsham (city), containing 116 contributory places
- Establishment of the Natimuk (town) HO Precinct, which will contain 59 contributory places
- Nomination of 31 new, individual HO places within Horsham (city) and surrounding areas. Of those nominations, 4 places are also recommended for future entry on the Victorian Heritage Register.
- Further places not investigated in this stage of the project are listed, for future consideration.
- Several archaeological sites are proposed for future investigation of cultural heritage value
- Updates to heritage planning policy are proposed for the Horsham Planning Scheme

Statement of Cultural Significance for the municipality:

“Horsham Rural City is significant for its rich and ongoing tradition of Aboriginal culture, which has existed alongside European settler culture and was recognised in 2005 with a successful native title claim by traditional owners of lands along the Wimmera River.

The municipality is significant for its early pastoral development by Europeans in the 1850s, which led to the establishment of wool-growing in the district. Horsham Rural City is significant for its evident patterns of land settlement from the 1870s and 1880s under the land selection acts through to closer settlement in the early 1900s, and two phases of soldier settlement after World War I and World War II. Horsham Rural City is significant for its large contingent of Prussian settlers who arrived from the late 1860s and who have played an important role in the social and cultural life of the district. Horsham Rural City is significant for the development of private irrigation colonies and the extensive 1880s Wimmera–Mallee water supply system, which has played a critical role in the economic development of the region through the provision of domestic water supplies to many townships and the creation of irrigated farms. Horsham Rural City is also significant for the experimental ‘village settlements’ of the 1890s. Horsham Rural City is significant for its rural industries, notably wheat-growing and sheep farming, as well as a large range of other forms of primary production, such as fruit-growing, olive growing and bee-keeping.

Horsham Rural City is significant for the large number of small townships and villages that developed along with land settlement in the 1870s and 1880s. These all contain a range of public buildings to illustrate the extent of their development. Horsham Rural City is significant for the development of the City of Horsham as an important regional centre and the 'capital of the Wimmera', evident through the diverse collection of public, private, commercial and industrial structures in the City, and for the ability of the City's structures and places to demonstrate a rich social and cultural life. Horsham Rural City is particularly significant for its strong collection of interwar period structures, both public and private, which taken together reflect a period of peak development and prosperity in the City. Horsham Rural City is significant for its appreciation of both designed and natural environments, demonstrated through its botanic gardens and the survival of the Wail Arboretum and the Little Desert conservation area. The extensive 1870s industrial development of Horsham and Natimuk is also of note, evident through the number of foundries and farm machinery manufacturers, textile factories, food processing and other goods suppliers of the period.

Horsham Rural City is significant for its demonstration of confronting the challenges of extreme weather, as well as fire and flood. Horsham Rural City is important for its early development of tourism, which occurred with the promotion of Mt Arapiles and the Grampians as places for holidays and recreation. Horsham Rural City is important for its range of memorials and commemorative structures that pay respect to the past, and especially the ongoing story of settlement."

Some of the **key historic themes** of value to the district include:

- 1. Living as first Australians:** The Horsham Rural City has a rich and ongoing tradition of Aboriginal culture, which has existed alongside European settler culture and was recognised in 2005 with a successful native title claim by traditional owners along the Wimmera River.
- 2. Developing pastoralism:** The first European settlement in the Horsham Rural City was by pastoral capitalists, who took up vast sheep runs after 1842, leading to the establishment of wool-growing in the district.
- 3. Settling on the land:** There was a steady pattern of closer settlement in the Horsham area from the late 1860s until the 1950s, firstly under the land selection acts, which brought a wave of new settlers in the 1870s, including many Prussian (German) Lutherans; other new settlers took up blocks on newly irrigated estates in the 1880s and 1890s; some joined experimental settlements like the Tucker settlement in the 1890s; and many ex-servicemen were granted blocks under soldier settlement schemes after World War I and World War II.
- 4. Developing primary industries:** Following the land selection acts in the 1870s, Horsham Rural City became a busy centre for primary production, principally grain-growing; this extended to significant research and development in the practice of dry-land farming.
- 5. Developing a large regional centre and small rural townships:** Alongside the development of Horsham as an important regional centre that served a large rural district, was the emergence of a collection of small townships and hamlets which provided for their immediate population with the necessary structures for social, sport, recreational and commercial life; transportation; and local administration.
- 6. Interwar development:** Rural prosperity in the 1920s and 1930s enabled significant development of the city of Horsham during this period, which is evident in the large number of public, private and commercial structures built to a range of interwar styles.
- 7. Developing manufacturing:** From the late nineteenth century, and into the post-war period, Horsham and to a lesser extent Natimuk were developed as centres of manufacturing, with an emphasis on foundries and farm machinery, as well as textiles, food processing and other goods.
- 8. Establishing irrigation:** Early local Water Boards and the subsequent development of the Wimmera-Mallee Stock and Domestic System led to the successful implementation of irrigation schemes across the municipality, which enabled new farming methods and allowed a variety of new crops to be grown.

9. Facing the challenges of the natural environment: Settlers in Horsham have been subject to extreme and adverse weather conditions, including the ravages of bushfire and to the damage caused by floods, tornadoes and wild storms.

10. Encouraging tourism: The Horsham region has been developed as a centre for tourism, from its early beginnings as a stop-over for visitors between Melbourne and Adelaide, and later with the promotion of the nearby Grampians and Mt Arapiles as places for holidays and recreation.

Some of the more important **structures and places of potential heritage value** that illustrate these themes include:

- Remnant infrastructure associated with the Wimmera-Mallee Stock and Domestic Water Supply System, essential to the agricultural development of the district;
- 1860s + settlers dwellings and thatched barns, illustrating the early, but unique way of life in the district – for example the extant thatched barns in the Vectis district (rebuilt often, but 1860s in design);
- The late 19th century / early 20th century hotels, shops and dwellings within the town, illustrating the scale and importance of the town during this period – for example the Royal Hotel (by 1882), Lattanzio's shop in Wilson Street (1880s);
- Commercial buildings such as the T&G Building (1940) and dwellings such as 'Leamont', on Natimuk Rd (1926), illustrating the 20th century inter-war pastoral wealth and economic optimism in the district;
- Post WW11 buildings and housing such as St Andrews Church (1963), which illustrate population growth due to decentralisation and manufacturing policies within the State during this period;
- Remnants of irrigation colonies and soldier settlement schemes, illustrating late 19th century closer/ colony type settlement and post WW1 and WW11 soldier settlements within the district
- The 19th century public buildings of Natimuk, illustrating the 19th century scale of surrounding towns, now diminished due to advances in transport;
- Silos and railway sidings, reflecting the dominant rural industry in the district – grain farming.

2 Introduction

The study area encompassed the whole of the Shire of Horsham. The Stage 1 Study identified potentially 167 individual HO places and 344 contributory places for consideration in Stage 2. Funding did not permit examination of all these places and therefore the Steering Committee agreed to a representative approach to the selection of potential heritage places, to represent as many historic themes as possible:

- The existing Horsham Council DDO6 precinct along Natimuk and Dooen Roads was to be collectively assessed to determine its potential as an HO Precinct – to ensure planning controls better suited the values of the streetscapes;
- The commercial precinct DDO5 along Firebrace / Wilson Streets, Horsham, was also to be assessed to determine HO values, again to ensure planning controls more appropriately managed the heritage values of streetscapes;
- Several key dwellings, civic buildings, industrial sites and religious sites were selected in Horsham to represent key historic themes;
- A single residential HO Precinct was also proposed by the Steering Committee, as the most effective way of identifying suburban streetscapes of high intactness which illustrated key project themes. It was agreed that the heritage attributes of these areas were similar and planning policy could be developed to cover these attributes in suburban Horsham;
- Key buildings / sites in towns outside Horsham were also selected, to illustrate agricultural and community themes of importance;
- Natimuk was selected for consideration as a HO Precinct country town within the Shire, as it was the most intact town and played a key role in the history of the whole Shire;
- A section of irrigation channel was deemed important to consider as a HO place – a very important theme in the history of the district;
- Silos were to be assessed as a potential ‘serial HO listing’, reflecting the work of other Heritage Studies in neighbouring shires.

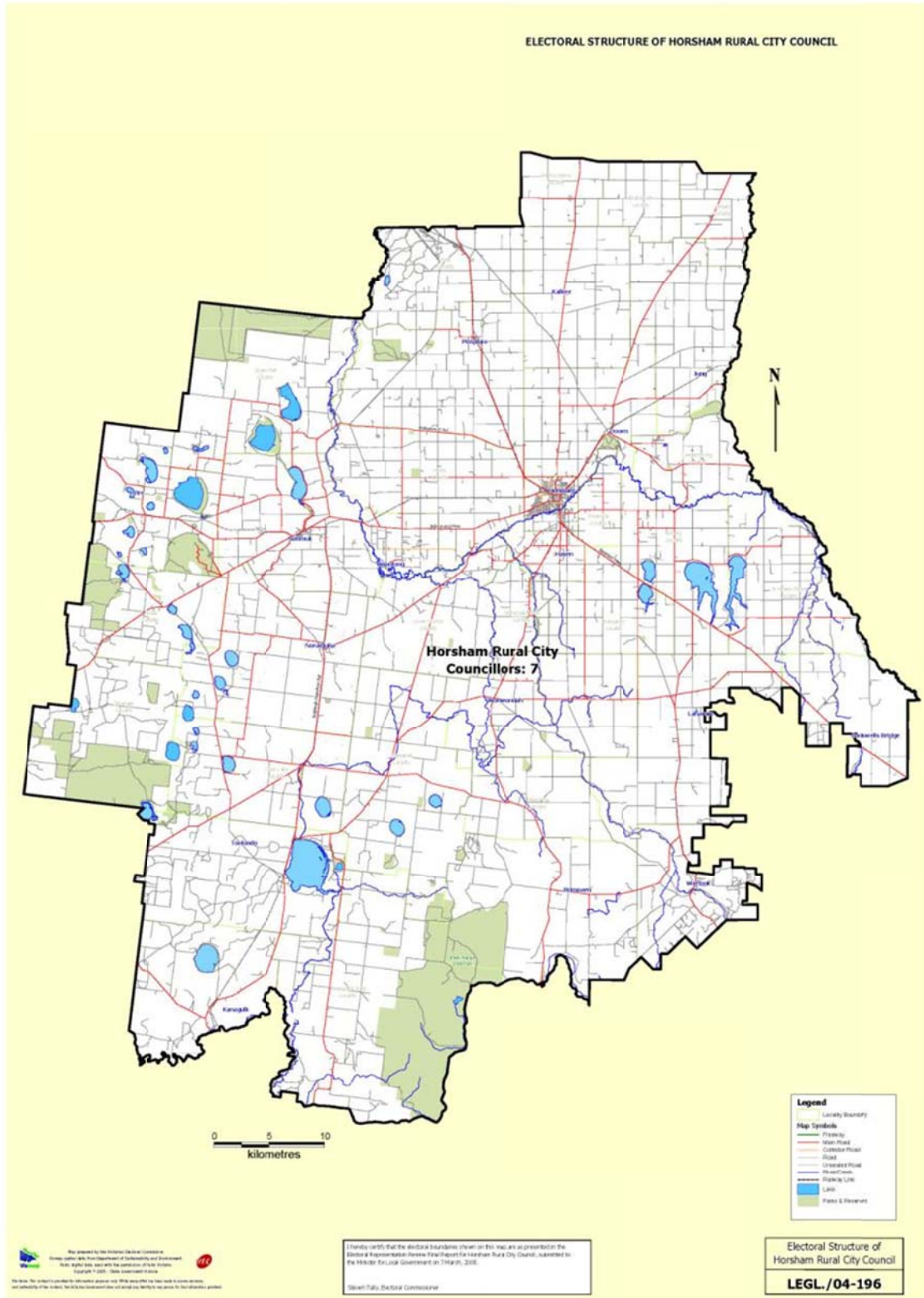
31 new, individual HO places and 4 HO Precincts were recommended as a result of the Heritage Study.

Location

Horsham Rural City Council is located in Western Victoria, in the Wimmera District and comprises the former local government areas: Arapiles Shire, Wimmera Shire and City of Horsham – which were amalgamated to form Horsham Rural City Council in January 1995. Horsham has a population of approximately 19 500 people (2014) and is 4249sq km in area. It is located on the Western Highway, half way between Adelaide and Melbourne by road.



from Horsham Planning Scheme



<http://www.vec.vic.gov.au/images/maps/HorshamMapHR.pdf>

3 Brief

3.1 Project Brief

The Stage 2 Brief for the Horsham Rural City Council Heritage Study encompassed:

- Introduction, acknowledgements, project team details and funding support attribution
- Brief, methodology, assumptions,
- limitations of the Study – future work
- Archaeological report
- Table of HO Places and Precincts recommended for heritage protection
- HERMES printout – HO Places citation report and Precincts reports
- Schedule 43.1 – Schedule to the Heritage Overlay
- Draft local planning requirements for heritage areas
- Revised Statement of Significance for the municipality
- Revised / updated Thematic Environmental History

A copy of the Project Brief is attached at the end of Volume 1 of this Study.

4 Methodology & tasks

4.1 Programme, Consultation and Process

The Horsham Rural City Council Stage 2 Heritage Study was commissioned by Council in March 2013. The project team issued a Project Plan in the following month, identifying tasks, hold points, field trips and sign-off dates for the project.

Five Steering Committee meetings were held in Horsham and three extended field trips undertaken to visit potential HO significant places.

The Project team visited all sites listed as potential HO places, to assess intactness, integrity and to discuss the potential consequences of heritage listing with owners.

Most owners were not particularly concerned with proposed HO listing and were willing to show the team around their property and provide additional historical information about their place.

Unfortunately some property owners refused access and were not willing to answer questions. If little historical information could be found regarding these properties, the project team and Steering Committee decided to select another property on the HO Indicative list. This approach maximised consultant resources within budget constraints.

A draft Stage 2 Heritage Study was progressively presented to the Steering Committee for comment over the 18 month period of the project. Heritage Victoria also undertook a peer review of the Citation Reports in June, 2014.

The Horsham Historical Society also provided valuable feedback regarding the Thematic Environmental History in early 2014.

4.2 Review of Thematic Environmental History

The Thematic Environmental History (TEH) for Horsham was completed by Dr Helen Doyle, for the project team, as part of the Stage 1 Study.

The TEH focused on key regional themes of importance to the Shire, as listed in *Victoria's Framework of Historical Themes*, developed by Heritage Victoria. The approximately 20 000 word essay was based upon research of primary sources, fieldwork investigations and community consultation outcomes. Themes were adapted to suit the local stories of the municipality.

The TEH was updated as a part of the Stage 2 Brief. Further research was undertaken to establish the heritage significance of potential HO places and precincts. This research was then

incorporated into the TEH, to provide a broader and more accurate summary of the important historical events within the Shire. The TEH also provided the opportunity to discuss key historic sites that were not being considered as HO places or precincts. South Wonwondah was one such site – historically important to the early agricultural story of the district, but in poor condition today.

The TEH was reviewed by both the project team and the Horsham Historical Society.

The revised version of the Thematic Environmental History is included in Volume 3 of the Study.

4.3 Assessment of Significance – thresholds and HERCON criteria

Assessment of the cultural heritage significance of nominated HO places was undertaken as per Brief requirements, within the principles of the *ICOMOS Burra Charter (2013)* and more directly, using the HERCON criteria framework. *Victoria's Historic Themes*, as published by the Victorian Heritage Council, were also used to determine places of sufficient heritage value to the municipality.

Criteria	Definition of Local threshold (HO)	Examples
Criterion A: <i>Importance to the course, or pattern, of our cultural or natural history.</i>	As per TEH themes – places need to readily illustrate themes.	Eg: irrigation scheme resulting in opening up of region for agricultural development – irrigation channel near Taylors Lake
Criterion B: <i>Possession of uncommon, rare or endangered aspects of our cultural or natural history.</i>	Has to be an early place (condition less important) eg 1840-50s. Or has to be a building type uncommon but important to the story of the district	Eg: Youngs Horse Stables – a now lost (not-needed) activity in the Shire – commercial horse stabling and sales
Criterion C: <i>Potential to yield information that will contribute to an understanding of our cultural or natural history.</i>	Predominantly a criterion covering natural history places, can also be considered for historic events/ activities now past or key to the development of the place. TEH themes provide guidance.	Eg: Polkemmet Homestead and graves – illustrating very early settlement life in Horsham (graves) and early farming and survival needs (homestead).
Criterion D: <i>Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.</i>	Needs to be an intact example and clearly demonstrate the characteristics of a class – within the municipality.	Eg: 1880s+ timber trestle railway bridges at Quantong and Kanagulk - rail trestle bridges demonstrating construction type, use of local materials and innovative engineering skill required to successfully bridge river areas
Criterion E: <i>Importance in exhibiting particular aesthetic characteristics.</i>	Natural beauty, landmark status or an important architectural example of a design style for the local area.	Eg: grain silos as landmarks in landscape; architectural design attributes of 1960s St Andrews Church, Horsham
Criterion F: <i>Importance in demonstrating a high degree of creative or technical achievement at a particular period.</i>	Similar to (E) – but also with a construction/ technical focus. A 'high degree' response is necessary, within the municipality boundary.	Eg: thatched barn at Vectis – construction type specific to the local area and skills of Prussian settlers.
Criterion G: <i>Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.</i>	Locally, churches, schools and town halls have this association – but it must be 'special', not ordinary.	Eg: St John The Divine Church, Horsham – key landmark and central church for Anglicans in Horsham
Criterion H: <i>Special association with the life or works of a person, or group of persons, of importance in our history.</i>	Association has to be with a person and place needs to illustrate person's significance – not just where they lived.	Eg: Vectis Lutheran Church (settlement area for Lutherans) Langlands sign (early trader in 1840s, to today)

Local v State threshold

The threshold difference between local and state-wide significance is one where significance is vested in the local, rather than whole Victorian community.

For example, Young's Stables is of significance to the Horsham community, as it illustrates an important 19th century local industry and commercial venture – horse stabling and sales. Few 19th Century stock agent stables exist in Victoria today though, so this building is also of state-wide rarity value. More importantly, the historic and economic significance of Young's within the context of Victoria's 19th century history is evident. Young's was an acknowledged horse supplier in Australia and overseas and was also a farm supply/bank/investment company, with business premises located in many rural Victorian towns.

Comparative analysis

Many places considered against HERCON and TEH themes were compared with other similar place types across Victoria. Comparison of places provided another filter for the consideration of heritage significance. If far more intact places were located in other shires, consideration was then given as to whether the subject place was of high enough equivalent integrity to illustrate local themes and criteria.

HeritageChat and HERMES provided useful comparative material to assist with consideration of heritage significance. For example, grain silos were compared with others within neighbouring shires, enabling an understanding of the 1930s network and significance of the silos in the agricultural prosperity and development of the region. The work of St Andrews Church's architect, Keith Reid, was placed in context and enabled justification of the church as one of his best architectural works. Heritagechat provided informed opinion regarding thatched barns in Victoria – few were left and none were known to be better in condition to the one located in Vectis. The Noradjuha Behlen Grain Silo was found to be the most intact in Victoria.

A comparative analysis of each nominated HO Place is included on each Heritage Citation Sheet.

Representation

The Project Team and Steering Committee selected potential Stage 2 HO Individual places that represented the key TEH themes, but also represented building / structure types common to the municipality. Place types included:

Infrastructure – Horsham water tower, Wimmera Inlet Channel, Kanagulk and Quantong rail bridges;

Civic and Organisations – Brimpaen Hall, Mitre Public Hall, Horsham Showground;

Churches – St John the Divine, Horsham; Vectis Lutheran Church, Vectis; St Andrews Uniting Church, Horsham;

Schools – (former) Clear Lake School, Polkemmet State School;

Homesteads, barns, shearing sheds – Polkemmet, Vectis thatched barn, Kewell Park, Oakville Park;

Recreation areas / parks - Horsham Botanic Gardens;

Commemoration: Roberts Ave Memorial Avenue, Brimpaen Hall Memorial Gates;

Dwellings – single and suburban areas: Droylsden (Horsham), Kalimna (Horsham), dwelling at 154 Baillie St, Horsham; also Horsham Residential HO Precinct;

Rare places – Young's Stables, Horsham; thatched barn at Vectis; Kanagulk and Quantong rail bridges;

Precincts – Natimuk town (substantial, intact late 19th century rural town); Horsham commercial area (full extent of Firebrace St – 1870-1940 streetscape); Horsham residential area (north of original town, groups of 1890s – 1930s dwellings, reflecting progressive subdivision of town in period of prosperity);

Significant landscapes – no significant landscapes were identified. The Quantong Irrigation Colony was initially proposed, but rejected early, as all irrigation channels had since been backfilled and the outline of early farm allotments was no longer visually evident;

Serial listing – Silos – Grain Elevators Board silos (and rail sidings) through municipality – key landmarks and illustration of agricultural prosperity – HO listing proposed same as adjacent Yarriambiack Shire – for regional consistency.

Other places assessed in Stage 2 equally reflect these building / structure types. Further, many other potential HO places identified in Stage 1 of the Study also reflect the above types of places and should be considered in future studies.

4.4 Heritage Precincts

The Steering Committee requested that HO Precincts be considered, as precinct controls provided the best ‘value for money’ within the funding constraints of Stage 2. The project team identified several potential HO Precincts in Stage 1 of the Study – Natimuk, Jung, Dooen/Natimuk Roads, Firebrace St and several suburban streetscapes north of Baillie Street.

The Precincts were reviewed in Stage 2, considering: updated TEH themes, HERCON criteria and more importantly, condition of properties in streetscapes. The Project Team agreed that Jung (town) did not meet the threshold for consideration, as the remnant building stock was in poor condition and historic themes (19th century town in developing agricultural district) were better illustrated in the more intact town of Natimuk. Several Jung buildings fell into disrepair/ collapse between Stage 1 and 2 of the Heritage Study and one dwelling was burnt to the ground.

Firebrace Street (commercial) HO Precinct

The proposed precinct builds upon DD05, which is centred on Wilson/ Firebrace St corners. The precinct extends the full length of Firebrace Street, to include all extant buildings/ streetscapes of heritage value – from the 1880-1945 period. This period was identified as of heritage value to the municipality – illustrating the civic and commercial growth of Horsham from settlement to the boom years of inter-war agricultural growth. The proposed boundaries provide for development control along the length of the commercial streetscape.

Dooen/ Natimuk Rd (residential) HO Precinct

Both these streetscapes include large dwellings from the early 20th century, illustrating the suburban growth of Horsham and the affluence of residents and their (typically) agricultural prosperity. The precinct is currently reflected within the boundaries of DD06 – with minor boundary differences.

Natimuk (town) HO Precinct

The town of Natimuk is of historic importance to the municipality, as an intact small town of the 1875-1920 period. The extant 1880 -1920 era buildings along Main Street, Schmidt Street, Lake Road and Lake Avenue illustrate the scale, prosperity and needs of the late 19th century town and the surrounding agricultural community, as pastoralism gave way to closer settlement and high yield grain production.

The HO precinct is proposed in several polygons, rather than as a single overlay polygon, as parts of the town are vacant land, or do not reflect the heritage values of the HO precinct. The Steering Committee decided to use this approach because a blanket HO overlay would not have provided additional heritage control benefits.

Horsham Residential HO Precinct

The Horsham Residential HO Precinct reflects the late 19th century expansion of the town north of Baillie Street and around the railway. The precinct includes consistent streetscapes of 1890-1920

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era 'Federation' style dwellings which illustrate the scale, prosperity and accommodation needs of the late 19th century town, as pastoralism gave way to closer settlement and high yield grain production. The population of the town grew rapidly during this period and the resultant housing illustrates the demand and aspirations of residents of the period. Further, the precinct reflects the substantial development of suburbs within Horsham during the 20th century inter-war period. The Wimmera region underwent a substantial economic boom during this period, due to improvements in farming technology, soil management, transport and several very good harvest years. A substantial part of the Precinct contains inter-war 'California Bungalow' style dwellings from this period, in streetscapes of high integrity.

Specific streetscapes with consistent rows of contributory dwellings were selected, all located in early subdivisions of the period. Similar planning controls could be applied to all parts of the HO, as the heritage attributes of each polygon area are similar.

4.5 Heritage Places – Individual HOs

Nominated HO places

The individual HO places nominated in Stage 2 are scheduled in **Volume 2** of this report.

We further recommend that the existing HO24 (London Plane Tree, 27 Roberts Ave, Horsham be deleted from the Schedule and be replaced with a joint listing, including 'Horsham House' and tree (with tree controls) to protect both dwelling and tree. The current HO24 listing is not clear in the Schedule.

Rejected places from this Study

The following places were nominated in Stage 1 of the heritage study, but were rejected by the project team, as they were considered of low or compromised heritage value.

Place name	No	Street	Reason
Holy Trinity Lutheran Church	102-104	Baillie Street, Horsham	Side walls of original church removed c1970s to enlarged church space – integrity compromised
Horsham Church of Christ & former residence	126	Baillie Street, Horsham	Altar end of church now demolished – now a modified hall
Dwelling	64	Peppertree Lane, Horsham	Dwelling – relocated 10 yr ago and remodelled – no longer of historic integrity
Senior Citizens Centre	17	Roberts Avenue, corner Urquhart Street, Horsham	1970s construction – but greatly altered today – low integrity
Former brick shop with attached residence (Post Office?)	1423	Natimuk-Francis Road, Mitre	Common building type, theme represented elsewhere in municipality. Limited historic information
Quantong Irrigation Colony		extent to be confirmed, Quantong	Compromised – all irrigation channels backfilled and channel layout/ farm pattern no longer clear
Vectis East Methodist Church and Hall		Three Mile Road, Vectis	Significant church group, but structurally failed – will potentially shortly collapse.

Future Study

There are many other potential HO places which warrant investigation in future stages of the heritage study. The following list puts priority on places, reflecting current condition, importance or possible development threats as known at the time of this study (2014).

High Priority

Hermes	Place	no	address	district	description
191229/ 191589	Wonwondah South homestead and woolshed		Hearde Rd	Haven	homestead complex
186070	Farm house complex	875 - 877	Henty Highway	Dooen	Dwelling, fig tree, thatched outbuilding
186073	Thatched Barn		Jenkinsons Road	Dooen?	barn
191587	Carter grave site at former North Brighton Station		to confirm	Dooen	
186075	Grass Flat Uniting Church		Mitre-Grass Flat Road	Grass Flat	church
186076	Grass Flat Public Hall		Mitre-Grass Flat Road	Grass Flat	Hall
186081	Army Reserve Buildings	95-99	Baillie Street	Horsham	Army Barracks
186133	Green Hills	1101	Green hills Road	Jung	Farmhouse
186134	Former Kalkee State School		Kalkee school road	Kalkee	School building

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186135	Thatch barn		Reynolds Road / near Blue Ribbon Road cnr	Kalkee	Thatch shed
186185	Former Ubergang Homestead		Natimuk - Frances Road	Natimuk	dwelling
186187	Motts Dummy Hut (verify existence)		Natimuk - Goroke Road	Natimuk	
186218	'Oakdale' Ubergang homestead		Natimuk - Frances Road	Natimuk	dwelling
191758	Strong room		Noradjuha-Horsham Rd	Noradjuha	ruin
191723	Fire Station	111	Main Street	Natimuk	Fire Station
191713	St Pauls Lutheran Church	92	Main Street	Natimuk	Church
186201	Thatched shed	?	Wail- Polkemet Rd	Pimpinio	Thatch shed
186215	Former Vectis Lutheran School building		Pelchens Road	Quantong	former timber school
191594	Site of Vectis homestead + extant trees		off Blocks Road	Quantong	former homestead

Medium Priority

Hermes	Place	no	address	district	description
191675	Natimuk & Arapiles Supply Channels		extent to be confirmed	Natimuk	water supply
186056	Timber Clad Woolshed, 'Glen Leith'		Brimpaen - Laharum Road	Brimpaen	woolshed
186057	Farm house	757	Brimpaen - Laharum Road	Brimpaen	dwelling, wool boom era
186061	Saw tooth woolshed		Jallumba - Clear Lake Road	Clear Lake	woolshed
186067	Dadswells Bridge Public Hall	5802	Western Highway	Dadswells Bridge	Hall
186068	Farm house	66	Dooen School Road	Dooen	Dwelling + smaller farmhouse
186069	Dwelling	372	Henty Highway	Dooen	Dwelling
186096	Presbyterian Church	14	Kalkee Road	Horsham	Church
186098	Quonset Hut	46	Kalkee Road	Horsham	Quonset Hut
186127	Hamilton Lamb Memorial Hall	21	Kalkee Road	Horsham	Hall
186138	Laharum Public Hall	1586	Northern Grampians Road	Laharum	hall
186139	Laharum State School No. 2805'	1574	Northern Grampians Road	Laharum	school
186140	Goonwinnow	1212	Northern Grampians Road	Laharum	dwelling
186184	Jallumba homestead		Jallumba - Clear Lake Road	Mockinya	wool boom homestead
191234	Glencloe	2000	Henty Highway	Mockinya	Farmhouse
186150	Homestead complex	357	Creek Road	Natimuk	dwelling
186217	The Homestead' (Sudholz homestead)	221	Creek Road	Natimuk	dwelling
186169	Natimuk Tennis Pavilion	2	Elmes Street	Natimuk	Sport Clubhouse
186177	'Parklands'	77	Lake Avenue	Natimuk	dwelling
186180	'Fairview'	2	Lake Avenue	Natimuk	dwelling
186170	'Wahroonga'	73	Lake Avenue	Natimuk	dwelling
186183	Dwelling	75	Lake Avenue	Natimuk	dwelling
186171	House and Outbuildings	378	Lake Road, corner Natimuk Cemetery Road	Natimuk	dwelling
191695	Dwelling	8	Main Street	Natimuk	Dwelling
186172	Natimuk Uniting Church	33-35	Main Street	Natimuk	Church
191674	Former Lutheran Manse	3	Old Noradjuha Road	Natimuk	manse
186191	Noradjuha Public Hall	4	Noradjuha - Tooan East Road	Noradjuha	Hall
186192	Former Church (now in School)	1180	Hamilton - Natimuk Road	Noradjuha	former church
186189	'Melrose East' woolshed	1503	Wonwondah - Toolondo Road	near Nurrabel	woolshed
191592	Former Nurrabel State School	1168	Wonwondah - Toolondo Road	Nurrabel	School building
186196	Pimpinio Uniting Church	47	Church street	Pimpinio	Church
186200	Avalon Park	272	Rules West Road	Pimpinio	Dwelling
186220	Sylvania Park homestead complex	808	East Road	Riverside	Mud brick homestead complex
186111	Former Riverside State School 3398		Riverside Road	Riverside	school
186223	Telangatuk East Public Hall	1207	Telangatuk East - Rocklands Road	Telangatuk East	hall
186211	Lindner homestead and Araucaria bidwillii	1183	Lindners Road	Vectis	dwelling

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	(Bunya Pine)				
186221	Walmer homestead complex		Wimmera Highway	Vectis	
186229	Windarra	529	Western Highway	Vectis	Homestead
186230	Homestead complex	123	Keatings Road	Vectis	Homestead
191200	Unley Park	461	Polkemmet rd	Vectis	Station
186235	Wonwondah Hall		Wonwondah - Toolondo Road	Wonwondah	hall
191230	Wonwondah North homestead		Henty Highway	Wonwondah	homestead complex

Low Priority

Hermes	Place	no	address	district	description
186148	Mt Arapiles Centenary Park, memorials and A Lockwood Drive		Centenary Park Road	Arapiles	marker
191590	Rosebrook sheepwash		off Brimpaen - Laharum Road	Laharum	sheepwash
186058	Brimpaen Cemetery		Victoria Valley Road	Brimpaen	cemetery
186078	Major Mitchell Memorial		Western Highway (at Green Lake)	Bungalally	marker
191665	Green Lake & Dock Lake		off Western Highway	Bungalally	water supply
186060	Clear Lake Cemetery		Clear Lake - Sherwoods Dam Road	Clear Lake	Cemetery
186066	Giant Koala	5829	Western Highway	Dadswells Bridge	tourism
186072	Dooen Public Hall	1025	Henty Highway	Dooen	Hall
186110	Pioneer marker		Longeronong Road	Dooen	Pioneers memorial 1946
186219	Dooen Weir		off River Heights Road	Dooen	weir
186128	Riverside Recreation Reserve & Hall	96-98	Riverside Road	Dooen	hall
191666	Pine Lake		Western Highway	Drung	water supply
191672	Drung Irrigation Colony		extent to be confirmed	Drung	cultural landscape
186054	WWII Soldier Settler Memorial		West Road crn South Road	Drung	marker
186077	Green Lake Cemetery		Dock Lake Road	Drung	Cemetery
191588	Wimmera River - 'Horse Shoe Bend'			Drung	Cultural landscape
186074	Gold Escort Route Marker		Grass Flat Road	Grass Flat	marker
186080	Haven Public Memorial Hall	4378	Henty Highway	Haven	Hall
186084	May Park		May Park Terrace	Horsham	park, rotunda
186091	CMI Foundry		Palm Avenue	Horsham	Industry
186117	War Memorial Swimming Pool	53	Hamilton Street	Horsham	Swimming Pool
186093	Sawyer Park & Sound Shell		Hocking Street	Horsham	Sound Shell
186095	Horsham General Cemetery	8	Davis Drive	Horsham	Cemetery
186099	Grey Box (Eucalyptus Microcarpa)	48	Mardon Drive (adjacent to no. 48)	Horsham	tree
186102	War Memorial Precinct		Memorial Drive	Horsham	Memorial
186106	Bonnie and Clyde' restaurant	77	Pynsent Street	Horsham	commercial
186109	Horsham North State School		Rasmussen Road	Horsham	School
191759	Horsham Police Paddock		Rasmussen Rd	Horsham	Police Paddock
186119	Pin Oak (Quercus palustris)	7	Stawell Road	Horsham	tree
186120	Dwelling	15	Stawell Road	Horsham	Dwelling
186129	Jung Cemetery		Green hills Road	Jung	cemetery
186131	Jubilee Forest		Henty Highway near Dogwood Road	Jung	
186132	Dwelling	553	Jung North Rd	Jung	Farm house
186136	Kanaqulk Memorial Hall & Park		Natimuk-Hamilton Road	Kanaqulk	hall
186059	Farm house	249	Drillers Road	Kewell	farm house
186141	Farley Soldier Settlement Estate		Northern Grampians Road	Laharum	location
191673	Longerenong Diversion (Wilson's Weir)		West of Burnt Clay Road (confirm bdy of LGA)	Longerenong	weir
186142	Longerenong Agricultural College, gates and pinus avenue	229	Longerenong Road	Longerenong	College, Pinus avenue, gates
186143	Gulline farms (part of?) Inc palms	478	Longeronong Road	Longerenong	Homestead, outbuildings ?
186144	Tralee homestead	38	Tralee road	Longerenong	Brick homestead c1900-20 + outbuildings
191591	Mitre Dam		Arapiles - Grass Flat Road	Mitre	dam, sheepwash

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186147	Mitre Uniting Church	1431	Natimuk-Francis Road	Mitre	church
186174	EM Smith Memorial Gates	48	Jory Street	Natimuk	Memorial Gates
186175	Natimuk Cemetery		Natimuk Cemetery Road	Natimuk	Cemetery
186188	Vinegar Hill ruins, school house and residence		off Arapiles - Grass Flat Road	Natimuk	ruins, dwelling
186193	Noradjuha Cemetery		Noradjuha Cemetery Road	Noradjuha	Cemetery
186194	Nurrabel Cemetery		Nurrabel Cemetery Road	Nurrabel	Cemetery
186195	Homestead complex	545	Nurrabel Church Road	Nurrabel	dwelling
186197	Pimpinio Cemetery		Pimpinio West Road	Pimpinio	Cemetery
186199	Former Railway cottage	35	Station Street	Pimpinio	Rail worker cottage?
186089	Riverside Irrigation Settlement		Butlers Rd, Riverside East Road	Riverside	Cultural landscape
191676	Lake Taylor		Lubeck-Horsham Road	St Helens Plains	water supply
186222	Taylor's Lake Public Hall	2032	Lubeck-Horsham Road	St Helens Plains	hall
191678	Toolondo Reservoir		Natimuk - Hamilton Road	Toolondo	water supply
191416	Toosan Cemetery		off Toosan - Mitre Road	Toosan	Cemetery
186227	Quantong Cemetery		Quantong Cemetery Road	Vectis	Cemetery
191593	Red Gum Swamp stock watering hole		Polkemmet Road	Polkemmet	
186232	Wail Arboretum		Wail nursery rd	Wail	Arboretum
191680	Mt Zero Channel System		extent to be confirmed	Wartook	water supply
186233	Rosebrook homestead	2588	Northern Grampians Road	Wartook	
186234	Rosebrook Woolshed	2571	Northern Grampians Road	Wartook	woolshed
191757	Tucker Village Settlement Site		Laharum Rd	Wonwondah	site
191743	Arapiles Historical Society Collection	58	Main Street	Natimuk	collection
191744	Horsham Historical Society Collection	33-35	Pynsent Street	Horsham	collection

4.6 Archaeological Places

Several places examined during Stage 2 of this study may yield archaeological information which could add to the Thematic Environmental History and identified cultural heritage values of the municipality. Referring to the Statement of Significance for the municipality, the following Stage 1 places are recommended for further archaeological investigation, as resources permit.

Hermes	Place				Reason
191229/ 191589	Wonwondah South homestead and woolshed		Heards Rd	Haven	Significant timber woolshed and slab homestead remains on property, but in poor condition. Recording of places recommended before collapse. Will provide important evidence of early homestead life in the district and the past construction techniques associated with timber woolshed and slab house construction.
11476	'Flowerdale'	5	Schmidt Street	Natimuk	Rammed earth/ pise construction – investigation of wall composition suggested, to aid in understanding of settlement construction techniques in the local area.
186092	Horsham Botanic Gardens		Firebrace Street	Horsham	Potential exists to identify early planter bed arrangements and lost paths – part of the historically significant Guilfoyle scheme.
186209	Polkemmet homestead complex and burial site	1614	Polkemmet Road	Polkemmet	Early kitchen and glasshouses feature in period photographs of the site. Location of these features would add to the understanding of an 1850-60s homestead site in the local area. Further, early graves near river edge – consolidation of grave stones required as priority.
191627	Former Thomas Young Stables	79	Wilson Street	Horsham	Stables building is rare in Horsham and Victoria – future works should allow for archaeological investigation works to confirm sale ring layout and retrieval of associated artefacts on now adjacent site
197083	Thatched Barn	1665	O'Brees	Vectis	Significant construction type for Victoria.

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			Road		Investigation of construction method, materials used, 'bush' detailing and thermal performance of construction method recommended
191587	Carter grave site at former North Brighton Station		to confirm	Dooen	Locate graves. Significant founder of Horsham.
186187	Motts Dummy Hut (verify existence)		Natimuk - Goroke Road	Natimuk	Confirm if exists – local knowledge suggests has collapsed.
191594	Site of Vectis homestead + extant trees		off Blocks Road	Quantong	To be located and mapped – significant settlers farm/ building complex
191675	Natimuk & Arapiles Supply Channels		extent to be confirmed	Natimuk	Locate (if still exist) and map as part of flow system – supported agricultural development of the region.
186188	Vinegar Hill ruins, school house and residence		off Arapiles - Grass Flat Road	Natimuk	Locate and document
191757	Tucker Village Settlement Site		Laharum Rd	Wonwondah	Search for evidence of settlement and map. Significant social experiment of end 19thC for district.

5 Recommendations of Stage 2 Horsham Heritage Study

Recommendation 1

Prepare and exhibit an amendment to the Horsham Planning Scheme, which applies heritage overlays to the heritage precincts and individual heritage places as identified in this study. This amendment should include changes to the heritage policies in line with the suggestions of this study.

Recommendation 2

Complete nominations for places identified as of state significance for addition to the Victorian Heritage Register.

Recommendation 3

A suitably qualified/ experienced Heritage Adviser should be engaged to support Council in the implementation of the HO amendment, providing advice and support to Council, Planning Officers and most importantly, the community and owners of places of HO value.

Recommendation 4

Council consider the development of a suite of heritage focused 'design guidelines' to provide design guidance to applicants when considering works to HO places or within HO Precincts. Guidelines would reference policy, but provide further illustration of design intent and 'do's and don'ts' for owners/ applicants. Guidelines would cover subdivision, restoration works, alterations, additions, new buildings in HO Precincts, external painting, fencing and verandahs, carports and garages.

Recommendation 5

Support a relationship with Horsham's local historical societies, to capture local knowledge, involve a significant voice in the community and promote the local material held in museum collections.

HORSHAM RURAL CITY COUNCIL HERITAGE STUDY STAGE 2 BRIEF

1 BACKGROUND

This Stage 2 Heritage Study is commissioned by the Horsham Rural City Council (Council).

This Stage 2 Heritage Study follows on from the Stage 1 Heritage Study which was completed in 2012.

2 STUDY AREA

The study area is the Horsham Rural City Council municipal district.

3 OBJECTIVES

The purpose of this study is to:

Stage 2:

- Assess and document the places of post-contact cultural significance identified as being worthy of future conservation in Stage 1 of the project;
- Enter this information into the HERMES database to be provided to the client;
- Review and finalise the Thematic Environmental History; and
- Make recommendations for the conservation of the municipality's cultural heritage.

4 METHODOLOGY

The heritage study is to be prepared in accordance with the *Australia ICOMOS Burra Charter, 1999* and its Guidelines. All terminology shall be consistent with the Burra Charter (see [Appendix 1](#) for definitions of words that appear regularly in this brief).

The values to be used in the identification and assessment of places are historic, scientific, aesthetic, social and spiritual values (as articulated in the Burra Charter). Where a place of potential cultural heritage significance is identified, a coherent and coordinated assessment against the HERCON criteria is required (see [Appendix 2](#) for details). Thresholds applied in the assessment of places shall include 'State Significance' and 'Local Significance'. Local significance includes those places that are important to a particular community or locality.

The consultant is required to use *Victoria's Framework of Historical Themes* (see [Appendix 3](#)) in preparing the study.

The consultant is to refer to the *Guidelines for Thematic Environmental Histories* in preparing the Thematic Environmental History (see [Appendix 4](#)).

The consultant is to refer to Heritage Victoria's *Guidelines for Assessing Landscapes with Cultural Heritage Significance* (see [Appendix 5](#)) when assessing cultural landscapes.

Statements of Significance are to be prepared using the Heritage Victoria format of 'What is Significant?'; 'How is it significant?' and 'Why is it significant?'. Details are provided at [Appendix 6](#).

Opportunities are to be provided for local communities, community groups (such as historical societies) and interested individuals to assist with the identification of potential places of significance. [Appendix 7](#) details strategies for community engagement.

5 TASKS – STAGE 2

The tasks shall be undertaken in the order that they appear below:

5.1 Preparation of Project Plan

The consultant shall complete the pro-forma Project Plan for Stage 2 for the endorsement by the Steering Committee. This Project Plan will set out an agreed timetable; payment schedule with related milestones; suggestions as to meeting dates for the Steering Committee and completion details. The consultant will seek the approval of the Steering Committee for any amendments to the milestones and completion dates.

The consultant and Steering Committee shall also give consideration to opportunities for community involvement, particularly contact with affected property owners, and agree upon the approach.

5.2 Research and assessment of places of post-contact cultural heritage significance

This section of the study shall address the research and assessment required for those places identified to be of potential cultural heritage significance in Stage 1 of the study, and which are considered to be worthy of future conservation.

If a place is not considered to be worthy of future conservation, further research and assessment of significance is not required. However, the completion of a partial entry in the HERMES database to denote this fact will still be appropriate so that the client is aware that the place has been considered.

Research and some limited comparative analysis will be required to substantiate the significance of each place of potential cultural significance identified in Stage 1. These places are to be assessed against the HERCON criteria to establish their cultural heritage significance (see [Appendix 2](#)). A comparative analysis should draw on other places identified through the Stage 1 study and other places within the study area that have previously been included in a heritage register, inventory or overlay. A search of the HERMES database and the consultant's own knowledge of similar places may also inform a comparative analysis. Places of potential State significance shall undergo limited analysis on a broader (i.e. State-wide) comparative basis and will be subject to peer-review by Heritage Victoria

A Statement of Significance is to be prepared for each place using the Heritage Victoria format of 'What is Significant?'; 'How is it significant?' and 'Why is it significant?' (see [Appendix 6](#)).

The thresholds to be applied in the assessment of significance shall be 'State Significance' and 'Local Significance'. 'Local Significance' includes those places that are important to a particular community or locality. Letter gradings (eg "A", "B", "C" etc) are not to be used.

The significant components of each place should be identified. This will usually occur as a brief mention in the Statement of Significance.

In the case of a heritage area (e.g. a precinct, landscape etc) it is important to complete a HERMES entry for the area (including a statement of significance) and also to identify:

- a. individually significant places that contribute to the precinct (which should have their own separate HERMES entry, including a statement of significance);
- b. individually significant places that are not contributory to the precinct (which should have their own separate HERMES entry, including a statement of significance); and
- c. other contributory elements (e.g. buildings/structures/trees/components that contribute to the heritage area). These should have a basic HERMES entry but do not need to be researched and documented. However, the statement of significance for the heritage area will need to acknowledge the contributory elements (e.g. under "what is significant?").

In addition, the significant components and contributory elements of a heritage area (e.g. a precinct, landscape etc) should be identified:

- on a map or plan; and
- in a table to be included in the documentation for the heritage place.

The consultant will be expected to provide at least one photograph in digital format (eg JPEG) which clearly depicts each identified heritage place.

Note: In late 2006, the Minister for Planning appointed an Advisory Committee to review heritage provisions in planning schemes. Part of the scope of the review was to consider the criteria and thresholds applied in the identification of local heritage places. The Advisory Committee report, including its recommendations, can be downloaded from the Department of Planning and Community Development website (follow the links to 'Planning', 'Publications' and 'Reports and Consultation'). It is likely that a number of the Advisory Committee's recommendations will be implemented over the next 12-24 months.

Consultants should be aware that during the course of carrying out a heritage study, they may be expected to amend the study methodology, or project plan, to incorporate any of the Advisory Committee's recommendations that are implemented through a revised VPP Practice Note or changes to the heritage provisions in planning schemes. Any changes and the impact of such changes on the project budget and time frame will be agreed with the consultant and the steering committee.

5.3 Peer-review

The consultant shall arrange a meeting with staff from Heritage Victoria to review the preliminary findings of Stage 2 of the heritage study. The meeting should be organised within the first twelve

Horsham Heritage Study (Stage 2)

months of the commencement of Stage 2 and not later than six months prior to completion. The consultant should allocate a maximum of one day to prepare for and attend this meeting. The purpose of the meeting is:

- To assist the consultant in terms of research, comparative analysis or other issues associated with the assessment of places of cultural significance and discuss any problems involved.
- To review those places being considered for the Heritage or other Overlays.
- To review those places being considered for the Heritage Inventory.
- To review those places recommended for the Victorian Heritage Register.
- To ensure that the heritage study takes a holistic approach to the assessment of significance in terms of place types, periods and heritage values.

5.4 HERMES database

The documentation and images for all identified places shall be entered into the HERMES database. In all cases, sources of information, both documentary and oral, shall be fully documented. See [Appendix 9](#) for HERMES requirements.

5.5 Mapping

All identified places of cultural heritage significance must be marked with a polygon on a Planning Scheme base map(s) to be provided to the client. See [Appendix 10](#) for further information.

5.6 Review of the Thematic Environmental History

At the completion of the research, documentation and data-entry for places of post-contact cultural heritage significance, the draft Thematic Environmental History prepared during Stage 1 of the study shall be reviewed and finalised. The emphasis which is given to particular themes may need to be amended in the light of the detailed work that has been undertaken.

A Statement of Significance for the heritage of the study area shall also be finalised. This should be no more than about 400 words (ie no longer than an A4 page).

5.7 Recommendations for Statutory Protection

The consultant shall produce a report from HERMES (as per the table below) which outlines the recommendations for statutory protection of each place assessed as part of Stage 2. This will be logically arranged in alphabetical order by locality and address:

NAME OF HERITAGE PLACE & LOCATION	RECOMMENDED FOR VICTORIAN HERITAGE REGISTER	RECOMMENDED FOR HERITAGE INVENTORY	RECOMMENDED FOR PLANNING SCHEME (IDENTIFY OVERLAY)	OTHER RECOMMENDATION

5.7.1 Draft Schedule to the Heritage Overlay

For those places recommended for a Heritage Overlay, the consultant shall complete a draft Schedule to the Heritage Overlay. Unless directed otherwise by Heritage Victoria or the Department of Planning and Community Development (following the outcome of the Review of Heritage Provisions in Planning Schemes), the drafting of the Schedule shall accord with the requirements of the VPP Practice Note – *Applying the Heritage Overlay*.

5.7.2 Draft local planning requirements for heritage areas

Where heritage areas are identified (eg precincts, landscapes, complexes, multiple properties etc), the boundaries of each area shall be identified on a map(s) for potential inclusion by the council in a Local Planning Policy or Schedule to an Overlay. All significant places and contributory elements within the heritage area shall be shown on this map(s). Specific objectives and policies for the conservation of the area and significant elements within the area shall be provided in a format which is suitable for ultimate inclusion in either a Local Heritage Policy at Clause 22 of the planning scheme, an Incorporated Plan or in a Schedule to an Overlay.

5.7.3 Historical archaeology report

Drawing from the research undertaken as part of the Thematic Environmental History and from the field-work component of the study, the consultant will be required to prepare a brief report which:

Horsham Heritage Study (Stage 2)

- identifies areas of archaeological sensitivity for which an archaeological management plan should be undertaken; and
- makes recommendations for inclusion of places in the Heritage Inventory, the Heritage Register or the Heritage Overlay as appropriate.

The management recommendations for historical archaeological places will have regard to the full range of heritage values and criteria.

5.8 Stage 2 outputs

The consultant shall supply the client with:

- 3 paper copies (including 1 unbound) and a CD or DVD (containing a PDF and MS WORD version) of the final report in A4 vertical format which includes:
 - Name of the client.
 - Names of all the practitioners engaged in the task and the work they undertook.
 - Date.
 - Acknowledgment that "The [*insert study area*] Heritage Study was carried out with the assistance of funds made available by the Victorian State Government"
 - Summary and contents page.
 - The revised Thematic Environmental History including a Statement of Significance for the heritage of the municipality.
 - A print-out from the HERMES database of the place citation reports for all those places assessed as part of Stage 2 of the study, including images and / or maps as deemed appropriate by Council.
 - A schedule / index of places included in the HERMES places citation report.
 - The table of places recommended for statutory protection.
 - The draft Schedule to the Heritage Overlay.
 - The draft local planning requirements for heritage areas as per 6.7.2 of the brief
 - The archaeological report.
 - Any limitations of the study (for example - limitations in terms of the types of places identified; geographic limitations; access limitations etc). This should be clearly organised so that the client is fully informed of any further work which may be required as part of any future heritage study review or further investigation.
 - The study brief.
- Planning Scheme base map(s) showing the location of all identified places of cultural significance (marked with a polygon) which are recommended for statutory protection.
- The HERMES database populated with data for each identified place, and the 'owner' field updated with the clients name.

5.9 Completion of Stage 2

Upon the satisfactory completion of the Stage 2 requirements and its approval by the Steering Committee, the consultant shall be paid any outstanding entitlements

Horsham Heritage Study (Stage 2)

August 2012 (Stage 1)

August 2014 (Stage 2)

Prepared for

Horsham Rural City Council, Victoria

Heritage Victoria

Volume 2 – HO Places and Precincts

Volume 2

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1 Table of HO places and Precincts recommended for heritage protection

1.1 Existing HO Places in Horsham

The following schedule documents the current individual HO places within the Horsham Planning Scheme.

Existing HO Places listed in the Planning Scheme							
Victorian Heritage Register							
HERMES no	Place name	Street number	Street	Town	Type	HO	VHR No
598	Mount Talbot Homestead		Mt Talbot Road	Toolondo	dwelling	HO21	H468
609	Fulham		Natimuk-Hamilton Rd	Kangagulk		HO22	H476
12284	Former Wimmera Stock Bazaar	79	Hamilton Street	Horsham		HO25	H1985
4371	Pavillion Classroom	38	Old Noradjuha Road	Natimuk	school building	HO26	H2051
112817	Horsham Theatre	37-41	Pynsent Street	Horsham		HO27	H2225
146361	Horsham Town Hall	78-80	Wilson Street	Horsham	Hall	HO28	H2279
Local Significance							HO Precinct
197098	Dwelling, 'Glen Logan'	37-39	Dooen Road	Horsham	Dwelling	HO1	
155884	White Hart Hotel	55	Firebrace Street	Horsham	Hotel	HO2	
155883	Former Shire of Horsham Offices	35-51	Firebrace Street	Horsham	shire hall	HO3	C
155885	T&G Building	36	Firebrace Street	Horsham	commercial	HO4	
155887	Dwelling, 'Leamont'	27-29	Natimuk Road	Horsham	dwelling	HO5	C
155888	Dwelling, 'Como Lodge'	83-89	Natimuk Road	Horsham	dwelling	HO6	C
155889	Former Mechanics Institute	33-35	Pynsent Street	Horsham	Hall	HO7	
-	Convent - now demolished		Roberts Avenue	Horsham		HO8	
155892	Former Methodist Church (Wesley Performing Arts Centre)	17A	Roberts Avenue	Horsham	theatre	HO9	
155891	Former Police Station	24B	Roberts Avenue	Horsham	police station	HO10	
155610	RSSILA Building (RSL Club)	34-36	McLachlan Street	Horsham	community	HO11	
155894	Masonic Temple	31	Urquhart Street	Horsham	masonic hall	HO12	
155882	James Millar Drinking Fountain		May Park	Horsham	drinking fountain	HO13	
191703	Former Wilson's Store		Main Street	Natimuk		HO14	
76746	Post Office	85	Main Street	Natimuk	Post Office	HO15	C
75657	Former Court house		Main Street	Natimuk	Court House	HO16	C
11476	'Flowerdale'	5	Schmidt Street	Natimuk	Dwelling - pise/limber construction	HO17	C
83036	School #1548		Main Street	Natimuk	school building	HO18	C
155895	Dooen Hotel		Henty Highway	Dooen	Hotel	HO19	
155896	Former Post Office and Store		Henty Highway	Dooen	Post Office	HO20	
71547	London Plane Tree	29	Roberts Avenue	Horsham	Tree	HO24	

Horsham Heritage Study (Stage 2)

1.2 Proposed HO (individual) Places, Horsham

The following schedule documents the current proposed HO places, as a result of this Heritage Study.

Proposed Individual HO Places

HERMES No	Place name	Street No	Street	Town	Type
186055	Brimpaen Hall and WW Memorial Gates	157	Brimpaen - Laharum Road	Brimpaen	hall, marker
186065	Former Clear Lake State School	lot 4006	Jallumba - Clear Lake Road	Clear Lake	school
186079	Mud brick farm complex		Wards Road	Haven	farm buildings (mud brick)
186083	'Droylsden'	143-145	Baillie Street	Horsham	dwelling
186087	Church of Jesus Christ of Latter-Day Saints	154	Baillie Street	Horsham	church
186088	Church of St John the Divine	162	Baillie Street	Horsham	church
186092	Horsham Botanic Gardens		Firebrace Street	Horsham	botanic gardens
186094	'Kalimna' dwelling	18-24	Kalimna Avenue	Horsham	dwelling
186101	Showgrounds – J M Power Memorial Gates		McBryde Street	Horsham	Recreation/ industry
186103	Water tower		Mill Street corner Gertrude Street	Horsham	Water Tower
186107/ 186108	Horsham Railway Station + Goods Shed	21	Railway Avenue	Horsham	Railway Station
186112	Roberts Ave Memorial Avenue of Honour (Ulmus)		Roberts Ave	Horsham	Tree, memorial oak
186113	Horsham House (including London Plane tree)	27	Roberts Avenue	Horsham	dwelling
186122	St Andrews Uniting Church	8	Pynsent Street	Horsham	church
191235	Timber Trestle Railway Bridge over Glenelg River		Glenelg River Floodplain off Natimuk – Hamilton Rd	Kanagulk	bridge
186137	Kewell Park	2991	Henty Highway	Kewell	Farm house / homestead
186146	Mitre Public Hall	1429	Natimuk-Francis Road	Mitre	hall
186149	Sailors Home Public Hall	2537	Blue Ribbon Road (near crn Old Minyip Road)	Murray Warra	Corrugated clad Hall
186173	St John's Catholic Church	27-29	Main Street	Natimuk	Church (now Dwelling)
186190	Behlen Grain Silo	44	Noradjuha - Tooan East Road	Noradjuha	industry
186210	Former Polkemmet State School	196	Polkemmet East School Road	Pimpinio	School
186214	Timber trestle railway bridge over Wimmera River		Nr Wimmera Highway / Wimmera River crossing	Quantong	bridge
191677	Wimmera Inlet Channel		Off Gorton Road	St Helens Plains	water supply
186224	Oakville Park' homestead complex	246	Quantong Cemetery Road	Vectis	dwelling
186226	Vectis Lutheran Church and Hall		Vectis Station Road	Vectis	church and hall
186209	Polkemmet homestead complex and burial site	1614	Polkemmet Road	Polkemmet	Station
191627	Former Thomas Young Stables	79	Wilson Street	Horsham	
186123	Horsham Silo / Noske Mill Complex	35-39	Wawunna Road	Horsham	Silo
197083	Thatched Barn	1665	O'Brees Road	Vectis	Thatched barn
186130	Jung Memorial Hall	28	Baker Street	Jung	Hall

Proposed Serial HO Places (Silos)

HERMES No	Place name	Street No	Street	Town	Type
186071	Dooen silo complex		Henty Highway	Dooen	Silo
191398	Jung silo		Railway Street	Jung	Silo
186198	Pimpinio Silo		Station Street	Pimpinio	Silo
186225	Vectis Silo		off Vectis Station Road (cr Remlaw Road)	Vectis	Silo
186231	Wail silo		Wail nursery rd	Wail	Silo

Proposed Individual HO Places rejected this Study (Stage 2)

HERMES No	Place name	Street No	Street	Town	Type
186085	Holy Trinity Lutheran Church	102-104	Baillie Street	Horsham	church
186086	Horsham Church of Christ & former residence	126	Baillie Street	Horsham	church
186104	Dwelling	64	Peppertree Lane	Horsham	Dwelling
186118	Senior Citizens Centre	17	Roberts Avenue, corner Urquhart Street	Horsham	community
186145	Former brick shop with attached residence (Post Office?)	1423	Natimuk-Francis Road	Mitre	shop
191679	Quantong Irrigation Colony		extent to be confirmed	Quantong	Cultural landscape
186228	Vectis East Methodist Church and Hall		Three Mile Road	Vectis	church

Proposed Individual HO Places (Stage 1) not considered this Study (Stage 2)

HERMES No	Place name	Street No	Street	Town	Type
186148	Mt Arapiles Centenary Park, memorials and A Lockwood Drive		Centenary Park Road	Arapiles	marker
191675	Natimuk & Arapiles Supply Channels		extent to be confirmed	Natimuk	water supply
186056	Timber Clad Woolshed, 'Glen Leith'		Brimpaen - Laharum Road	Brimpaen	woolshed
186057	Farm house	757	Brimpaen - Laharum Road	Brimpaen	dwelling, wool boom era
191590	Rosebrook sheepwash		off Brimpaen - Laharum Road	Laharum	sheepwash
186058	Brimpaen Cemetery		Victoria Valley Road	Brimpaen	cemetery
186078	Major Mitchell Memorial		Western Highway (at Green Lake)	Bungalally	marker
191665	Green Lake & Dock Lake		off Western Highway	Bungalally	water supply
186060	Clear Lake Cemetery		Clear Lake - Sherwoods Dam Road	Clear Lake	Cemetery
186061	Saw tooth woolshed		Jallumba - Clear Lake Road	Clear Lake	woolshed
186066	Giant Koala	5829	Western Highway	Dadswells Bridge	tourism
186067	Dadswells Bridge Public Hall	5802	Western Highway	Dadswells Bridge	Hall
186068	Farm house	66	Dooen School Road	Dooen	Dwelling + smaller farmhouse
186069	Dwelling	372	Henty Highway	Dooen	Dwelling
186070	Farm house complex	875 - 877	Henty Highway	Dooen	Dwelling, fig tree, thatched outbuilding
186072	Dooen Public Hall	1025	Henty Highway	Dooen	Hall
186110	Pioneer marker		Longeronong Road	Dooen	Pioneers memorial 1946
186073	Thatched Barn		Jenkinsons Road	Dooen?	barn
186219	Dooen Weir		off River Heights Road	Dooen	weir
186128	Riverside Recreation Reserve & Hall	96-98	Riverside Road	Dooen	hall
191587	Carter grave site at former North Brighton Station		to confirm	Dooen	
191666	Pine Lake		Western Highway	Drung	water supply
191672	Drung Irrigation Colony		extent to be confirmed	Drung	cultural landscape
186054	WWII Soldier Settler Memorial		West Road crn South Road	Drung	marker
186077	Green Lake Cemetery		Dock Lake Road	Drung	Cemetery
191588	Wimmera River - 'Horse Shoe Bend'			Drung	Cultural landscape
186074	Gold Escort Route Marker		Grass Flat Road	Grass Flat	marker
186075	Grass Flat Uniting Church		Mitre-Grass Flat Road	Grass Flat	church
186076	Grass Flat Public Hall		Mitre-Grass Flat Road	Grass Flat	Hall
186080	Haven Public Memorial Hall	4378	Henty Highway	Haven	Hall

Horsham Heritage Study (Stage 2)

HERMES No	Place name	Street No	Street	Town	Type
191589	Former South Wonwodah Woolshed		Heard Rd	Haven	Woolshed
186081	Army Reserve Buildings	95-99	Baillie Street	Horsham	Army Barracks
186084	May Park		May Park Terrace	Horsham	park, rotunda
186091	CMI Foundry		Palm Avenue	Horsham	Industry
186117	War Memorial Swimming Pool	53	Hamilton Street	Horsham	Swimming Pool
191568	Former Butter Factory	11	Harriett Street	Horsham	Industry
186093	Sawyer Park & Sound Shell		Hocking Street	Horsham	Sound Shell
186095	Horsham General Cemetery	8	Davis Drive	Horsham	Cemetery
186096	Presbyterian Church	14	Kalkee Road	Horsham	Church
186097	Dwelling	26	Kalkee Road	Horsham	Dwelling
186098	Quonset Hut	46	Kalkee Road	Horsham	Quonset Hut
186099	Grey Box (Eucalyptus Microcarpa)	48	Mardon Drive (adjacent to no. 48)	Horsham	tree
186102	War Memorial Precinct		Memorial Drive	Horsham	Memorial
186106	Bonnie and Clyde' restaurant	77	Pynsent Street	Horsham	commercial
186109	Horsham North State School		Rasmussen Road	Horsham	School
191759	Horsham Police Paddock		Rasmussen Rd	Horsham	Police Paddock
186119	Pin Oak (Quercus palustris)	7	Stawell Road	Horsham	tree
186120	Dwelling	15	Stawell Road	Horsham	Dwelling
186127	Hamilton Lamb Memorial Hall	21	Kalkee Road	Horsham	Hall
186129	Jung Cemetery		Green hills Road	Jung	cemetery
186131	Jubilee Forest		Henty Highway near Dogwood Road	Jung	
186132	Dwelling	553	Jung North Rd	Jung	Farm house
186133	Green Hills	1101	Green hills Road	Jung	Farmhouse
186134	Former Kalkee State School		Kalkee school road	Kalkee	School building
186135	Thatch barn		Reynolds Road / near Blue Ribbon Road cnr	Kalkee	Thatch shed
186136	Kanagulk Memorial Hall & Park		Natimuk-Hamilton Road	Kanagulk	hall
186059	Farm house	249	Drillers Road	Kewell	farm house
186138	Laharum Public Hall	1586	Northern Grampians Road	Laharum	hall
186139	Laharum State School No. 2805'	1574	Northern Grampians Road	Laharum	school
186140	Goonwinnow	1212	Northern Grampians Road	Laharum	dwelling
186141	Farley Soldier Settlement Estate		Northern Grampians Road	Laharum	location
191673	Longerenong Diversion (Wilson's Wier)		West of Burnt Clay Road (confirm bdy of LGA)	Longerenong	weir
186142	Longerenong Agricultural College, gates and pinus avenue	229	Longerenong Road	Longerenong	College, Pinus avenue, gates
186143	Gulline farms (part of?) Inc palms	478	Longeronong Road	Longerenong	Homestead, outbuildings ?
186144	Tralee homestead	38	Tralee road	Longerenong	Brick homestead c1900-20 + outbuildings
186184	Jallumba homestead		Jallumba - Clear Lake Road	Mockinya	woolboom homestead
191234	Glencloe	2000	Henty Highway	Mockinya	Farmhouse
191591	Mitre Dam		Arapiles - Grass Flat Road	Mitre	dam, sheepwash
186147	Mitre Uniting Church	1431	Natimuk-Francis Road	Mitre	church
186150	Homestead complex	357	Creek Road	Natimuk	dwelling
186217	The Homestead' (Sudholz homestead)	221	Creek Road	Natimuk	dwelling
186169	Natimuk Tennis Pavilion	2	Elmes Street	Natimuk	Sport Clubhouse
186177	'Parklands'	77	Lake Avenue	Natimuk	dwelling
186180	'Fairview'	2	Lake Avenue	Natimuk	dwelling
186170	'Wahroonga'	73	Lake Avenue	Natimuk	dwelling
186183	Dwelling	75	Lake Avenue	Natimuk	dwelling
186171	House and Outbuildings	378	Lake Road, corner Natimuk Cemetery Road	Natimuk	dwelling
191695	Dwelling	8	Main Street	Natimuk	Dwelling

HERMES No	Place name	Street No	Street	Town	Type
186172	Natimuk Uniting Church	33-35	Main Street	Natimuk	Church
186174	EM Smith Memorial Gates	48	Jory Street	Natimuk	Memorial Gates
186175	Natimuk Cemetery		Natimuk Cemetery Road	Natimuk	Cemetery
186185	Former Ubergang Homestead		Natimuk - Frances Road	Natimuk	dwelling
186187	Motts Dummy Hut (verify existence)		Natimuk - Goroke Road	Natimuk	
186218	'Oakdale' Uebergang homestead		Natimuk - Frances Road	Natimuk	dwelling
191674	Former Lutheran Manse	3	Old Noradjuha Road	Natimuk	manse
186188	Vinegar Hill ruins, school house and residence		off Arapiles - Grass Flat Road	Natimuk	ruins, dwelling
191758	Strong room		Noradjuha-Horsham Rd	Noradjuha	ruin
191723	Fire Station	111	Main Street	Natimuk	Fire Station
191713	St Pauls Lutheran Church	92	Main Street	Natimuk	Church
186191	Noradjuha Public Hall	4	Noradjuha - Tooan East Road	Noradjuha	Hall
186192	Former Church (now in School)	1180	Hamilton - Natimuk Road	Noradjuha	former church
186193	Noradjuha Cemetery		Noradjuha Cemetery Road	Noradjuha	Cemetery
186189	'Melrose East' woolshed	1503	Wonwondah - Toolondo Road	near Nurrabiel	woolshed
186194	Nurrabiel Cemetery		Nurrabiel Cemetery Road	Nurrabiel	Cemetery
186195	Homestead complex	545	Nurrabiel Church Road	Nurrabiel	dwelling
191592	Former Nurrabiel State School	1168	Wonwondah - Toolondo Road	Nurrabiel	School building
186196	Pimpinio Uniting Church	47	Church street	Pimpinio	Church
186197	Pimpinio Cemetery		Pimpinio West Road	Pimpinio	Cemetery
186199	Former Railway cottage	35	Station Street	Pimpinio	Rail worker cottage?
186200	Avalon Park	272	Rules West Road	Pimpinio	Dwelling
186201	Thatched shed	?	Wail- Polkemmet Rd	Pimpinio	Thatch shed
186215	Former Vectis Lutheran School building		Pelchens Road	Quantong	former timber school
186089	Riverside Irrigation Settlement		Butlers Rd, Riverside East Road	Riverside	Cultural landscape
186220	Sylvania Park homestead complex	808	East Road	Riverside	Mud brick homestead complex
186111	Former Riverside State School 3398		Riverside Road	Riverside	school
191676	Lake Taylor		Lubeck-Horsham Road	St Helens Plains	water supply
186222	Taylor's Lake Public Hall	2032	Lubeck-Horsham Road	St Helens Plains	hall
186223	Telangatuk East Public Hall	1207	Telangatuk East - Rocklands Road	Telangatuk East	hall
191678	Toolondo Reservoir		Natimuk - Hamilton Road	Toolondo	water supply
191416	Tooan Cemetery		off Tooan - Mitre Road	Tooan	Cemetery
191594	Site of Vectis homestead + extant trees		off Blocks Road	Quantong	former homestead
186211	Lindner homestead and Araucaria bidwillii (Bunya Pine)	1183	Lindners Road	Vectis	dwelling
186221	Walmer homestead complex		Wimmera Highway	Vectis	
186227	Quantong Cemetery		Quantong Cemetery Road	Vectis	Cemetery
186229	Windarra	529	Western Highway	Vectis	Homestead
186230	Homestead complex	123	Keatings Road	Vectis	Homestead
191200	Unley Park	461	Polkemmet rd	Vectis	Station
191593	Red Gum Swamp stock watering hole		Polkemmet Road	Polkemmet	
186232	Wail Arboretum		Wail nursery rd	Wail	Arboretum
191680	Mt Zero Channel System		extent to be confirmed	Wartook	water supply
186233	Rosebrook homestead	2588	Northern Grampians Road	Wartook	
186234	Rosebrook Woolshed	2571	Northern Grampians Road	Wartook	woolshed
186235	Wonwondah Hall		Wonwondah - Toolondo Road	Wonwondah	hall
191229	Wonwondah South homestead and woolshed	2471	Henty Highway	Wonwondah	homestead complex
191230	Wonwondah North homestead		Henty Highway	Wonwondah	homestead complex
191757	Tucker Village Settlement Site		Laharum Rd	Wonwondah	site

Horsham Heritage Study (Stage 2)

HERMES No	Place name	Street No	Street	Town	Type
191743	Arapiles Historical Society Collection	58	Main Street	Natimuk	collection
191744	Horsham Historical Society Collection	33-35	Pynsent Street	Horsham	collection

1.3 Existing relevant DDO Precincts, Horsham

The following current relevant DDO Precincts exist within the Horsham Planning Scheme.

DDO5: Urban Conservation Precinct – Horsham Central Area

The current extent of DDO5 encompasses the southern end of the proposed HO Precinct (Firebrace Street), and focuses on the core of the city centre, characterised by hotels, public buildings, theatres and commercial buildings. It is shown on the Planning Scheme Map as DDO5 (Map No 10DDO).

DDO6: Urban Conservation Precinct – Horsham Residential Areas

The current extent of DDO6 includes the bulk of the Natimuk Road and Dooen Road residential areas, characterised by post Federation and Inter war period houses. The two areas are shown in the Planning Scheme as DDO6 (Map No10DDO, 11DDO, 12DDO).

1.4 Proposed HO Precincts, Horsham

The following schedule documents the proposed Precincts as a result of this Heritage Study.

Proposed HO Precincts

Horsham Residential Precinct (Albert Street, Bowden Street, Bowen Street, Edward Street, Searle Street, Railway Avenue)

Hermes No	Street No	Street	Town	Type
191241	5a	Albert Street	Horsham	Dwelling
191243	5b	Albert Street	Horsham	Dwelling
191244	9	Albert Street	Horsham	Dwelling
191245	10	Albert Street	Horsham	Dwelling
191246	11	Albert Street	Horsham	Dwelling
191247	12	Albert Street	Horsham	Dwelling
191248	13	Albert Street	Horsham	Dwelling
191250	14	Albert Street	Horsham	Dwelling
191249	15	Albert Street	Horsham	Dwelling
191251	24	Albert Street	Horsham	Dwelling
191252	28	Albert Street	Horsham	Dwelling
191253	30	Albert Street	Horsham	Dwelling
191254	1a	Anderson Street	Horsham	Dwelling
191255	1	Anderson Street	Horsham	Dwelling
191256	2	Anderson Street	Horsham	Dwelling
191257	11	Anderson Street	Horsham	Dwelling
191258	13	Anderson Street	Horsham	Dwelling
191259	14	Anderson Street	Horsham	Dwelling
191260	16	Anderson Street	Horsham	Dwelling
191261	20	Anderson Street	Horsham	Dwelling
191262	43	Lynott Street	Horsham	Dwelling
191263	47	Lynott Street	Horsham	Dwelling
191264	52	Lynott Street	Horsham	Dwelling
191265	55	Lynott Street	Horsham	Dwelling

Hermes No	Street No	Street	Town	Type
191266	57	Lynott Street	Horsham	Dwelling
191267	1	Bowen Street	Horsham	dwelling
191268	4	Bowen Street	Horsham	dwelling
191270	5	Bowen Street	Horsham	dwelling
191271	6	Bowen Street	Horsham	dwelling
191272	7	Bowen Street	Horsham	dwelling
191273	8	Bowen Street	Horsham	dwelling
191274	11	Bowen Street	Horsham	dwelling
191275	12	Bowen Street	Horsham	dwelling
191276	13	Bowen Street	Horsham	dwelling
191277	14	Bowen Street	Horsham	dwelling
191278	16	Bowen Street	Horsham	dwelling
191279	1	Edward Street	Horsham	dwelling
191281	2	Edward Street	Horsham	dwelling
191283	3	Edward Street	Horsham	dwelling
191284	4	Edward Street	Horsham	dwelling
191285	5	Edward Street	Horsham	dwelling
191286	8	Edward Street	Horsham	dwelling
191287	10	Edward Street	Horsham	dwelling
191288	12	Edward Street	Horsham	dwelling
191289	13	Edward Street	Horsham	dwelling
191290	14	Edward Street	Horsham	dwelling
191291	16	Edward Street	Horsham	dwelling
191292	18	Edward Street	Horsham	dwelling
191293	20	Edward Street	Horsham	dwelling
191294	3	Frederick Street	Horsham	dwelling
191295	5	Frederick Street	Horsham	dwelling
191296	7	Frederick Street	Horsham	dwelling
191297	9	Frederick Street	Horsham	dwelling
191298	11	Frederick Street	Horsham	dwelling
191299	13	Frederick Street	Horsham	dwelling
191300	14	Frederick Street	Horsham	dwelling
191301	17	Frederick Street	Horsham	dwelling
191304	18	Frederick Street	Horsham	dwelling
191302	19	Frederick Street	Horsham	dwelling
191305	20	Frederick Street	Horsham	dwelling
191306	21	Frederick Street	Horsham	dwelling
191307	22	Frederick Street	Horsham	dwelling
191310	25	Frederick Street	Horsham	dwelling
191311	26	Frederick Street	Horsham	dwelling
191312	27	Frederick Street	Horsham	dwelling
191313	28	Frederick Street	Horsham	dwelling
191314	29	Frederick Street	Horsham	dwelling
191315	31	Frederick Street	Horsham	dwelling
191316	33	Frederick Street	Horsham	dwelling
191317	35	Frederick Street	Horsham	dwelling
191318	37	Frederick Street	Horsham	dwelling
191319	22	Wawunna Road	Horsham	dwelling
191320	26	Wawunna Road	Horsham	dwelling
191321	28	Wawunna Road	Horsham	dwelling
191322	36	Wawunna Road	Horsham	dwelling
191323	42	Wawunna Road	Horsham	dwelling
191324	43	Wawunna Road	Horsham	dwelling
191325	44	Wawunna Road	Horsham	dwelling
191326	47	Wawunna Road	Horsham	dwelling

Hermes No	Street No	Street	Town	Type
191327	53	Wawunna Road	Horsham	dwelling
191328	53a	Wawunna Road	Horsham	dwelling
191329	55	Wawunna Road	Horsham	dwelling
191330	57	Wawunna Road	Horsham	dwelling
191331	59	Wawunna Road	Horsham	dwelling
191332	61a	Wawunna Road	Horsham	dwelling
191333	63	Wawunna Road	Horsham	dwelling
191334	69	Wawunna Road	Horsham	dwelling
191335	71	Wawunna Road	Horsham	dwelling
191337	73	Wawunna Road	Horsham	dwelling
191338	75	Wawunna Road	Horsham	dwelling
191339	77	Wawunna Road	Horsham	dwelling
191340	79	Wawunna Road	Horsham	dwelling
191341	81	Wawunna Road	Horsham	dwelling
191344	4	Railway Avenue	Horsham	dwelling
191345	8	Railway Avenue	Horsham	dwelling
191350	10	Railway Avenue	Horsham	dwelling
191352	23	David Street	Horsham	dwelling
191353	25	David Street	Horsham	dwelling
191354	28	David Street	Horsham	dwelling
191356	30	David Street	Horsham	dwelling
191357	34	David Street	Horsham	dwelling
191359	3	John Street	Horsham	dwelling
191363	9	John Street	Horsham	dwelling
191364	11	John Street	Horsham	dwelling
191365	8	Wawunna Road	Horsham	dwelling
191366	10a	Wawunna Road	Horsham	dwelling
191367	12	Wawunna Road	Horsham	dwelling
191368	13	Wawunna Road	Horsham	dwelling
191369	15	Wawunna Road	Horsham	dwelling
191370	19	Wawunna Road	Horsham	dwelling
191371	21	Wawunna Road	Horsham	dwelling
191372	23	Wawunna Road	Horsham	dwelling
191373	25	Wawunna Road	Horsham	dwelling
191374	27	Wawunna Road	Horsham	dwelling
191375	31	Wawunna Road	Horsham	dwelling
191376	33	Wawunna Road	Horsham	dwelling

Dooen Rd and Natimuk Rd Precinct (residential)

Hermes No	Street No	Street	Town	Type
191450	5	Dooen Road	Horsham	Dwelling
191451	6	Dooen Road	Horsham	Dwelling
191452	7	Dooen Road	Horsham	Dwelling
191453	11	Dooen Road	Horsham	Dwelling
191455	14	Dooen Road	Horsham	Dwelling
191460	16	Dooen Road	Horsham	Dwelling
191461	17	Dooen Road	Horsham	Dwelling
191462	18	Dooen Road	Horsham	Dwelling
191463	19-21	Dooen Road	Horsham	Dwelling
191464	20	Dooen Road	Horsham	Dwelling
191465	22	Dooen Road	Horsham	Dwelling

Horsham Heritage Study (Stage 2)

Hermes No	Street No	Street	Town	Type
191466	23	Dooen Road	Horsham	Dwelling
191467	24-26	Dooen Road	Horsham	Dwelling
191468	25	Dooen Road	Horsham	Dwelling
191469	29	Dooen Road	Horsham	Dwelling
191470	41-43	Dooen Road	Horsham	Dwelling
191471	45	Dooen Road	Horsham	Dwelling
191472	46	Dooen Road	Horsham	Dwelling
191473	47	Dooen Road	Horsham	Dwelling
191474	50-52	Dooen Road	Horsham	Dwelling
191475	54-56	Dooen Road	Horsham	Dwelling
191476	58	Dooen Road	Horsham	Dwelling
191477	60	Dooen Road	Horsham	Dwelling
191478	62	Dooen Road	Horsham	Dwelling
191479	68	Dooen Road	Horsham	Dwelling
191481	70	Dooen Road	Horsham	Dwelling
191482	74	Dooen Road	Horsham	Dwelling
191483	76	Dooen Road	Horsham	Dwelling
191484	78	Dooen Road	Horsham	Dwelling
191485	80	Dooen Road	Horsham	Dwelling
191486	1	Bowden Street	Horsham	dwelling
191487	2	Bowden Street	Horsham	dwelling
191488	2a	Bowden Street	Horsham	Dwelling
191489	4	Bowden Street	Horsham	dwelling
191490	5	Bowden Street	Horsham	dwelling
191491	7	Bowden Street	Horsham	dwelling
191511	9	Bowden Street	Horsham	dwelling
191512	12	Bowden Street	Horsham	Dwelling
191513	14	Bowden Street	Horsham	dwelling
191514	15	Bowden Street	Horsham	dwelling
191515	16	Bowden Street	Horsham	dwelling
191516	18	Bowden Street	Horsham	dwelling
191517	21	Bowden Street	Horsham	dwelling
191518	25	Bowden Street	Horsham	dwelling
191534	27	Bowden Street	Horsham	dwelling
191535	29	Bowden Street	Horsham	dwelling
191536	6a	McPherson Street	Horsham	dwelling
191537	8	McPherson Street	Horsham	dwelling
191538	15	McPherson Street	Horsham	dwelling
191540	17	McPherson Street	Horsham	dwelling
191539	18	McPherson Street	Horsham	dwelling
191541	19	McPherson Street	Horsham	dwelling
191542	20	McPherson Street	Horsham	dwelling
191543	29	Palk Street	Horsham	dwelling
191544	31	Palk Street	Horsham	dwelling
191545	33	Palk Street	Horsham	dwelling
191546	35	Palk Street	Horsham	dwelling
191547	1	Searle Street	Horsham	dwelling
191548	10a	Searle Street	Horsham	dwelling
191549	12	Searle Street	Horsham	dwelling
191550	13	Searle Street	Horsham	dwelling
191551	14	Searle Street	Horsham	dwelling
191552	15	Searle Street	Horsham	dwelling
191553	22	Searle Street	Horsham	dwelling
191554	24	Searle Street	Horsham	dwelling
191555	26	Searle Street	Horsham	dwelling

Hermes No	Street No	Street	Town	Type
191556	27	Searle Street	Horsham	dwelling
191557	30	Searle Street	Horsham	dwelling
191558	31	Searle Street	Horsham	dwelling
191559	32	Searle Street	Horsham	dwelling
191560	33	Searle Street	Horsham	dwelling
191561	34	Searle Street	Horsham	dwelling
191562	35	Searle Street	Horsham	dwelling
191563	36	Searle Street	Horsham	dwelling
191564	37	Searle Street	Horsham	dwelling
191565	38	Searle Street	Horsham	dwelling
191566	39	Searle Street	Horsham	dwelling
191567	45	Searle Street	Horsham	dwelling
191569	33	Henry Street	Horsham	dwelling
191570	34	Henry Street	Horsham	dwelling
191571	36	Henry Street	Horsham	dwelling
191572	38	Henry Street	Horsham	dwelling
191573	8	Urquart Street	Horsham	dwelling
191574	10	Urquart Street	Horsham	dwelling
191575	13	Urquart Street	Horsham	dwelling
186121	20	Urquhart Street	Horsham	shed
191628	2	Natimuk Road	Horsham	dwelling
191629	4	Natimuk Road	Horsham	dwelling
191630	6	Natimuk Road	Horsham	dwelling
191631	8	Natimuk Road	Horsham	dwelling
191632	10	Natimuk Road	Horsham	dwelling
191633	12	Natimuk Road	Horsham	dwelling
191634	16	Natimuk Road	Horsham	dwelling
191635	18	Natimuk Road	Horsham	dwelling
191636	20	Natimuk Road	Horsham	dwelling
191637	22	Natimuk Road	Horsham	dwelling
191638	24	Natimuk Road	Horsham	dwelling
191639	26	Natimuk Road	Horsham	dwelling
191640	28	Natimuk Road	Horsham	dwelling
191641	30	Natimuk Road	Horsham	dwelling
191642	32	Natimuk Road	Horsham	dwelling
191643	34	Natimuk Road	Horsham	dwelling
191644	38	Natimuk Road	Horsham	dwelling
191645	47	Natimuk Road	Horsham	dwelling
191646	53	Natimuk Road	Horsham	dwelling
191647	57	Natimuk Road	Horsham	dwelling
191648	59	Natimuk Road	Horsham	dwelling
191649	61	Natimuk Road	Horsham	dwelling
191650	63	Natimuk Road	Horsham	dwelling
191651	65	Natimuk Road	Horsham	dwelling
191652	67	Natimuk Road	Horsham	dwelling
191653	69	Natimuk Road	Horsham	dwelling
191654	81	Natimuk Road	Horsham	dwelling
191742	80-82	Bennetts Road	Horsham	dwelling

Firebrace St Precinct (commercial)

Hermes No	Place Name	Street No	Street	Town	Type
186082	Commercial building	157	Baillie Street	Horsham	commercial
191595	Shops	7-11	Firebrace Street	Horsham	commercial

Horsham Heritage Study (Stage 2)

Hermes No	Place Name	Street No	Street	Town	Type
191596	Shops	19-21	Firebrace Street	Horsham	commercial
191597	Row of six shops	18-30	Firebrace Street	Horsham	commercial
191598	Shops	23-27	Firebrace Street	Horsham	commercial
191599	Row shops (Cooks)	32	Firebrace Street	Horsham	commercial
191600	Row Shops (Horsham Sewing)	34	Firebrace Street	Horsham	commercial
191601	Row three shops	54-58	Firebrace Street	Horsham	commercial
191602	Shop (Fig Tree Caffé)	59	Firebrace Street	Horsham	commercial
191604	Shop (Imelda Shoes and Accessories)	60	Firebrace Street	Horsham	commercial
191603	Shop (Audene's)	62	Firebrace Street	Horsham	commercial
191605	Shop (Whites)	70	Firebrace Street	Horsham	commercial
191606	Shop (Miss Horsham)	78	Firebrace Street	Horsham	commercial
191608	Shop (16 Plus)	84	Firebrace Street	Horsham	commercial
191607	Shop (Athlete's Foot)	86	Firebrace Street	Horsham	commercial
191609	Glasgow House	87	Firebrace Street	Horsham	commercial
191610	Shop (Urban 9)	94	Firebrace Street	Horsham	commercial
191611	Beaurepaires	99-103	Firebrace Street	Horsham	commercial
186105	Exchange Hotel	100	Firebrace Street	Horsham	hotel
191612	Austral Buildings (Shops)	104-112	Firebrace Street	Horsham	commercial
191613	Shop (Laundromat)	105	Firebrace Street	Horsham	commercial
191614	Shop	107	Firebrace Street	Horsham	commercial
191615	Langlands building	116-118	Firebrace Street	Horsham	commercial
191616	Roberts Avenue Plaque	-	Roberts Avenue	Horsham	marker
191617	Commerical building (Green Taylor Partners)	43-45	Pynsent Street	Horsham	commercial
191618	WB Motors (former Bolton Motors)	47-49	Pynsent Street	Horsham	commercial
191619	Shop (The Complete Garden)	42	Wilson Street	Horsham	commercial
191620	Shop (vacant)	42a	Wilson Street	Horsham	commercial
191621	Former J. Langlands & Co store (Sass / Watts Price Accountants)	44-46	Wilson Street	Horsham	commercial
191622	Shop (Horsham Colour)	45	Wilson Street	Horsham	commercial
191623	Former Bank (Oasis of Wellbeing)	48	Wilson Street	Horsham	commercial
191624	Shop (Lattanzio's)	50-52	Wilson Street	Horsham	commercial
186090	Royal Hotel		Corner Firebrace and Wilson Streets	Horsham	hotel
191625	Victoria Buildings (former Picture Hall)	58-64	Wilson Street	Horsham	commercial
191626	Shelton and Lane Stationery	59	Wilson Street	Horsham	commercial
186125	Wilson's Hotel (former Locarno)	67	Wilson Street	Horsham	hotel
186124	Commercial Hotel	68-70	Wilson Street	Horsham	hotel
186126	Bull and Mouth Hotel	83	Wilson Street	Horsham	hotel

Natimuk HO Precinct (township)

Hermes No	Place Name	Street No	Street	Town	Type
186177	'Parklands'	77	Lake Avenue	Natimuk	dwelling
186180	Fairview'	2	Lake Avenue	Natimuk	dwelling
186170	'Wahroonga'	73	Lake Avenue	Natimuk	dwelling

Hermes No	Place Name	Street No	Street	Town	Type
186183	Dwelling	75	Lake Avenue	Natimuk	dwelling
186173	St John's Catholic Church (Also proposed Individual HO)	27-29	Main Street	Natimuk	Church (now Dwelling)
186172	Natimuk Uniting Church	33-35	Main Street	Natimuk	Church
191685	Dwelling	8	Lake Road	Natimuk	Dwelling
191686	Dwelling	12	Lake Road	Natimuk	Dwelling
191681	Dwelling	14	Lake Road	Natimuk	Dwelling
191687	Dwelling	16	Lake Road	Natimuk	Dwelling
191688	Dwelling	33	Lake Avenue	Natimuk	Dwelling
191689	Dwelling	35	Lake Avenue	Natimuk	Dwelling
191690	Dwelling	39	Lake Avenue	Natimuk	Dwelling
191691	Dwelling	43	Lake Avenue	Natimuk	Dwelling
191692	Dwelling	45	Lake Avenue	Natimuk	Dwelling
191693	Dwelling	47	Lake Avenue	Natimuk	Dwelling
191694	Dwelling	59	Lake Avenue	Natimuk	Dwelling
191696	St Aidans Anglican Church	38	Main Street	Natimuk	Church
191697	Dr Bird's Home/ Surgery (fmr)	40	Main Street	Natimuk	Dwelling/ Surgery
191733	Dwelling + Palm Tree	48	Main Street	Natimuk	Dwelling
191698	Shop	61	Main Street	Natimuk	Shop
191701	Memorial Band Rotunda		Main Street	Natimuk	Memorial Rotunda
191700	National Hotel	63- 65	Main Street	Natimuk	Hotel
191702	Dwelling (Former Hotel)	64 - 66	Main Street	Natimuk	Hotel and Coachhouse
191704	Lone Pine (Pinus brutia) in RSL grounds	70	Main Street	Natimuk	Tree
191705	Dwelling	73	Main Street	Natimuk	Dwelling
191706	Shop & attached dwelling	75-79	Main Street	Natimuk	Shop/ Dwelling
191707	Pair shops	72-74	Main Street	Natimuk	Shops (attached)
197097	Dwelling	76	Main Street	Natimuk	Dwelling
191708	Colonial Bank (fmr)	83	Main Street	Natimuk	Bank
191709	Wool Shed (fmr)	84	Main Street	Natimuk	Engineering Workshop
191710	Dwelling	86	Main Street	Natimuk	Dwelling
191711	Shops x 2	87	Main Street	Natimuk	Shops, attached
191712	Dwelling	88	Main Street	Natimuk	Dwelling
191714	Band Hall & cottage at rear	91	Main Street	Natimuk	Hall - community music group
191715	Bank (fmr)	93	Main Street	Natimuk	Bank
191716	Shop	95	Main Street	Natimuk	Shop
191732	Former Bakery (?)	95 (behind)	Main Street	Natimuk	
191717	Dwelling	96	Main Street	Natimuk	Dwelling
191718	Dwelling	97	Main Street	Natimuk	Dwelling
191719	Shop	99	Main Street	Natimuk	Shop
191720	Natimuk Soldiers Memorial Hall	101	Main Street	Natimuk	Memorial Hall
191721	Dwelling (former police station) + lock up	103	Main Street	Natimuk	Dwelling
191722	Former Bank & attached residence	109	Main Street	Natimuk	Bank/ Dwelling
191724	Dwelling	113	Main Street	Natimuk	Dwelling - pise construction?
191725	Dwelling	115	Main Street	Natimuk	Dwelling
191726	Shop & attached dwelling	117	Main Street	Natimuk	Shop/ Dwelling
191730	Dwelling	121	Main Street	Natimuk	Dwelling
191727	Dwelling	125	Main Street	Natimuk	Dwelling
191728	Dwelling	131	Main Street	Natimuk	Dwelling
191729	Dwelling	135	Main Street	Natimuk	Dwelling
191731	Median strip planting		Main Street median	Natimuk	Trees (avenue)

Hermes No	Place Name	Street No	Street	Town	Type
	Cupressus				
191734	Woomer's buildings + Dwelling	4	Schmidt Street	Natimuk	Coach works, garage, dwelling
191735	Dwelling	1	Sisson Street	Natimuk	Dwelling
191736	industrial sheds	42-44	Station St	Natimuk	Industry
191738	Dwelling	62	Station Street	Natimuk	Dwelling
191739	Dwelling	64	Station Street	Natimuk	Dwelling
191740	Dwelling	66-68	Station Street	Natimuk	Dwelling
191741	Dwelling	70	Station Street	Natimuk	Dwelling

2 Heritage Place Citation Reports

The following Heritage Citation Reports schedule places of potential local heritage significance within the district. These places illustrate important historic themes as identified in the TEH and are considered of sufficient integrity to illustrate the stories of Horsham.

HERITAGE CITATION REPORT

Name Brimpaen Hall and Memorial Gates
Address 157 Brimpaen - Laharum Road BRIMPAEN **Significance Level** Local
Place Type Hall Public ,War Memorial
Citation Date 2014



Brimpaen Hall 2013, Brimpaen - Laharum Road Brimpaen, view from road.JPG

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Moderate to good integrity - windows replaced with aluminium frames 1954, walls re-clad c1960+ with metal siding.

HERITAGE CITATION REPORT

Hall still operational and marker of community from 1922 to present.

History and Historical Context

A committee was formed in April 1922 to supervise the planning and construction of a public hall for the Brimpaen district. R Matthews was elected as chairman with H Dore acted as both secretary and treasurer. The committee set a target of £160 to cover materials and construction costs, with funds raised through public donations. A subscription list published in the *Horsham Times* documents that approximately £162 3s 6d was pledged by fifty individuals and Horsham based businesses. Some local residents generously donated as much as £10 per family.

Although the committee soon reached their target they were nonetheless eager to reduce costs, with the district's residents recorded as 'felling and hauling hardwood logs to Ludke's sawmill at Brimpaen' for use in the hall.[1]

An 11 acre parcel of land was selected adjacent to the Brim Springs State School No. 2525. Construction of the hall took place over a 12 day period in late October 1922, with Mr Tom Oulton, from Horsham, engaged to oversee works and manage the enthusiastic local volunteer labour force. The completed building measured 48 ft by 24ft and was clad in weatherboards with three large doors, seven windows and a Queensland myrtle wood floor.[2]

The opening ceremony was held on 30 November 1922. The *Horsham Times* published the following account of the event:

Thursday night will long be remembered by the residents of Brimpaen, when the public hall was officially opened by Mr. A. S. Rodgers, Minister of Customs. The hall was packed to its utmost, many having to remain outside. Over 300 people had assembled to join in the jollifications. Amongst those present were to be seen visitors from Pimpinio, Horsham, East Wonwondah, Jalumba, Dadswell Bridge, Glenisla and other closer districts. Mr. R. Matthews (chairman of the hall committee) presided, and in a brief speech introduced Mr. Rodgers, who, after congratulating the residents on their splendid effort in building a hall of this kind and of having a credit balance in hand, said he had very great pleasure in declaring it opened. Cr. Anderson (Mayor of Horsham), who was present, also congratulated the residents on their achievement.

The correspondent also recorded the festivities that followed the ceremony, noting that:

once the official business was over musical items were rendered by Misses Anderson, McClounan, Messrs. Frencham, Prideau Oates. Mrs Frencham acted as accompanist. Mr. Mutton amused the audience with his humorous recitations. The catering was in the hands of our old and esteemed friend, Mr. Culliver, who in his usual capable way carried out his duties excellently. His large marquee had-been erected in close proximity to the hall, and here for a couple of hours or more he, with voluntary helpers, was kept busy supplying the wants of the inner being. Mr. Chas. Culliver was in charge of the soft drink booth, and did a roaring trade, this being very much appreciated by all. Dancing was brisk until 3 o'clock, when each-and-all began to think of home.[3]

The hall became an meeting place for Brimpaen's many community groups and organisations, as well as a venue for both Church of England and Presbyterian church services.

The Brimpaen Soldiers' Welfare Club met at the hall and staged farewell and welcome-home presentations for World War 2 servicemen of the district.

The club also organised a roll of honor and memorial commemorating the supreme sacrifice made by Brimpaen and district servicemen in World War 1 and 2.[4] The granite memorial gates erected at the entrance to the hall were

HERITAGE CITATION REPORT

dedicated by Canon Fettell, Vicar and Rural Dean of Horsham, Church of England Horsham on December 4 1949. The *Horsham Times* described the occasion:

About 150 residents of the Brimpaen district attended the dedication ceremony of the war memorial gates at the entrance to the Brimpaen Hall on Sunday. The gates were erected by the residents of Brimpaen in honor of servicemen from the Brimpaen district who lost their lives in World Wars 1 and 2. The dedication ceremony was performed by the Rev. Canon N. S. Fettell. Civic representatives were the President of the Arapiles Shire Council (Cr..L. McDonald). Cr. V. R. Lawrence (Horsham City Council), Cr. J. C. M. Carter (Wimmera Shire), and Mr. I. Anderson represented the Horsham R.S.L. The posts of the gates are of granite and have a tablet attached to each. One tablet has the following inscription: Dedicated by the people of Brimpaen in honor of those who gallantly gave their lives in World Wars 1. The other bears the names of the following servicemen: World War 1, M. Matthews, P. Smith, J. Twatt, R. Carter. C. Smith. G. McDonald, D. McTavish, G. Bowden, H. Hann and H. Wickham. World War 2, A. McGennisken and W. Boak. The tablet with the names was wrapped by the Union Jack and was unveiled by Mr. H. Smith.[5]

In the *Brimpaen Centenary 1880 - 1980* (1980) author Bill Kurtze provides a chronology of alterations and improvements to the building and surrounds:

1925 WW1 Honour Roll moved to hall from school;

1927 Piano purchased;

1928 Rear skillion constructed to house cloak and supper room;

1930 Stage constructed;

1935 12 Eucalyptus cladocalyx (Sugar Gum) trees established as perimeter plantings;

1945 Porch constructed;

1949 Lighting plant instated, driven by petrol engine;

1952 Supper room extended by 22 ft by 14 ft;

1954 New windows were installed, concrete entrance steps constructed, a new chimney and woodshed erected and the exterior of the hall and outbuildings were painted. Funds raised through euchre parties and dances at hall. The *Horsham Times* also records that a 'beautifully framed painted portrait of Her Majesty Queen Elizabeth II -a gift from Mrs Arthur Matthews' was presented to residents of Brimpaen to be exhibited in the hall;

1958 New floor installed in hall

1966 Electricity connected at Brimpaen, celebration at Hall to mark event;

1971 Construction of toilet block

1975 Refurbished ceiling in hall;

1979 Verandah on east elevation constructed.

Following the closure of the adjacent Brimpaen State School in the 1980s, the Brimpaen Public Hall has endured as an important focal point for the Brimpaen Community.

HERITAGE CITATION REPORT

Footnotes:

[1] *Horsham Times*, 19 May 1922, p 6; 4 July 1922, p 3, Kurtze, *Brimpaen Centenary 1880 - 1980*, p. 17

[2] Kurtze, p. 17; *Horsham Times*, Friday 6 October 1922, p 2, Friday 3 November 1922, p 6

[3] *Horsham Times*, 5 December 1922, p 6

[4] *Horsham Times*, Friday 28 July 1950, pg. 9

[5] *Horsham Times*, Tuesday 6 December 1949, pg. 5

Description

Physical Description

Single storey, hall with CGI clad gable roof, enclosed entry porch and lean-to supper room/ toilets/ kitchen to rear and side. Brick chimney and hearth remains to supper room. Later shed and deep verandah attached to side of hall (at rear). Hall is clad with metal profiled siding (post 1960s) replacing/ concealing original weatherboard cladding. Interior of hall simple in decoration - wall cladding replaced, floorboards replaced (1958) and ceiling now suspended acoustic tile in finish. Memorial gates (granite pillars/ plaques, with wrought iron gates) extant to front of hall and plaque on rock located to side of hall, celebrating 100 yrs of Brimpaen settlement and soldier memorialisation (1980)

Physical Condition

Average to fair condition. Most finishes (inside and outside) have been renewed/ replaced. Original form of hall and interior still extant.

Memorial gates and structure in good condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria -

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (erected to service the growing farming community of Brimpaen - which was developing rapidly as a community in the interwar period- following the re-subdivision of early stations and farms)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (community hall in district - one of many halls in the region - but representative of settlement and past population of the Brimpaen region)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (community hall - used for recreation, schooling, church services and civic events - a key part of the past/ present Brimpaen community in southern Horsham)

HERITAGE CITATION REPORT

Comparative Analysis

Brimpaen Hall is a common building type across rural and regional Victoria. Comparison with halls in other Shires has not been undertaken, as its significance is clearly local in threshold and the structure is not a particular architectural merit. Comparison with other Horsham halls is discussed below. The hall is comparable and represents community establishment/ needs/ growth in the southern section of the Shire of Horsham.

Sailors Home Hall, Murra Warra Hermes no. 186149: Sailors Home Hall - 1923 - framed construction - similar size/ construction - comparable - higher intactness though.

Jung Memorial Hall, Jung Hermes no. 186130: Jung Hall - erected 1926, reinforced concrete in construction - includes marble memorial boards on facade - similar in era to Brimpaen. Larger hall - has stage, balcony and backstage area - comparable.

Mitre Hall, Mitre Hermes no. 186146: Mitre Hall - erected 1915 - brick construction. Includes a stage and contemporary supper room - comparable.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and social significance of the 1922 Brimpaen Hall, Brimpaen include:

- . 1922 hall structure, entry porch, early supper room, WW1 memorial board (inside)
- . Memorial Gates at entry - granite pillars and wrought iron gates.

Exclusions: Later additions to supper room, attached store shed, verandah, later windows, chimney, metal wall cladding

How is it Significant?

The 1922 Brimpaen Hall, Brimpaen, is of local historic and social significance to Horsham Rural City Council.

Why is it Significant?

The 1922 Brimpaen Hall and memorial gates are:

- . of local historical significance, illustrating the results of local regional growth in the early 20th century and in particular inter-war period - a boom period for agricultural development in the district. (Criteria A, D)
- . of local social significance, illustrating the growing Brimpaen community's civic, educational, religious and recreational and community needs in the then outer Horsham district. The hall and gates are the only physical structures extant today

HERITAGE CITATION REPORT

in the Brimpaen locality. The memorial gates are also of social significance, memorialising the local community's contribution to WW 1 and 11. (Criterion G)

Recommendations 2014

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	Yes Memorial gates - fence and pillars
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Article: 19th May 1922, page 6**
 Literature type: General Reference
 Literature author: Horsham Times
 Literature publisher: Horsham Times
 Literature year: 1922
 Literature title: **Article: 4 July 1922, p. 3**
 Literature type: General Reference
 Literature author: Horsham Times
 Literature publisher: Horsham Times
 Literature year: 1922
 Literature title: **Article: Friday 6 October 1922, p. 2**
 Literature type: General Reference
 Literature author: Horsham Times
 Literature publisher: Horsham Times
 Literature year: 1922
 Literature title: **Article: Friday 3 November 1922, p. 6**
 Literature type: Heritage Area Study
 Literature author: Horsham Times
 Literature publisher: Horsham Times
 Literature year: 1922
 Literature title: **Article: 5 December 1922, p. 6**
 Literature type: General Reference
 Literature author: Horsham Times
 Literature publisher: Horsham Times
 Literature year: 1922
 Literature title: **Article: December 1954, pg 5.**
 Literature type: General Reference
 Literature author: Horsham Times
 Literature publisher: Horsham Times
 Literature year: 1922
 Literature title: **Brimpaen Centenary: 1880-1980**

HERITAGE CITATION REPORT

Literature type: General Reference

Literature author: Kurtze, Bill & Brimpaen Centenary Committee

Literature publisher: Brimpaen Centenary Committee, Brimpaen

Literature year: 1979

Literature title: **Vision and Realisation: A Centenary History of State Education in Victoria Vol. 2**

Literature type: General Reference

Literature author: Blake L.J (ed.)

Literature publisher: Melbourne, Education Department of Victoria

Literature year: 1973

HERITAGE CITATION REPORT

Name	Former Clear Lake State School	
Address	4006 Jallumba - Clear Lake Road CLEAR LAKE	Significance Level Local
Place Type	School - State (public)	
Citation Date	2014	



Former Clear Lake State School, 4006 Jallumba - Clear Lake Road Clear Lake 024.jpg

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

High integrity internally and externally.

History and Historical Context

Following the proclamation of the Grant Land Act of 1869, vast tracks of land previously occupied by 'squatters' was opened up for intensive closer settlement. Parcels of 320 acres were taken up in the Wimmera district by yeoman farmers and their families, leading to a dramatic increase in population and the development of small settlements such as the township of Clear Lake.

In 1876 the Clear Lake Wesleyan Church was erected by parishioners below the lake's southern shoreline. Lessons were conducted in the church from April 1879, with Thomas Hall appointed to teach approximately 37 children drawn from the surrounding area. While the building was a cherished community asset and the nucleus of the growing settlement, it was an inadequate classroom. Head teacher Hall documented its shortcomings in a letter to the Education Department stating, 'there was no fire and no warmth. Most Children travelled more than two miles and at times arrived drenched and

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cold and were forced to sit in that state all day'.[1]

Mr Hall was joined by members of the Clear Lake district in lobbying the Department for a new, standalone school building. The proposed site of the school was a key concern. Past students recounted that the journey to school was so treacherous that 'pupils were guided to school in the early days by a plough furrow through the heavily timbered country .(and) trees were also blazed for their guidance'.[2]

By February 1881 a one acre site was reserved at nearby Carchap addressing the Jallumba - Douglas Road (application no. 2135).[3] This site was subsequently revoked in favour of a four acre site reserved in 1882 (allotment 22G, Parish of Carchap) opposite the existing church.[4]

The new school was assigned no. 2135 and a small portable building and attached living quarters, measuring a meagre 22 ft x 9 ft, was erected in March 1882.[5] Hall lived in the attached residence with his wife and five children until his departure in 1886. Miss Lilla Morrison replaced Hall, although she boarded with a local family, rather than residing in the teacher's quarters.

In February 1886 land sales were held to establish the township of Clear Lake (originally named 'Jangeowra') The site for a township had been surveyed the previous year and officially gazetted on the west bank of Clear Lake addressing the Arapiles - Balmoral Road. Half acre parcels were auctioned at £2 per lot, but the sale didn't stimulate immediate development, rather 'blocks were taken up by established residents for future use and none was lived on by any newcomer. No business premises or public buildings emerged'.[6]

While the turn of the century saw a general decline in population and the subsequent closure of nearby schools such as Toolondo, Clear Lake School survived this period of low enrolments and economic hardship. Indeed, by 1901 the school community continued to lobby the Department:

'We, the undersigned, urgently request better accommodation at S.S. 2135. At present things are so unsatisfactory and in such an unsanitary condition that steps are requested for an immediate improvement. 36 children are huddled into one small room where the atmosphere is poisonous and unbearable' [7]

Although the petition called for a new building, refurbishment of the existing building was also suggested, including minor alterations such as the 'partition between the residential section and the class room be removed' to enlarge the space.[8] Correspondence over the next twenty years documents even further deterioration of the building, including white ant and rabbit infestation, poor lighting and over-crowding.

At last, in 1927 a new school building was approved and erected on land acquired in the township grid addressing the Arapiles - Balmoral Road. It was officially opened on 23 March 1928. The West Wimmera Mail described the new school as 'neat in design with congenial surroundings and the interior the last word in comfort and hygiene in the midst of a eucalyptus charged atmosphere'.[9]

A teacher's residence was constructed in 1958 and a new class room added in 1960. As a consequence of the Soldier Settlement Scheme a second wave of settlement occurred in the district and school enrolments rose to 53 by 1963. Other improvements included new shelter sheds, toilets and bike sheds.

An office, store room and kitchen wing were added to the north-west corner of the school building in 1996. However, this investment was not enough to prevent the closure of the school in 1997 due declining enrolments.

The former school has been retained by the community and continues to provide a focus for community life under the

HERITAGE CITATION REPORT

custodianship of Clear Lake School Inc, formed in 2000.

[1] **Committee of the Clear Lake Back To**, *Clear Lake Reflections 2004*, p. 28.

[2] *Horsham Times*, Friday 9 November 1951, page 3.

[3] *Gov Gazette 28*, Date: Friday, March 25th 1881, page 876; *Horsham Times*, Tuesday 21 March 1882, p. 2

[4] *Gov Gazette 29*, Date: Friday, March 17th 1882, page 667.

[5] **Education Department: Report of the Minister of Public Instruction for the year 1881-82**, p 125, 132

[6] *Clear Lake Reflections 2004*, p. 20

[7] **Clear Lake Centenary Committee**, *Clear Lake: Centenary 1978*, p. 28.

[8] *Clear Lake: Centenary 1978*, p. 28.

[9] *Clear Lake: Centenary 1978*, p. 30.

Description

Physical Description

Timber framed, weatherboard clad building approximately 11 metres by 9 metres with smaller entry porch under separate gable. Gable roof clad in corrugated sheet metal with wide eaves overhangs and exposed rafters. Large, multipane timber sash windows to north and south elevations; smaller timber frame windows to entry porch and kitchen area. Brick chimney. Internally the classroom retains its blackboard, timber panelling, fireplace and mantelpiece.

Physical Condition

The former Clear Lake school is in good condition and has had repairs conducted recently

Australian Heritage Commission Criteria

Relevant HERCON Criteria:

Criterion A: Importance to the course, or pattern, of Victoria's cultural history. (as a marker of the evolution of Clear Lake as a town and community, and the changing requirements of educational facilities in the district)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural places or objects. (typical design, configuration and materials for a small scale classroom building in the early twentieth century)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual

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reasons. (as the focus for a regional community as an educational facility and more recently for the general community of Clear Lake)

Comparative Analysis

Former Riverside State School No 3398, 158 Riverside Road, Riverside, Hermes no. 186111: Very similar configuration and style, but earlier date (1901)

Former Kalkee State School No 1840, Kalkee School Road, Kalkee, Hermes no. 186134: Similar configuration and style, date not confirmed

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and associative significance of the former 1928 Clear Lake School, Jallumba - Clear Lake Road, Clear Lake, include:

- . External form and materials of school building - weatherboard cladding, corrugated sheet metal roof, timber framed multi paned windows, and brick chimney;
- . Internal original fittings including timber wall panelling, fireplace and mantelpiece, and blackboard.

How is it Significant?

The former 1928 Clear Lake School is of historic, representative, and associative significance to Horsham Rural City Council.

Why is it Significant?

The former 1928 Clear Lake School is:

- . Of local historical significance, illustrating the growing and later declining need for educational facilities in small rural communities outside Horsham. (Criterion A, D)
- . Of local representative significance, as an intact local example of a school classroom of the early twentieth century;
- . Of local associative significance, for its role as a focus for community activities and education of families in the Clear Lake district. (Criterion G)

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Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	-
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Clear Lake: Centenary 1978**

Literature type: General Reference

Literature author: Clear Lake Centenary Committee

Literature publisher: Clear Lake Centenary Committee

Literature year: 1978

Literature title: **Clear Lake Reflections**

Literature type: General Reference

Literature author: Committee of the Clear Lake Back To

Literature publisher: Clear Lake Back To Committee

Literature year: 2004

Literature title: **Report of the Minister of Public Instruction for the year 1881-82**

Literature type: General Reference

Literature author:

Literature publisher: Education Department, Melbourne

Literature year: 1882

Literature title: **Article: Tuesday 21 March, 1882**

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1882

Literature title: **Article: Friday 9 November 1951**

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1951

Literature title: **Vision and Realisation: A Centenary History of State Education in Victoria Vol. 2**

Literature type: General Reference

Literature author: Blake L.J (ed.)

Literature publisher: Melbourne, Education Department of Victoria

Literature year: 1973

Literature title: **Victorian Government Gazette 28, Friday March 25 1881**

Literature type: General Reference

Literature author:

Literature publisher:

HERITAGE CITATION REPORT

Literature year: 1881

Literature title: **Victorian Government Gazette 29, Friday March 17 1882**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1882

HERITAGE CITATION REPORT

Name	Mud brick farm complex	
Address	Wards Road HAVEN	Significance Level Local
Place Type	Residence,Farm	
Citation Date	2014	



Mud brick farm complex, off Wards Road Haven.jpg

Recommended Heritage Protection	VHR - HI - PS Yes
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Integrity

Moderate - all buildings extant, but some vandalism evident and white ant damage evident to timberwork.

History and Historical Context

In late 1910, a large area to the south of Horsham, known as the Horsham Borough Common, was thrown open for Selection. It was reported that 'altogether there [were] 33 lots, 22 in the Parish of Horsham, and 11 in the Parish of Bungalally', ranging in size from five to 73 acres.[1]

According to local newspaper reports, the district lands officer, Mr R. McRae Stewart, received 126 applications from 87 individuals.[2] Amongst these applicants was Mr E. Hallam who was successful in obtaining 41 acres at allotment 3B.[3]

The Haven Historical Committee confirm that 'it is believed that most of the families successful in their application for land, paid the necessary fees and set up camp within three weeks'.[4] Mrs O'Brien is credited with naming the new

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settlement, after she opened the first post office, which she named "Haven Post Office". Following this, it was decided at a public meeting that the new settlement would be called Haven, 'as it was [considered to be] a restful place'.[5]

Eager to move their families onto their newly purchased land, many of the first selectors built basic bag or tin huts with lean-tos. Over the following years, selectors improved their housing situations, the styles of which reflected their financial positions. Selectors, who wanted or could afford timber homes, engaged the services of local builder, Mr Ballinger, who purportedly charged £40 per room.[6] However, the cost to build a timber home was more than some families could afford. Instead, they built slab and daub, or wattle and daub huts. Others, such as the Hallam family, utilised the plentiful supply of water and mud from nearby McKenzie Creek to make sun dried bricks.

Constructing a mud brick hut was a relatively inexpensive method of building a house, as the only outlay required was the window frames, door and corrugated iron sheeting for the roof. Mud brick houses were also relatively comfortable. They were warm in the winter and cool in the summer. However, the process of making the bricks was intensively laborious for everyone involved (usually the whole family). One Haven resident recalls making mud bricks with her family, which began with a special mixture of sand and clay only found in certain areas along McKenzie Creek:

When building a sun dried brick home Dad found the pug (it had to be just right) along the creek. Then he waited for warm, windy weather to set the bricks. The announcement would be made "Today we make bricks". "We" meant Dad, Mum and the kids. Dad picked and shovelled up the ground. Mum and the kids carted water. Then Mum poured water, Dad shovelled and the kids had to paddle the pug [until it had mixed correctly].[7]

The Hallam family employed a similar method to make mud bricks for the construction of a farmhouse complex of buildings on their property. According to the current owner, Mr A. Hallam, the garage building was erected first, the two room cottage with verandah second, and the small building (which was used as a bedroom for three children) was erected last. The extant buildings are reported to be approximately 70 years old.[8]

Another Haven resident recalls that there were many mud brick homes near McKenzie Creek and the area to the south. They explain that 'the more affluent Haven residents who lived to the north called the creek dwellers "mudlarks" and the area "swallow land"'.[9] The Haven Historical Committee assert that some mud brick homes from the early settlement period are still standing today, though most of them have been abandoned and are in a poor state of disrepair. Mr A. Hallam explains that his family were experts at mud brick construction and asserts that they have been repairing some of Haven's iconic mud brick huts for many years.

[1] Horsham Times (1910) The Common Blocks. *Horsham Times*. 18 October, p. 5.

[2] Horsham Times (1910) News and Notes: The Common Blocks. *Horsham Times*. 8 November, p. 4.

[3] Haven Historical Committee (2011) *Haven's Heritage. Volume 1, From the Common*. Victorian Bushfire Reconstruction and Recovery Authority: Melbourne, p. 41.

[4] *Ibid*.

[5] Back to Haven Committee (1978) *Our Haven*. Back to Haven Committee: Haven, p. 26.

[6] *Our Haven*, p. 26.

[7] *Ibid*, p. 27.

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[8] Per. Comm. A. Hallam, 4 September 2013.

[9] *Haven's heritage*, p. 42.

Description

Physical Description

3 x single storey buildings, all built of mud brick. Mud bricks approx 180mm high x 400mm long by 350mm thick. Bricks were made on site with timber moulds. Mud was taken from the river bank and put in shallow settling ponds, then scooped into moulds and left to dry. No lime binder used. Some driftwood pieces evident in bricks, as well as barbed wire ties. Mortar used of same mix. Roofs and gable portions of walls of corrugated iron sheeting, with galvanised sheeting. All supported by timber posts/ framing (callitris (Cypress) pine).

Physical Condition

Average to poor condition but sound in structure. Mud brick facing washing away over time. Owner has already repaired one wall to traditional methods. Termites have eaten away sections of timber framing. Roof sheeting has been patch replaced as needed in the past.

Australian Heritage Commission Criteria

Relevant HERCON Criteria -

Criterion A: Importance to the course, or pattern, of Victoria's cultural history. (demonstrates a specific local response to housing needs in the early twentieth century)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (indicative of a low-tech, but appropriate and innovative response to the need for low cost housing in the district in the early twentieth century - using local materials and improvised construction techniques)

Comparative Analysis

Oakville Park homestead, Vectis Station Road, Vectis, Hermes no. 186224: Notable, grander and larger scale residence

Various ruinous outbuildings at Haven near subject site: C1900+ structures - in poor condition typically

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and technical significance of the c1930s mud brick buildings at Wards Road, Haven, include:

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- . The external form and fabric of the three buildings, including mud brick walls, timber window and door frames, and simple corrugated sheet metal gable roof forms;
- . The construction methodology employed in the building (and subsequent repair) of the three buildings.

How is it Significant?

The c1930s mud brick buildings at Wards Road, Haven, are of historic and technical significance to the Horsham Rural City Council.

Why is it Significant?

The c1930s mud brick buildings at Wards Road, Haven, are:

- . Of local historical significance, illustrating an early 20th century, specific site-responsive method of construction to address the need for shelter and housing in a community without substantial financial input. (Criterion A)
- . Of local technical significance, demonstrating a traditional construction technique employed using local and readily available materials to provide housing for local residents in the 1930s period. (Criterion F)

Recommendations 2014

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	-
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

- Literature title: **Our Haven**
 Literature type: General Reference
 Literature author: Back to Haven Committee
 Literature publisher: Back to Haven Committee, Haven
 Literature year: 1978
- Literature title: **Haven's Heritage. Volume 1, From the Common**
 Literature type: General Reference
 Literature author: Haven Historical Committee
 Literature publisher: Victorian Bushfire Reconstruction and Recovery Authority: Melbourne
 Literature year: 2011
- Literature title: **Per. Comm. A. Hallam, 4 September 2013**
 Literature type: General Reference
 Literature author:

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Literature publisher:

Literature year: 2013

Literature title: **Article: The Common Blocks, 18 October, p. 5. 1910**

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1910

Literature title: **Article: News and Notes: The Common Blocks. 8 November, p. 4.**

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1910

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Name	Droylsden	
Address	143-145 Baillie Street HORSHAM	Significance Level Local
Place Type	Health Office	
Citation Date	2014	



Droylsden, 143-145 Baillie Street Horsham 122.JPG

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

High - intact dwelling retaining most original features, illustrating significance

History and Historical Context

Droylsden was built in 1927 by Sid and Clara Smith, formally of Lower Norton. Set on a 1,050 square metre title of two allotments, the Smiths resided in the double story brick veneer dwelling until 1954, when they moved to Geelong. The original residence featured timber floors, five bedrooms, three living areas, a kitchen, dining room, maid's scullery and bathroom.[1] It had 37 squares of living area and another 12 squares of verandah space. In 1986, the *Mail-Times* reported that:

Builders claim the house is one of the most solid buildings in Horsham. Mr Smith was keen to prove that an 11 room brick house could be built on Horsham's unstable ground without cracking. He poured tonnes of concrete into the foundations and used 200 tonnes of railway line as reinforcing. He also used railway lines in the double-brick spine walls. There is no sign of warping or cracking in the brickwork. Mr Smith used railway line for girders in the floor and a

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second-storey billiard room.[2]

The dwelling was one of several substantial 'aspirational' dwellings erected along this section of Baillie Street during the interwar period, when Horsham was experiencing a period of substantial agricultural prosperity. Dwellings were of interwar styles and were surrounded by extensive gardens. Similar dwellings were also erected along the city end of Doon Road and Natimuk Road.

The name "Drolydsen" comes from the Bough of Tameside in Greater Manchester, England- the birthplace of Sid's father, Mr John Smith who arrived in Australia in 1872. Sid's father was a well-respected local farmer and businessman who in his later career became the first government auditor for the Wimmera Shire. He resided in both Lower Norton and Horsham from 1872 until his death in 1922.[3]

Since its erection, Drolydsen has been used as a private residence by former owners, dentist David Lye, and Peter Beyer and Ann Mitchell (1981-1987). Following the sale of the property to the Beyers, Mr Lye leased the separate commercial annex comprising of four consulting rooms, a kitchen and bathroom. The annexe was used as the commercial offices of Peter Beyer's firm, Beyer, Wilson and Crisp architects and engineers. During their ownership of Drolydsen, the Beyers completed extensive renovations of the top floor in order to restore its former grandeur.

In August 1986, Horsham's Goolum Goolum Aboriginal Cooperative (Goolum Goolum), the representative organisation of the local Wotjobaluk, Jadawadjali, Jaadwa, Jupagulk and Wergia peoples, began negotiations with Horsham Real Estate Agents, Robert Walter and Gerry Smith to purchase Drolydsen. The following year, in early 1987, Goolum Goolum bought the property for almost \$250,000 with funds acquired from federal and state government grants. In May 1987, Aboriginal Development Commission commissioner for Victoria, Mr John Atkinson, announced that 'apart from providing a permanent headquarters for Goolum Goolum Aboriginal Cooperative, Drolydsen provided Aborigines with a valuable economic asset and a place from which they could promote and develop social and recreational activities'.[4] Mr Atkinson further stated that 'he was delighted that the Victorian government had recognised the importance of providing such a social facility in Horsham . [which will] improve the self-esteem of Aboriginal people and encourage their self-determination and self-management'.[5] The official opening took place on 9 September 1987. Goolum Goolum occupied Drolydsen until 2005 when they moved to new premises in Hamilton Street. During their time at Drolydsen, time they provided administrative, welfare, recreation, cultural and health services to the local Aboriginal community, as well as negotiated their native title agreement, which was to become the first successful consent determination in Victoria and south-eastern Australia in a decision was handed down by the Federal Court in 2005.

Drolydsen was untenanted from 2006 until 2010. Whilst vacant, parts of the floor and staircase were damaged as a result of a suspicious fire.

In June 2010, *Drolydsen* was purchased by Mr Barry Sherwell and Dr Kate Alyssia.[6] Barry and Kate were committed to restoring the building. Inside, oak wall panelling was repaired, glazed bricks replaced, damaged timber staircase elements replicated, ceilings restored and later wall partitions removed. They also converted the lower level into an Allied Health Centre with a series of consulting rooms, and retained the upper level for their private residence.[7]

[1] Bibliophile (2010) New Neighbours. *Bibliofile* [online]. 3 June. Available from: <http://bibliophile-biblionet.blogspot.com.au/2010/06/new-neighbours.html> [Accessed 2 September 2013].

[2] Mail-Times (1986) Aboriginal bid for Drolydsen. *Mail-Times*. 13 August, p. 3.

[3] Horsham Times (1922) Obituary. *Horsham Times*. 20 June, p. 5.

HERITAGE CITATION REPORT

[4] Wimmera Mail-Times (1987) Commissioner applauds Droylsden purchase. *Wimmera Mail-Times*. 18 May, p. 5.

[5] *Ibid.*

[6] ABC (2010) Droylsden house auction stalls. *ABC News* [online]. 31 May. Available from: <http://www.abc.net.au/news/2010-05-31/droylsden-house-auction-stalls/847370> [Accessed 9 September 2013].

[7] Elliston, A. (2010) Health service planned for Droylsden. *Wimmera Mail-Times* [online]. 6 June. Retrieved from www.mailtimes.com.au/story/972023/health-service-planned-for-droylsden [Accessed 29 November 2013]; Elliston, A. (2010) Historic refit at Droylsden. *Wimmera Mail-Times*. 29 September, p. 6.

Description

Physical Description

A local, substantial two storey 1927 'Inter-war California Bungalow' style dwelling of face brick, with stucco banding to facades and terracotta tile roof. Principal gables are finished with timber shingles and decorative timber brackets at each base. Dwelling features a projecting balcony/ porch over the entrance in face brick, with the balcony open and the entrance under framed by a brick archway. The name 'Droylsden' features on the central gable of the dwelling. Red brick chimneys dominate at roof level and substantial tile roof verandas, supported by masonry columns, wrap around all facades of the dwelling. Windows are timber framed and a bay window is featured adjacent the double front doors. Interior features formal rooms to the ground floor and bedrooms to the upper floor. Main rooms feature blackwood wall dado panelling and decorative plaster ceilings. The centrally located staircase is blackwood in construction and simple in design.

Physical Condition

Very good condition. Well maintained to exterior and interior. Past fire damage to ground floor rooms has resulted in reconstruction of some finishes. Recent commercial premises to side of front facade erected over part of original verandah and also impact on heritage views of place.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (Illustrating residential growth of Horsham during agriculturally prosperous inter-war period in 20th C.)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (One of several substantial 'Inter-war California Bungalow' and 'Old English' style dwellings and gardens established on the main highway roads surrounding Horsham - evidence of new wealth in the town during the period)

Criterion E: Importance in exhibiting particular aesthetic characteristics. ('Inter-war California Bungalow' style, two storey dwelling of aesthetic merit. Designer unknown)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (Goolum Goolum co-op - as office area/ centre for community needs and during Native Title

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agreement. (social value - no physical evidence illustrates occupation)

Comparative Analysis

Horsham House, 27 Roberts St, Horsham, Hermes no. 186113: 1906 - 2 storey dwelling of 'arts/crafts' styling of a scale (inc garden) to Droylsden - although earlier in construction. Along with Droylsden, represents 'inner city' wealth at turn of century.

Kalimna House, 18-24 Kalimna Ave Horsham, Hermes no. 186094: 1915 - single storey + attic dwelling - of high integrity - arts/crafts bungalow style dwelling on substantial grounds. Earlier in construction, but represents style and wealth of early 20th C Horsham - compares to Droylsden - but suburban.

Como Lodge, 83 Natimuk Rd, Horsham: C1930s 'Como lodge' dwelling of two storeys, of 'Old English' styling, with red tile roof. Moderate integrity. Located in substantial grounds in suburban Horsham - represents style and wealth of early 20th C Horsham - compares to Droylsden - but suburban.

Glen Logan House, Dooen Rd, Horsham: 1926 - built by Bolton - prominent two storey red brick 'interwar' dwelling with arts/ crafts/ cottage and 'Romanesque' styled features. Again, set in substantial grounds - reflects aspirational values of Dooen Rd precinct of the period. - compares to Droylsden - but suburban.

bungalows' of Natimuk Rd and Dooen Rds: Interwar, bungalow style dwellings in 'dress-circle' suburban location, most set insubstantial gardens. - inc 'Leamont' for eg (HO 5) - partly compares to Droylsden - but suburban and single storey.

Droylsden compares in scale, era and style to several other dwellings of the period in Horsham. It is only one of two remaining dwellings of the 1900-1920 period in 'downtown' Horsham. Other examples from the period are all located in suburban areas.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and aesthetic significance of the 1927 dwelling, Droylsden include:

- . External form of the two storey dwelling, pitched, tiled roof, wrap around verandah with columns, timber framed windows and doors to external walls. Decorative timberwork to eaves and verandahs and the name 'Droylsden' on the facade is also of note.

How is it Significant?

The 1927 dwelling, 'Droylsden', 143-145 Ballie St, Horsham, is of historic, social and aesthetic significance to Horsham Rural City Council.

Why is it Significant?

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The 1927 dwelling, 'Droylsden', 143-145 Ballie St, Horsham is:

. of local historic and social significance, illustrating the substantial growth and prosperity evident in Horsham during the inter-war period of the 20th Century. The dwelling is one of several substantial Horsham dwellings erected during the inter-war period along key roads/ boulevards, illustrating the agricultural and commercial prosperity of residents of the period. Further, the place was the first home of the Goolum Goolum Aboriginal Co-operative. (Criteria A, D and G)

. Of local aesthetic significance, as an intact and substantial example of a two storey 'Inter-war California Bungalow' style dwelling of design merit in Horsham. Few dwellings of this scale and integrity exist in Horsham today. (Criterion E)

Recommendations 2014

External Paint Controls

Yes

Internal Alteration Controls

No

Tree Controls

No

Fences & Outbuildings

-

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place

No

References

Literature title: **ABC (2010) Droylsden house auction stalls. ABC News [online]. 31 May 2010**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 2010

Literature title: **Bibliophile (2010) New Neighbours**

Literature type: General Reference

Literature author:

Literature publisher: Bibliofile [online]. 3 June 2010

Literature year: 2010

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Mail-Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Wimmera Mail-Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

HERITAGE CITATION REPORT

Name	Church of Jesus Christ of Latter-Day Saints	
Address	154 Baillie Street HORSHAM	Significance Level Local
Place Type	Church	
Citation Date	2014	



Church of Jesus Christ of Latter-Day Saints, 154 Baillie Street Horsham 208.JPG

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Reasonably high integrity, when viewed from Baillie St. Early finishes to dwelling all still extant.

History and Historical Context

The former brick residence and surgery at 154 Baillie Street, Horsham was constructed in 1936 for Dr Gordon Forsyth to the design of architect HL Coburn.

Dr Gordon Forsyth arrived in Horsham in October 1930 after purchasing the former practice of Dr JP (Percy) Black in Firebrace Street. Dr Forsyth was born and educated in Sydney and worked in Wingham, New South Wales, prior to moving to Horsham with his wife and children.[1]

At first, Dr Forsyth consulted privately and attended patients at the Horsham Base Hospital and local private hospitals. In 1936 he commissioned Ballarat architect Herbert L Coburn to design a two-storey 'Streamlined Moderne' residence and surgery on the north side of Baillie Street, near the intersection of Firebrace Street. Ballarat contractor A McClellan was

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awarded the tender to construct the building.[2]

A photograph held by the Horsham Historical Society shows the residence shortly after its completion in November 1936 set behind a low brick fence and anchored by neat landscaped garden. It remains largely unaltered from this time and is an excellent example of Coburn's work and the design aesthetic of interwar domestic architecture. These stylistic features include: crème (clinker) brick work, red brick decorative banding, a recessed front porch, protruding brick planter box, steel deco windows, second-storey cantilevered balcony and an attached motor garage.

The building was designed with two separate entrances addressing Baillie Street, with a patient's entrance on the west side of the residence. There were a number of doctors' residences constructed in Horsham during the nineteenth century, which served this dual function, combining private dwellings (often located on the second floor), consulting rooms and a surgery. In the case of Dr Forsyth, it appears that this arrangement was short lived, as he joined Lister House Medical Clinic in April 1937 and remained there until his retirement.

Lister House, 146 Baillie Street, was situated three doors east of Dr Forsyth's residence and was founded by Dr Roy Felstead, who like Forsyth, had previously practiced from his residence in Baillie Street. The clinic was only the second group practice established in Victoria at that time. The two-storey crème brick building was designed by Coburn and completed in 1937. It comprised a theatre, x-ray facilities, surgery and accommodation for two receptionists.[3] The architectural language of the Clinic is bold and uncompromisingly modern for the period, perhaps reflecting its function as a modern clinic/hospital.

There were a number of substantial dwellings and commercial buildings erected on Baillie Street during the interwar period. A notable example is Wembley Private Hospital, 142 Baillie Street, which was operated by Sister Marion Booth. The former hospital is a crème brick two-storey building, erected to the east of Lister House in late 1937.[4] The architect of this building is unknown, however, it displays Coburn's stylistic features present in both the Forsyth residence and Lister Clinic. It is most likely that Coburn also designed this building.

 [1] Horsham Historical Society, Dr Gordon Forsyth file.

[2] *Horsham Times*, Friday 10 April 1936, p 4.

[3] Brooke and Finch, *A Story of Horsham: a municipal century*, 1982, pg 175; *Horsham Times*, Friday 28 August 1936, page 2.

[4] *Horsham Times*, Friday 15 January 1937, page 4

Description

Physical Description

Two storey c1950 'Art Deco/ Moderne' style dwelling of crème brick, with hard burnt red brick horizontal banding to floor and window lines. Roof is hipped in form and is clad with slate shingles, trimmed with matching colour terracotta tile capping. Chimneys are crème brick in construction. Balcony to side of dwelling is finished in diagonally laid decorative crème brick. Windows are steel framed, with horizontal mullions, further emphasising the streamlined design of the facades. Window sills are flush with walls. The adjacent brick garage dates from the same period.

Front fence of similar design/ construction - hard burnt red brick base with crème brick coping, laid in a staggered

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pattern. Lych gate appears to be of contemporary construction.

Physical Condition

Average to good in condition. Little structural damage apparent (from the street). Requires maintenance. Front doors x 2 replaced recently.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (Illustrating residential growth and subsequent medical needs of Horsham during agriculturally prosperous interwar period in 20th C.)

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (only two storey dwelling of this architectural style in Horsham extant)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (One of the last substantial, aspirational dwellings and gardens established on the main highway roads surrounding Horsham - evidence of new wealth and aspirations in the town during the period - eg: 1927 Drolysden, and dwellings along Dooen Rd & Natimuk Rd)

Criterion E: Importance in exhibiting particular aesthetic characteristics. ('Art Deco/ Moderne' style, two storey dwelling of aesthetic merit. Good local domestic example of the work of Ballarat architect, HL Coburn. Highly intact eg of Coburn's work - Lister House to east now face rendered)

Comparative Analysis

Lister House, 146 Baillie St, Horsham: Same architect, different style/ function building erected 1937. Later additions to front and render finish compromises integrity.

Wembley House - 142 Baillie St, Horsham: Possibly same architect - brickwork detailing same - erected 1937. Style more conventional, but part of the medical buildings of the late 1930s along this stretch of Baillie St. compromised today - face render applied.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and aesthetic significance of the 1936 dwelling and former surgery at 154 Baillie St, Horsham include:

. External form of the 1936, two storey dwelling, including slate shingle roof, chimneys, steel framed windows, external brick balcony to Bailie St and attached brick garage walls and front brick fence.

Exclusions - lych gate structure, later brick shed to rear, later front doors.

HERITAGE CITATION REPORT

How is it Significant?

The 1936 dwelling and former surgery at 154 Baillie Street, Horsham, is of historic and aesthetic significance to Horsham Rural City Council.

Why is it Significant?

The 1936 dwelling and former surgery at 154 Baillie Street, Horsham is:

. of local historic significance, illustrating the substantial growth and prosperity evident in Horsham during the inter-war period. The dwelling is one of several substantial Horsham dwellings erected during this period along key roads/boulevards, illustrating the agricultural and commercial prosperity and aspirations of residents of the time. Further, the dwelling (and former surgery) illustrates the concentration of medical premises at this end of Baillie St in the mid 20th century. (*Criteria A, D*)

. of local aesthetic significance, as an intact and substantial and rare local example of a two storey 1936 'Art Deco/ Moderne 'style dwelling of design merit in Horsham. No other dwellings of this scale and integrity exist in Horsham today. (*Criterion E*)

Recommendations 2014

External Paint Controls

Yes

Internal Alteration Controls

No

Tree Controls

No

Fences & Outbuildings

Yes front fence

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place

No

References

Literature title: **A story of Horsham : a municipal century**

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **Horsham Historical Society, Dr Gordon Forsyth file**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Literature title: **Clare Gervasoni, Herbert Lesley Coburn, August 2008, accessed April 2014**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Name	Church of St John the Divine	
Address	162 Baillie Street HORSHAM	Significance Level Local
Place Type	Church	
Citation Date	2014	



Church of St John the Divine, 162 Baillie Street Horsham 209.JPG

Recommended Heritage Protection	VHR - HI - PS Yes
--	--------------------------

Integrity

High integrity externally and internally

HERITAGE CITATION REPORT

History and Historical Context

Early services of the Anglican Church had taken place in Horsham from its early days of settlement, with Bishop Perry, the Anglican archbishop of Melbourne, holding a service at Horsham in 1858.[1] No permanent church building, however, was erected until the late 1870s. A vicarage and a church were commenced in 1876 and completed in 1877, occupying a prominent site in Baillie Street, facing the end of Firebrace Street. A parish hall was erected in the 1880s.[2] The land and the church had cost a total of £4200. It is unusual, however, that a Crown reserve was not taken up by the Church of England in Horsham for 'church purposes', as was the common practice elsewhere; instead the Church purchased a piece of land at the top end of Firebrace Street. St John's, Horsham was established within the Anglican Diocese of Ballarat.

The original church was built to a simple Gothic design by Lowan Shire Engineer Alfred Surplice.[3] It featured a castellated Norman square tower above the front entry. St John's developed a large and active congregation through the late nineteenth and early twentieth century.

St John's celebrated its jubilee in 1927. A new parish hall was built in 1933 for use by the Sunday school and various church groups. By the 1950s the building had become structurally unsound, having suffered significant damage over the years and as a consequence, it was decided to build a new church. This caused some upset in the community as people were attached to their church but the vicar assured them they would have a new church they could be proud of. The architect was Ballarat Diocesan architect G. Richards; the architect's sketch of the proposed new church appeared in the *Horsham Times* on 15 May 1953.

The new church, which used as its core remnants of the 1877 building, was completed in 1957 and opened for public use in 1958. It is notable for its 'expansive wooden ceiling, various stained glass windows, and two significant sculptures'.[4] The modern sculptures are a bronze sculpture called 'Wayside Calvary', by Leopoldine Mimovich commissioned in 1974 and located in the church's garden; the other is a stone sculpture by Wallace Anderson called 'Compassionate Christ' [pre1956] and is located inside the church.[5] The lych gate, which had been installed in the original church in 1923 as a memorial to the local men from St John's Parish who had been killed in the First World War, was retained. The new brick church incorporated into its design some elements of or references to the earlier building (for example the castellated Norman tower), but overall represents a building influenced by postwar design. Its tall and prominent central spire above its central entrance, makes St John's Church a dominant landmark at the northern end of Firebrace Street.

[1] *Horsham Times*, 1935.

[2] Brooke and Finch, *The Story of Horsham*, 1982, p. 249.

[3] Brooke and Finch, *The Story of Horsham*, 1982, p. 249.

[4] Horsham Arts and Heritage Trail, n.d.

[5] Horsham Arts and Heritage Trail, n.d.

Description

Physical Description

Pressed cream brick (stretcher bond) Church with gabled roof form, terracotta tiled roof with copper sheet clad octagonal

HERITAGE CITATION REPORT

spire to tower. Hard fired clinker bricks to building plinth. Angled brick buttresses to tower. Castellated parapets to front elevation.

Paired stained glass windows in concrete and steel frames. Timber double doors to front entry, timber lined ceiling and timber trusses internally.

Rendered quoin detail to front door opening with decorative rendered detail above doors and to tower parapet.

Copper rainwater goods to tower, pvc rainwater goods and square line gutter to rear section of building.

Front fence - steel plate with cross detail.

Internally the church retains face brickwork walls, timber board lined ceiling, and ornate timber trusses.

Physical Condition

Average condition. Cracking to base of building and severe subsidence of ground surface around perimeter of building (generally hard paved / bitumen surface) with garden beds adjacent to east.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of Victoria' cultural history (representative of the development of the Anglican Church in Horsham from the 1850s onwards)

Criterion E: Importance in exhibiting particular aesthetic characteristics (as a restrained example of the Post-War Ecclesiastical style, referencing elements of its predecessor but exhibiting design characteristics in keeping with the 1950s materials palette)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons (as a focus for the Anglican congregation of Horsham)

Comparative Analysis

Holy Trinity Lutheran Church, 102-104 Baillie Street, Horsham, Hermes no. 186085: Also built 1957 but low integrity post 1971 and less progressive (more traditional) in design

Anglican All Saints Uniting Church, Hunt St, Ouyen, Hermes no. 108478: Constructed 1958, more contemporary form of building (flat roof, separate tower) - also demonstrative of regional town aspirations to support community and spiritual life

Statement of Significance

What is Significant?

The elements of heritage value representing the historic, aesthetic and associative significance of the 1957 The Church of

HERITAGE CITATION REPORT

St John the Divine, 162 Baillie Street, Horsham, include:

- . External form of the building, including brick walls, tower, castellated parapet, buttresses, paired stained glass windows, timber front doors and decorative rendered detailing to front entry;
- . Terracotta tiled roof, copper clad octagonal spire, and copper rainwater goods;
- . Front fence with steel plate panels with cross detail;
- . Internally, timber ceiling and trusses, stained glass windows.

How is it Significant?

The 1957 The Church of St John the Divine, 162 Baillie Street, Horsham, is of historical, aesthetic and associative significance to Horsham Rural City Council.

Why is it Significant?

The 1957 The Church of St John the Divine, 162 Baillie Street, Horsham, is:

- . Of local historical significance, illustrating the development and growth of the Anglican Church in Horsham; (Criterion A)
- . Of local aesthetic significance, as an example of the Post-War Ecclesiastical style in a regional centre; (Criterion E)
- . Of local associative significance, as a focus for the Anglican congregation of Horsham and districts. (Criterion G)

Recommendations 2014

External Paint Controls

Yes

Internal Alteration Controls

No

Tree Controls

No

Fences & Outbuildings

Yes front fence

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place

No

References

Literature title: **A story of Horsham : a municipal century**

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author:

Literature publisher:

Literature year:

Literature title: **Horsham Parish Plan**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Horsham Arts and Heritage Trail, n.d.**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Horsham in focus: 1849-1999**

Literature type: General Reference

Literature author: Foley, Marie. & Jenkinson, Noelene M. & Horsham Historical Society

Literature publisher: Horsham Historical Society Horsham, Vic

Literature year: 1999

Literature title: **Victorian Government Gazette**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Images and memories: The history and meaning of the stained glass windows of St John's Anglican Church, Horsham**

Literature type: General Reference

Literature author: Young, Rona

Literature publisher: Anglican Parish of Horsham

Literature year: 2008

HERITAGE CITATION REPORT

Name	Horsham Botanic Gardens	
Address	Firebrace Street HORSHAM	Significance Level Local
Place Type	Park or Garden Precinct,Garden Residential	
Citation Date	2014	



Horsham Botanic Gardens, Firebrace Street Horsham 171.JPG

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Part of Guilfoyle plan extant - approx 1/3 of the original scheme. Remainder of garden now re-planned for recreational use.

History and Historical Context

This site on the north bank of the Wimmera River, at the southern end of the Township of Horsham, is part of a larger area that had long been used and occupied by the Jadawadjali. Evidence of their occupation can be seen in the surviving scar trees. The site has been described as open woodland, and 'dominated by Sheoak and Black Box, with River Red Gums along the river and Grey Box further inland'. [1] When the township plan for Horsham was drawn up in c.1850, a large reserve at the southern end of the township survey, bordering on the Wimmera River, was used as a police paddock to graze and water the police horses. An extensive site of 40 acres and 27 perches was temporarily reserved for police purposes in 1874, but this was later forgone. [2] The same site, measuring 40 acres and 27 perches, was again temporarily reserved in 1878 - this time for the purpose of 'botanical gardens'. [3] Trustees were appointed in 1878. The development of the Botanic Gardens in the late 1870s coincided with the arrival of the railway - a time when the town experienced

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significant growth and when there was no doubt a conscious effort to improve the attractiveness of the town for the anticipated increase in visitor numbers.

There was possibly some development of the site as a public or botanic garden by the late 1870s; at least one tree is reputed to have been donated by the former Director of the Melbourne Botanic Gardens, Ferdinand Mueller: the Norfolk Island Pine (*Araucaria bidwilli*) that stood at the entrance before its removal in 2006. As the tree stood outside the gates, it is possible that the tree was planted before the first entrance gates were installed in the 1880s. The possibility of the tree being planted here when the site was still a police paddock (i.e. before 1878) would seem remote, but it is possible the seed / seedling was planted between 1878 and 1883 when the first entrance gates were installed.

The eminent landscape designer William Guilfoyle - Mueller's successor as Director of the Melbourne Botanic Gardens - first visited Horsham in c1880 to prepare a landscape plan for the Horsham Hospital Gardens. The commission for the Horsham Botanic Gardens most likely sprung from this work. Guilfoyle had carried out a number of commissions across western Victoria, both for local municipalities and private clients.

In his 1880 plan for Horsham Botanic Gardens, Guilfoyle employed his characteristic style of serpentine pathways and groups of exotic specimen trees. He embraced the natural setting of riverbank and mature indigenous trees and added a lake. The plan was drafted by Robert Percy Whitworth, who assisted Guilfoyle with a number of botanic gardens plans, including the Koroit Botanic Gardens (1880) [VHR HO118], the Stawell Hospital Gardens, and the Horsham Hospital Gardens (now lost). A staged plan was possibly enacted, with actions to be followed year by year as funds permitted, as a way of spreading over time the cost of establishing the gardens. Local fund-raising events for the gardens' development were a regular occurrence through the 1880s.

In 1883, a request was made for tennis to be permitted to be played in the gardens and soon after the Horsham Borough Council applied to take over the management of the site so that it would be in a position to permit such uses. [4] The Horsham Borough Council, as committee of management, routinely applied to the Victorian Government for a grant-in-aid to help with the cost of improvements, such as fencing, etc. In 1907, for example, the Horsham Council was successful in obtaining a government grant for the 'proposed improvements' to the gardens. [5]

The Botanic Gardens developed over the next few decades; trees were planted and flower beds established. The Council appointed a curator to oversee planting and maintenance, and erected a timber cottage in the gardens to serve as a curator's residence. Within just a few years, the gardens were commended:

"The Horsham Botanical Gardens are presenting a very gay appearance just now, and reflect great credit on the curator for keeping them in such good condition after the long period of dryness experienced. The various coloured chrysanthemums, the geraniums, and the cock-combs at present are the chief flowers in bloom. [6]

The local paper reported large numbers of people visiting the gardens and praised the work of Mr J. Venus, the curator, in making the gardens 'a pleasurable resort'. [7] By 1888, a 'portion' of the reserve had been laid out as an ornamental garden; this was described at the time as 'a considerable portion . planted with trees, shrubs, &c. tastefully laid out by William Guifoye'. [8] A fernery was established by 1900. Trees were provided by fellow botanic gardens, by private donation, and by the Macedon State Nursery; in 1896, for example, the borough council received 400 trees from the State Nursery suitable for planting in the botanic gardens. [9]

The gardens suffered during periods of extreme weather, such as droughts, floods and extreme winds. The botanic gardens were laid out on a flood plain of the Wimmera River so parts would have been inundated at times. Considerable damage was done to the botanic gardens in 1886 when a 'whirlwind' was reported to have struck the town and the calico roof was torn off the greenhouse.[10] Another severe storm hit Horsham in 1897. The Gardens also suffered as a result of the prolonged drought of the early 1900s. The Gardens were criticised as appearing neglected in 1903, but the Borough Council defended the curator for being busy maintaining the town's collection of street trees during that time.[11]

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The gardens were embellished with a diverse range of features and structures through the late nineteenth and early twentieth centuries, including an ornamental lake (as designated in the original plan), a fernery, a collection of caged animals and birds (known as the Horsham zoo), a rotunda, a fountain, and a children's playground area with timber play equipment.[12] There was also a rough-built 'bush hut' or 'mia mia' built on the site with a bark-roof, which later became a 'summer house'.[13] A publication of 1903 described the gardens as 'picturesquely laid out, and in addition to the natural attractions of flowers and variegated shrubs there are tennis courts, pleasure boats, and a pretty and artistically arranged fernery and summer house'.[14] The site was now reduced to 30 acres, and the river at this point, running alongside, had been widened into a lake to accommodate the weir built by the Borough Water Trust.[15]

The attractive and amenable qualities of the riverside site of the gardens led to conflicting uses. Despite the Crown reservation of 'Botanical Gardens', the Council, as committee of management, sought to develop the gardens site for more general recreational uses. It permitted the creation of tennis courts in 1883, and this was followed by a bowling green; a croquet lawn and club house; a children's playground in the 1920s (a maypole is shown in a photograph of the gardens dated c.1920s); and a natural 'swimming pool' built on the riverbank. A menagerie of native animals, including emus and kangaroos, were accommodated in an enclosure at the gardens from the 1880s.

Probably to satisfy local needs of the public the site was becoming as much a pleasure ground as a botanic gardens. As a further incursion in the 1930s, part of the site was turned over to holiday campers. By 1938, there was a motor car entrance off Baker Street, presumably to serve the needs of motoring campers.[16]

An avenue of sugar gums (*Eucalyptus cladocalyx*) remains as a remnant of the former "Millar Avenue". The trees were donated by James Millar, a local businessman and councillor, and the avenue was planted c1892-1907 diagonally across the gardens, cutting across one of Guilfoyle's intended long vistas across an open lawn.

Thomas Brown served a long period as curator from the 1890s until the mid-1930s. Following Brown, the botanic gardens underwent a significant rejuvenation under the direction of the energetic Ernest E. Lord, who held the position of Curator of Parks and Gardens at Horsham from 1935 until 1942.[17] During his term of office, Lord implemented more of Guilfoyle's original plan and also designed new elements in the layout of the site. Lord continued to maintain the established beds and the exotic stock of trees. Exotics introduced in the 1930s, for example, included a Claret Ash in front of the Caretaker's House; a Liquid Amber; and a Rowan tree near Baker Street.[18] But in a departure from the work of previous curators, Lord was an important early figure in the movement for growing native Australian plants, and earned considerable praise for his efforts in rejuvenating the gardens through his use of Indigenous species.[19] In January 1941 Lord led members of the Australian Natives' Association (ANA), who were strong advocates of native plants, on a tour of inspection of the gardens, which were 'now well laid out' with 'new sections [that] had recently been added'.[20] Lord had established a special bed for 120 types of smaller native shrubs and also developed the north-west section of the gardens with many species of larger Australian trees and plants.[21] Keeping with the nationalist theme, Lord also established an ornamental pond designed in the shape of mainland Australia (c.1940), furnished with water lillies. The pond survives as does some large indigenous specimen trees from Lord's period of management, including a Lemon scented Gum (*Corymbia citriodora*) and a Illawarra flame free (*Brachychiton acerifolius*).[22]

Lord went on to develop and promote his interest in Australian native trees and shrubs, through his work as a gardener, as founding editor of the garden magazine *Your Garden* (1947-49), and through the publication of the significant and popular work, *Shrubs and Trees for Australian Gardens* in 1948.[23] In this book, he made note of a 'fine specimen' of Black Wattle (*Acacia mearnsi*) standing in the Horsham Botanic Gardens.[24]

Camping at the Horsham Botanic Gardens continued to be popular through the 1940s and the Borough Council encouraged this use, being both as a boon for visitors to the town and a source of municipal revenue. In 1948, the Council moved to have this popular local beauty spot re-reserved for 'Botanic Gardens, Public Recreation and Camping Purposes' and soon after established a municipal caravan park within the gardens. This radical step was also taken by other regional

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botanic gardens in Victoria, including those at Colac, Camperdown, Koroit and most intrusively, at Port Fairy. By 1950, new children's playground equipment had been installed at the Horsham Gardens.[25]

Ernest Lord had been succeeded by Mr A. Elbourne as curator. To satisfy public tastes, Elbourne prepared brilliant massed displays of colour for the gardens at different time of the year, which included plantings of Dahlias and Chrysanthemums for the autumn, and various flowering bulbs for the spring. In 1950, Elbourne planted 2000 Ranunculi bulbs and 1000 Anemone bulbs in preparation for the annual springtime riot of colour in the gardens. Despite the encroachment of camping, the gardens continued to draw praise from visitors.[26] It was also a popular site for passive recreation activities, such as picnics, walking, and musical events. The 1951 corner entry gates and flanking pillars replaced the original 1883 gates.

[1] Roger Cousens, 'Horsham Botanic Gardens' website: <http://archive.is/0z6u>

[2] *VGG*, 6 March 1874

[3] *VGG*, 6 December 1878, p. 3052; see also 1881 reservations, Rs file 4161 (not cited)

[4] *Horsham Times*, 27 April 1883; *VGG*, 15 June 1883

[5] *Horsham Times*, 13 December 1907

[6] *Horsham Times*, 4 May 1883

[7] *Horsham Times*, 18 May 1883

[8] Alexander Sutherland, *Victoria and Its Metropolis*, Melbourne, 1888, p. 94; *Victorian Municipal Directory*, 1898, p. 233; *Victorian Municipal Directory*, c.1889, p. 173

[9] *Horsham Times*, 5 June 1896

[10] *Horsham Times*, 11 June 1886.

[11] *Horsham Times*, 30 June 1903.

[12] Brooke and Finch, *A Story of Horsham*, 1982. The playground is shown in an early postcard, c.1910s (source: flickr 2012).

[13] See Cassell's, 1890. In 1925 the building survived - see Museum of Victoria Picture Collection.

[14] James Smith (ed.), *Cyclopedia of Victoria*, vol. 1, 1903, p. 207.

[15] James Smith (ed.), *Cyclopedia of Victoria*, vol. 1, 1903, p. 207.

[16] *Horsham Times*, 1938.

[17] *Horsham Times*, 24 February 1942.

[18] *Horsham Times*, 20 May 1938.

HERITAGE CITATION REPORT

[19] Richard Aitken, 'Lord, Ernest Edward (1899-1970)' in Aitken and Looker (eds), *Oxford Companion to Australian Gardens*, 2000, p. 377; Layout dated 1936, cited in Roger Cousins, 'Horsham Botanic Gardens' website 'Map Library' <http://archive.is/0z6u>; Andrew Saniga, *Making Landscape Architecture in Architecture*, New South Publishing, Sydney, 2012, p.??

[20] *Horsham Times*, 17 January 1941.

[21] *Horsham Times*, 4 April 1941.

[22] VHR decision, 2011.

[23] Aitken, 'Lord, Ernest Edward (1899-1970)' in Aitken and Looker (eds), *Oxford Companion to Australian Gardens*, 2000, p. 376-77.

[24] Ernest E. Lord, *Shrubs and Trees for Australian Gardens*, 1964 edition (first published 1948), p. 52.

[25] Roger Cousins, 'Horsham Botanic Gardens', <http://archive.is/0z6u>; Coulson, *Horsham Centenary*, 1950, p. 49.

[26] See for example, *Horsham Times*, 1946.

Description

Physical Description

Open space parkland adjacent Wimmera River, at the south end of town. Botanic Garden is laid out based upon the design concept of William Guilfoyle - 1880s Director at Melbourne Botanic Garden. The Garden is one of several designed by Guilfoyle in regional Victoria. Park comprises c1900 iron entrance gates and masonry pillars off Firebrace St. Paths sweep through the site, with a later shade house erected in the central lawn area. Paths are defined by drystone wall edging. Rockery features near the toilet building are of note. A timber plank clad dwelling is located within the park. Further site management shedding is located south of the residence. Garden features such as a stone/ garden wishing well and a carved sculpture of a gardener are of minor interest. Trees of note include over 10 x Canary Island Palms (dated 1916-20), a Cyprus Pine tree and a Radiata Pine tree feature at the southern end. A stand of English Oaks (at least 10, dating from 1883+) are located at the northern end of the Park.

Physical Condition

Good planting condition. Integrity of NE & NW sections of Gardens reflects (generally) layout of Guilfoyle's scheme (about 1/3 of Garden area). Parts of this area also contain plantings and landscaping by Lord.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion E: Importance in exhibiting particular aesthetic characteristics.(aesthetic value of Guilfoyle's original layout, still readable in NE section of Garden)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual

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reasons. ... (Botanic Garden is of some local social value to the Horsham community, as a place of rest, recreation and sporting enjoyment. Substantial past and present facilities on the site - croquet, tennis, playgrounds, camping, picnic areas and recreation activities associated with the Wimmera banks (fishing, swimming, rowing, walking) illustrate the recreational value of the place to the city.)

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history. (association with Guilfoyle and his (local) design concept - but only limited to north-east corner of site - and association with Lord - minor given the number of native species extant in the Garden - but limited to planted sections of Garden)

Comparative Analysis

Although compromised with the loss of much of the original extent and disconnect between the plan of 1880 and the extant of the plantings and layout, the site is nevertheless important locally as a surviving garden of William Guilfoyle and one of several collaborative efforts between Guilfoyle and Whitworth, who worked together in preparing landscape plans for several Western District gardens, including the Koroit Botanic Gardens and the Horsham Hospital Gardens.

The Horsham Botanic Gardens are unusual for their significant planting and design elements (e.g. pond in shape of Australia; rock-edged paths) favouring Australian native plants from the late 1930s/early 1940s. Other nineteenth century regional botanic gardens in Victoria tended to retain their original planting palette and layout, and generally did not embrace the native plants movement to any large extent. Horsham Botanic Gardens was amongst the earliest public gardens in Victoria to embrace this new appreciation of Australian indigenous vegetation and could be compared in this respect with Maranoa Gardens in Balwyn, which are a much larger fully developed native garden in which Ernest Lord was also involved.

Horsham Hospital Gardens, now lost

Koroit Botanic Gardens, High Street Koroit, hermes no. 1876: intact regional town garden

Warrnambool Botanic Gardens, Botanic Rd, Warrnambool, hermes no. 1877: intact regional town garden

Hamilton Botanic Gardens, Hamilton, hermes no. 1871: intact regional town garden

Maranoa Gardens, Kireep Rd, Balwyn, hermes no. 1786: significant native garden

Statement of Significance

What is Significant?

The elements of heritage value representing the historic, social and aesthetic significance of the Horsham Botanical Gardens, laid out by 1880, include:

- . North east sector of current Garden only, as mapped attached - between croquet green and Firebrace & Baker Sts
- . Location of paths and garden beds, as per Guilfoyle and Lord plans
- . Mature Sugar gums, 1880s Elm and Oak trees, 1916-20s Palm trees

HERITAGE CITATION REPORT

. 'Australia' pond structure and rockery surrounds

How is it Significant?

The Horsham Botanic Gardens, established by 1880, is historically and aesthetically significant to Horsham Rural City Council

Why is it Significant?

The Horsham Botanic Gardens, established in 1880, is:

. of local historic and aesthetic significance, as one of several regional botanic gardens established in rapidly growing Victorian regional towns during the late 19thC, designed by the master landscape designer and director of the Melbourne Botanic Gardens, William Guilfoyle. Evidence of the original layout of serpentine paths and remnant plantings reflect this and remain in the north-east corner of the site. A secondary layer of significance relates to the period of Ernest E. Lord, an early and important figure in the movement for growing Australian plants. Lord developed a large area of the Garden with native plantings and remodelled the site with the addition of pathways and an ornamental pond in the late 1930s and early 1940s. (*Criterion E*)

Recommendations 2014

External Paint Controls	-
Internal Alteration Controls	-
Tree Controls	Yes
Fences & Outbuildings	-
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Oxford Companion to Australian Gardens**

Literature type: General Reference

Literature author: "Aitken, Richard and Michael Looker (eds)"

Literature publisher: OUP, Melbourne

Literature year: 2002

Literature title: **A story of Horsham : a municipal century**

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **Horsham centenary souvenir booklet : one hundred years of progress**

Literature type: General Reference

Literature author: Coulson, Helen & Executive Council of the Centenary Celebrations

Literature publisher: Executive Council of the Centenary Celebrations, Horsham

HERITAGE CITATION REPORT

- Literature year: 1950
 Literature title: **Horsham Botanic Gardens**
 Literature type: General Reference
 Literature author: Cousens, Roger.
 Literature publisher:
 Literature year:
 Literature title: **'Victoria's Provincial Botanic Gardens', in Victorian Historical Journal**
 Literature type: General Reference
 Literature author: Gilfedder, Francine
 Literature publisher: Royal Historical Society of Victoria
 Literature year: 1996
 Literature title: **Horsham in focus: 1849-1999**
 Literature type: General Reference
 Literature author: Foley, Marie. & Jenkinson, Noelene M. & Horsham Historical Society
 Literature publisher: Horsham Historical Society Horsham, Vic
 Literature year: 1999
 Literature title: **Horsham Illustrated, c.1920s**
 Literature type: General Reference
 Literature author:
 Literature publisher: Horsham
 Literature year: 1920
 Literature title: **Home to Horsham 1929**
 Literature type: General Reference
 Literature author:
 Literature publisher:
 Literature year:
 Literature title: **Horsham Times Newspaper**
 Literature type: General Reference
 Literature author:
 Literature publisher:
 Literature year:
 Literature title: **'Plan of Horsham Botanic Gardens' (original held by Horsham Historical Society).**
 Literature type: General Reference
 Literature author: Guilfoyle, William (with assistance from R.P. Whitworth),
 Literature publisher:
 Literature year:
 Literature title: **'Horsham Botanic Gardens Masterplan'**
 Literature type: General Reference
 Literature author: Orr-Young, Jill
 Literature publisher:
 Literature year: 2003
 Literature title: **Postcard showing the ornamental bark hut amidst mature plantings, Horsham Botanic Gardens, c.1925 (State Library of Victoria Picture Collection - online).**
 Literature type: General Reference
 Literature author:
 Literature publisher:
 Literature year:
 Literature title: **Postcard showing avenue of Canary Island Date Palms (Phoenix canariensis), Horsham Botanic Gardens, [n.d.], c. 1930s (State Library of Victoria Picture Collection online).**
 Literature type: General Reference

HERITAGE CITATION REPORT

Literature author:
 Literature publisher:
 Literature year:
 Literature title: **Cyclopedia of Victoria, vol. 1**
 Literature type: General Reference
 Literature author: Smith, James (ed.),
 Literature publisher: Melbourne : Cyclopedia Co
 Literature year: 1903
 Literature title: **Victoria and its Metropolis.**
 Literature type: General Reference
 Literature author: "Sutherland, Alexander"
 Literature publisher:
 Literature year: 1888
 Literature title: **'The River and the Town' in Marc Brodie and Graeme Davison (eds), Struggle Country: The rural ideal in twentieth century Australia**
 Literature type: General Reference
 Literature author: Tacon, Jill.
 Literature publisher: Monash University ePress Clayton
 Literature year: 2005
 Literature title: **Nomination of Horsham Botanic Gardens to the VHR - hearing, 2011. Victorian Heritage Council.**
 Literature type: General Reference
 Literature author:
 Literature publisher:
 Literature year:
 Literature title: **Victorian Government Gazette**
 Literature type: General Reference
 Literature author:
 Literature publisher:
 Literature year:
 Literature title: **Bailliere's Gazetteer for 1879**
 Literature type: General Reference
 Literature author: Whitworth, Robert P.
 Literature publisher: Melbourne
 Literature year: 1879
 Literature title: **Guide to Melbourne and Victoria**
 Literature type: Archaeological Report
 Literature author: Whitworth, Robert P.
 Literature publisher:
 Literature year: 1880

HERITAGE CITATION REPORT

Name	Kalimna	
Address	18-24 Kalimna Avenue HORSHAM	Significance Level Local
Place Type	Residence	
Citation Date	2014	



Kalimna 18-24 Kalimna Avenue Horsham 504.JPG

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

High integrity, majority of original fabric of exterior remains. Good condition as well.

History and Historical Context

"Kalimna Park" homestead was built in 1915 for Mr Otto Fechner, son of Mr Joseph Fechner, a Prussian born Horsham pioneer. The house was designed by Mr L. Stansfield Smith, architect of Ballarat and Horsham, who was reportedly responsible for the design of other local buildings.[1] Smith was assisted by Messrs Macdonald Bros. builders of Horsham and Murtoa, with Mr C. Macdonald being the local partner in charge of construction. Kalimna Park homestead has had at least ten owners over the past 100 years. The surrounding land, previously known as "Kalimna Park Estate", has been extensively sub-divided from the early 1920s onwards.

Kalimna Park was one of the town's most spectacular homes of its era, as expressed by the author of an article published in the *Horsham Times* in November 1915. They describe the newly constructed homestead as:

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an attractive residence- built on a rising ground just inside the western boundaries of the borough- shows, for instance, the introduction of rough cast to the walls externally in place of weatherboards. The claims of this material are that it is cheaper than weatherboards, cheaper to maintain, and is better in appearance. ... The use of tiles as a roof covering, whilst not altogether new, is rarely met with in the Wimmera, and gives a note of harmony and finish that is most pleasing. As each tile in itself a ventilator, coolness and comfort in the hot months are assured. Going inside, through the hall to the lounge, one is surprised and pleased with the introduction of the 7ft. wainscoting throughout. This beautiful woodwork- Queensland maple- is entirely new to this part of the country, and gives the most beautiful finish imaginable. From the hall, we go through a pair of glazed doors to the drawing room (18 feet x 16 feet), which is treated with the maple wainscoting in the same manner throughout, all wax polished to a dull finish. A bay window, with a grille featuring a foliage design with Australian bird life, is grand and the small windows each side of the fireplace show, perhaps, the most interesting feature of the room. In the one is a life sized willy-wag-tail [sic] and nest, and in the other a kookaburra. These leads are a credit to the artist who was responsible for them. A pair of 8ft. sliding doors open to the dining-room (16ft. x 14ft.), and here again is the 7ft maple wainscoting- a delightful room, tastefully executed throughout, the lead glazed doors to the verandah in particular being most attractive. From the dining-room, through the fernery [is] an open air safe. The kitchen (13ft. x 13ft.) is designed with a scullery. Coming back to the lounge, we enter the den (14ft. x 10ft.) with an ingle nook, and here, again, is a striking feature in the panelling throughout the walls and ceilings with picus, or South African mahogany. . The fireplace in the ingle is built in all brickwork tuckpointed, and gives a very appealing and cosy effect. From the lounge, again, the stairs lead us to the attic rooms, where are placed the bed and bath rooms and sleeping-out porch. These rooms are lined with fibro cement (a product of modern times, and one that is going to become almost universal here), panelled out with red pine over the joints. The tiled bath room is most conveniently arranged, and attention may be drawn to the sewerage system installed. By means of a septic tank, placed some distance from the house, the whole of the overflow from baths, basins, sinks, etc., is treated and disposed of in the form of pure water, which overflows to a drain and thence to the flats to irrigate the lucerne beds close by.[2]

Kalimna Park homestead also featured substantial gardens, shrubs and lawns- all watered by a windmill on the property. Entrance was via Natimuk Road where it presently intersects with Kalimna Avenue.

On 4 August 1922, Young Bros. of Horsham, under the instruction of Fechner, auctioned two acres of the homestead portion of the estate; however, it was not until July 1923, that Fechner sold the balance of the Kalimna Park Estate to Mr C.A. Fartch, including the homestead and approximately 150 acres. The *Horsham Times* reported that:

With the house, which is one of the best in the district, is an area of 12 acres, and surrounding that section is an area of 230 acres. Portion of this estate, which was sold to Mr Fartch some time ago, is being subdivided for residential purposes, and as there is early prospect of the Natimuk Road being put into good order there is a good demand for the blocks.[3]

On the 12 August 1922, Young Bros. auctioned another portion of the estate comprising of 149 acres, extending from Natimuk Road to the Wimmera River. Subdivisions occurred again in late 1923, reportedly to be due to a local house shortage. One hundred and fifty blocks from £90 each were made available at the Kalimna Park Estate, which boasted generous size blocks with 'perfect' drainage, electric light, water and telephone systems, as well as frontages to Natimuk Road, Golf Links, Kalimna Park and the Wimmera River. Advertisements informed that 'the modern homes of several well-known Horsham business gentlemen [were] already established at the estate', which surrounded Fechner's well-known residence and grounds.[4]

It is unknown how long, or if Fartch ever lived in the homestead, as only 18 months later, in early 1925, Young Bros. were instructed by Mr G.E. Dodd to auction the homestead and surrounding land. Young Bros. advertised the sale as 'being for parts of Crown allotments 13 and 14, parish of Horsham, country of Borung, of an area of 180 acres or thereabouts, ideally situated one mile from Horsham on the banks of the Wimmera River and extensively improved':[5] They state:

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The homestead is a beautiful modern residence, rough-cast, oregon studs, brick foundations- quite recently erected. . The main rooms are panelled with Queensland maple, balance 3-ply; lath and plaster throughout, replete with all modern conveniences; sewerage; hot and cold water; electric light, telephone, etc. Extensive gardens, paths bricked; lawns, tennis courts, etc.; two large underground tanks.[6]

According to Young Bros., by 1925 Kalimna Park's outbuildings consisted of a double garage, workshop, woolshed, men's quarters, stables, wash-house and 'all other necessary buildings'. They explained that the property was 'conveniently sub-divided, well fenced and watered, and [had] good rich soil, suitable for wheat. .and [was] especially adapted for a stud farm'.[7] The auctioneers were instructed to offer the property as a whole; though if not sold, to submit in two lots, being: 'Lot 1: The homestead and all buildings together with 10 acres of land. Lot 2: Part of allotment 13, parish of Horsham, containing approximately 170 acres, with frontages to the Natimuk-Horsham Road and the Wimmera River. Subdivided into two paddocks'.[8]

Kalimna Park was auctioned again by Young Bros. in 1943 under the instruction the Mrs E.E. Gunn, which they advertised as follows:

Kalimna Park house with 20 acres [including] .tennis court, fruit and vegetable garden, fowl yards and pens, staff quarters comprising of two bed rooms, sitting room and kitchenette, large garage. Twenty acres rich land, having a frontage to the Wimmera River.[9]

Whilst the sale and the name of the new owners were not published in the local press, an article reporting on the tragic death of Robert Chisholm Rankin, Liberal Country Party M.L.C. for Western Province, confirmed his place of residence as Kalimna Park, suggesting that he too once owned the property. Confirmed owners of Kalimna Park homestead include Mr and Mrs B. Langlands who lived there for approximately 25 years from the early 1960s. During this period the Langlands undertook extensive sub-division of the property. Brian Olsen, a Horsham accountant, purchased the property from Langlands. He lived there for c.8 years prior to the current owners (2014) who moved there approximately 20 years ago.

At the time of its sale in the mid-1980s, selling agents Rathgebers Real Estate of Horsham described the homestead as follows:

Built for entertaining and family living, the home has been painstakingly restored and renovated, yet the owners have carefully retained its olde world charm while modernising and renovating over the past two years.[10]

They state that additions included ducted air cooling, a central heating system, fresh paint, new drapes and carpet. According to Rathgebers, 'original features include[d] verandahs, bay windows, open fireplaces, wood panelled walls, stained glass windows, and superb high ceilings and decorative cornices'.[11] They describe the property further stating that:

The home comprises about 35 squares and includes a wide entrance vestibule, huge lounge, formal dining room, den, totally updated all-white kitchen, four double bedrooms, two bathrooms, underground wine cellar and lots of nooks and crannies only found in homes of this size and era. The beautifully kept English gardens and surrounds are complimented by a full size lawn tennis court, 30 x 15 foot in-ground pool, ample car accommodation, along with horse stables, barn, shearing shed and original servants' quarters.[12]

Since the 1980s, the outbuildings and recreational facilities have been demolished, either due to natural deterioration, or to clear land for sub-division. The present owner and her late husband have made few alterations to the homestead, aside from basic repairs and maintenance where necessary.[13]

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[1] Horsham Times (1915) Handsome new home. *Horsham Times*. 2 November, p. 7.

[2] *Ibid.*

[3] Horsham Times (1923) Big Property Sale. *Horsham Times*. 13 July, p. 4.

[4] Burke, T.M. (1923) Kalimna Park: "The future capital of the Wimmera". *Horsham Times*. 7 August, p. 4.

[5] Young Bros. Horsham (1925) Important Land Sale. By Auction. The "Kalimna Park" Estate. *Horsham Times*. 30 January 1925, p. 5.

[6] *Ibid.*

[7] *Ibid.*

[8] *Ibid.*

[9] Young Bros. (1943) Important Realization Sale by Public Auction. Kalimna Park House with 20 Acres. *Horsham Times*. 25 June, p. 4.

[10] Mail-Times property of the week: Historical Horsham home for sale. *Mail-Times*. Date [u.k.].

[11] *Ibid.*

[12] *Ibid.*

[13] Per. Comm. Mrs M. Hancock. 13 March 2014.

Description

Physical Description

Single storey 'Federation Bungalow'[1] dwelling dating from 1915 in construction, with integral wrap-around verandah to two facades. Timber framed, clad with roughcast render, tiled with 'Marseilles' red roof tiles. Of particular note is the decorative chimneys, entry arch to front verandah, detailed timber casement windows, attic level windows and double gable roof form to side elevation. Dwelling is set in substantial garden space, featuring an early boundary hedge and palm tree adjacent. Front garden, centred on driveway, provides open space setting for the property. Later outbuildings and shedding to rear all since removed.

[1] *A pictorial guide to identifying Australian architecture : styles and terms from 1788 to the present*, 3rd ed, Angus & Robertson, Sydney, 1989, pg 144.

Physical Condition

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Dwelling is in excellent condition and is constantly maintained. Garden is suffering the effects of early 2000s drought. Cyprus hedge in fair condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (important local example of semi-rural dwelling on expansive property - erected during WW1 - reflecting the economic growth of the district during the early 20thC agricultural boom period. Further, reflects the progressive subdivision of land for housing and the interwar growth of SE suburbs in Horsham.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrates the substantial type of town dwelling (and grounds) established 1915 - in the early 20thC period in Horsham, reflective of growing wealth due to the wheat boom and supporting development of the period. One of several substantial residences in Horsham of this period - others along Nat & Dooen Rds, Baillie St residences.

Criterion E: Importance in exhibiting particular aesthetic characteristics. (of local aesthetic value as a well-proportioned and architecturally detailed 'Federation Bungalow' style dwelling of the period, set in expansive grounds. Features include arched porch, tiled roof, expressed timberwork, double gables and attic room, feature chimneys.)

Comparative Analysis

Local comparison will be undertaken, Kalimna not of sufficient architectural merit for State comparison and architect was responsible for many residences in Ballarat and other Wimmera/Mallee towns.

Dwelling, 27 Roberts Ave, Horsham, Hermes no. 186113, HO24: 1906 construction - earlier type of Kalimna's architectural style - early 20thC residence of substance. Not sited in substantial grounds though - comparable

Dwelling, 143-45 Baillie St, Horsham, Hermes no. 186083: 1927 construction - later but similar scale dwelling of similar architectural detail/ quality. Not sited in substantial grounds though - comparable. Included in Stage 1 study.

Como Lodge, 83 Natimuk Rd, Horsham, Hermes no. 155888, HO6: C1930s 'Como lodge' dwelling of two storeys, of 'Old English' styling, with red tile roof. Moderate integrity. Located in substantial grounds in suburban Horsham - represents style and wealth of early 20th C Horsham - compares to Droylsden - but suburban.

Glen Logan House, Cnr Park St & Dooen Rd, Horsham, HO1: 1926 - built by Bolton - prominent two storey red brick 'interwar' dwelling with arts/ crafts/ cottage and 'Romanesque' styled features. Again, set in substantial grounds - reflects aspirational values of Dooen Rd precinct of the period. - compares to Droylsden - but suburban.

bungalows' of Natimuk Rd and Dooen Rds, proposed DD06 Stage 2 Horsham Heritage Study: Interwar, bungalow style dwellings in 'dress-circle' suburban location, most set insubstantial gardens. - inc 'Leamont' for eg (HO 5) - partly compares to Droylsden - but suburban and single storey.

Statement of Significance

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What is Significant?

The elements of heritage value representing the local historic and aesthetic significance of the 1915 residence, 'Kalimna', 18-24 Kalimna Ave, Horsham include:

- . Whole of original dwelling, including: red Marseilles tile roof, trims and feature timber decoration, roughcast finished walls, window and door joinery, verandahs and pillars, arched entry, dormer windows, external timber decoration.
- . Open space between dwelling and hedging, including hedges and palm (*Washingtonia robusta*) tree.

Interior excluded. New sheds to rear excluded.

How is it Significant?

The 1915 residence, 'Kalimna', 18-24 Kalimna Ave, Horsham, is of local historical and aesthetic significance to Horsham Rural City Council.

Why is it Significant?

The 1915 residence, 'Kalimna', 18-24 Kalimna Ave, Horsham is:

- . of local historical significance, reflecting the substantial type of early town dwelling sited in significant grounds established in the early 20th century period in Horsham, reflective of growing wealth due to the wheat boom and supporting development of the period (*Criterion A & D*)
- . of local aesthetic significance, as an early, well-proportioned and architecturally detailed 'Federation Bungalow' style dwelling of the period for Horsham. Features include arched porch, tiled roof, expressed timberwork, double gables and attic room, feature chimneys (*Criterion E*)

Recommendations 2014

External Paint Controls

Yes
No
Yes Palm (<i>washingtonia robusta</i>) and perimeter hedge
Yes perimeter hedge
-
-
No

Internal Alteration Controls

Tree Controls

Fences & Outbuildings

Prohibited Uses May Be Permitted

Incorporated Plan

Aboriginal Heritage Place

References

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

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Literature publisher:

Literature year:

Literature title: **Mail Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Name	Showgrounds including Agricultural Sheds, Ladies Pavilion and Memorial Gates	
Address	McBryde Street HORSHAM	Significance Level Local
Place Type	Showground,Pavilion,Memorial,Other - Farming & Grazing	
Citation Date	2014	



Agricultural Showgrounds, McBryde Street Horsham 187.JPG

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Fair to poor for pavilions/ sheds - all altered in parts and condition poor. Good to excellent condition and intactness for JM Power Memorial Gates. Site and buildings still used for annual show.

History and Historical Context

On 2 August 1876, the Horsham and Wimmera District Agricultural and Pastoral Society held the first show in Horsham in the yards of Mr R. W. Bennett in Pynsent Street.[1] In 1877, the second Horsham Show was again held in Bennett's yards, whilst the third show took place in 1878 at the site of the former Wimmera Base Hospital (now known as Wimmera Health Care Group). The later site was the first grounds gazetted for use by the Agricultural Society. Town maps during this period confirm this site as the 'Agricultural Show Yards', which comprised of approximately six acres. According to a letter to the editor published in the *Horsham Times* in 1900, these show yards were later sold to 'Messrs Carroll, a Wimmera Shire Secretary, Moon and others'.[2] The fourth show, which took place in 1879, was held on

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gazetted grounds at the present site of the Horsham City Oval, and continued up until 1901 when the last show on that reserve was held. In 1902, the show was held at Queen Victoria Park, which was bordered by the Wimmera River, and McBryde and McPherson Streets. It remains the present site of the Horsham Showgrounds, though it is no longer known as Victoria Park.

The exact circumstances in which the Horsham and Wimmera Agricultural Society was formed are unknown, as no minute books for this period have survived. Similarly, it is not known when the Society ceased using the word 'Wimmera' in its name. Some of the first members of the Horsham and Wimmera Agricultural and Pastoral Society were men from local squatting families, as well as leading local businessmen- none of whom would be classed as farmers in the present day sense.[3] Shows were held in Horsham every year, except those during the Second World War. The Horsham Agricultural and Pastoral Society celebrated its 100th Horsham Show in 1978.

Ian Maroske, explains that it is difficult to 'unravel the changes to the show grounds' since 1902, due to a tendency of the Society's minutes to convey the intentions of the committee, rather than being an actual record of what happened. For example, although the exchange of the Reserves took place in 1902, the official records were not completed until 1932. Maroske provides a summary of what occurred on the present show grounds over the period from 1902-1978, as follows:

The land, which in 1978, is the Horsham show grounds was set aside as a Temporary Recreation Reserve between McPherson Street, Robinson Street, Hamilton Street and the Wimmera River in 1873. . The whole of the original allotment of 25 acres which was designated as Allotment 24 on the town plan was subdivided by a road in a survey by R. W. Stokell in 1880. The surveyed road became the continuation of Sloss Street and the section of the old Allotment 24 north of the continuation of Sloss Street became a Municipal Reserve for use as a Metal Depot. The Basketball stadium is now on this site. The part south of the continuation of Sloss Street became a recreation reserve. In 1901, the section south of the continuation of Sloss Street and which was under the direct control of the Horsham Borough Council, was exchanged for the show grounds then used by the Agricultural Society and the trustees also exchanged their territory. Almost immediately after 1902, a series of changes took places which were not finally officially entered on the plans until 1922.[4]

Maroske explains that this resulted in the following changes:

- 1. The continuation of Sloss Street was closed and a new road was excised from the Municipal Reserve which became McBride [sic] Street. Gaz. 31 p.550 and Gaz. 31 p.1076.*
- 2. McPherson Street on the western boundary of the reserve was reduced in width thus adding part of McPherson Street to the show grounds. Gaz. 31 pp. 1776,3501.*
- 3. The portion of Robinson Street which formed the east boundary of the show grounds was closed and included in the show reserve. Gaz. 31 p. 550.*
- 4. The show grounds was then surveyed as a permanent reserve in 1929, Gaz. 32, p. 708.[5]*

In summary, the end result was that the showgrounds included portions of McPherson Street, Robinson Street and the continuation of Sloss Street. Whilst Maroske explains that there is little definitive evidence of the discussions that must have taken place regarding these changes, he asserts that 'there is little doubt that the early vision for the acquisition of extra land came from the initiative of John Weldon Power, under whose presidency, the change to the present show grounds . took place in time for the 1902 show'. [6]

Maroske also notes that very little is known about the assets of the Agricultural Society for the period when shows were held at the present day Horsham City Oval. However in 1893, records show that the Society's assets were insured with

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the National Insurance Coy, which Maroske cites as follows:

The details are: Buildings £

1. Dwelling (i.e. caretaker's cottage) 70

2. Show Shed 150

3. Grain Shed and retiring room 100

4. & 5. Sheep pens 300

6. Grand Stand 280

7. Open Shed 80

8. Luncheon Room 70

9. Bar Pavilion 50

TOTAL £1100[7]

On 19 November 1897, a fierce windstorm whipped through Horsham causing extensive damage to the grandstand and show pavilions. The high cost of reinstating the severely damaged assets, as well as the need for more space to accommodate field activities such as a horse jumping course, sheep dog trials, trotting and harness racing, was another contributing factor that led to show's eventual move to its present site. The 1902 drought had a significant effect on the show evident by low numbers of exhibitors. The move to Victoria Park had been costly and this combined with the drought had a significant impact on the finances of the Society. However, under the leadership of J. Weldon Power from the Horsham Agricultural Society consolidated its use of the new showgrounds and steadily improved its financial position over the following decade. This period also saw the introduction of the two day show, first held in September 1907.

The Society's committee was largely unaffected by any of the dramatic events of World War I, with only one member, Mr Harold Smith, absent whilst fighting on the front. Committee books reveal that there was a large focus to protest against any movement on behalf of the government to close Longerenong College for the benefit of another Agricultural College, Dookie near Shepparton. However, there is no evidence to suggest that their protests contributed to the government's decision to continue to keep Longerenong open. In 1917, there was also concern over the allocation of booths to publicans, due to increasing support for the Temperance Movement. There was great public debate over the temperance issue; however, the Society eventually ruled that future shows should be 'dry' events.

The immediate post WW1 period saw the Horsham Agricultural Society prosper with a well-established office under the leadership of President Percy Learmonth who ran successful shows up until his death in 1932. Notable events during this period included the establishment of a Wool Instruction Class to teach young men to class the wool clip at home and elsewhere. Despite several good seasons, the impact of the 1930s depression coincided with the urgent need to upgrade show ground facilities, thus making it difficult for the Society to meet its financial commitments. As Maroske notes, 'there was no point asking members to take up debentures because the members of the Society did not have the money to buy them. The Society borrowed from the banks in order to tide itself over, and it was a long hill to climb back into solvency'.^[8] The Society was however, offered relief in the form of a proposal by the Horsham Trotting Club to build a

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permanent trotting track and fencing. Additionally, the local Council donated a small piece of land to the Society, formerly the street on the north boundary of the show grounds, now the present site of the J. Weldon Power memorial gates.

JW Power Memorial Gates

John Weldon Power was born in Tipperary Ireland in 1863. He arrived in Australia in 1887 and travelled Horsham soon after his arrival where he was employed by a leading Horsham solicitor, Alexander Twigg. Power was present at the annual meeting of the society on 10 April 1887, at which he was elected to membership of the committee. He served as a committee member from April 1897 until April 1915. During his 18 year involvement with the committee, he served as vice-president in 1900 and was president for 14 years (1901-1915). Power is credited as being an influential and progressive Agricultural Society committee member who had a great passion for horses.

The decision to erect memorial gates to perpetuate the memory of Power was made at an Agricultural Society committee meeting in 1922. However, the gates themselves were not erected until 1924, awaiting the alteration of Sloss Street and the formation of McBryde Street. This resulted in the north-west corner of the showgrounds being expanded by grant of a small piece of land by the Borough Council (mostly the former continuation of Sloss Street).

The J. Weldon Power memorial is situated on the corner of McPherson and McBryde Streets, and is the main public entry to the Horsham Showgrounds. The cream reinforced concrete arch with large black lettering stating, 'J. Weldon Power Memorial 1921' (the date of his death), is accentuated by double gates made of black painted wrought iron. Two single black wrought iron gates are situated on the inside of the memorial columns allowing for pedestrian access. The memorial was officially opened on 1 October 1924, the first day of the show for that year.[9] During the ceremony, prominent Horsham stock and station agent, Mr Thomas Young, credited Weldon Power with 'introducing the [horse] trotting breed to the Wimmera', whilst the president of the Agricultural Society, Mr Percy Learmonth proclaimed that:

Mr Power was a man who was worth of something of his mien - something that would stand for some time, something that when their children came along and saw, would ask, 'who was J. Weldon Power?', and their fathers would be able to say to them: 'He was the man who did a great deal for the Agricultural Society.'[10]

The Power Memorial was funded by money raised by a sub-committee of the Agricultural Society committee between mid-1922 and 1924, and is one of the most prominent memorials in Horsham.

Ladies Pavilion

The cream weatherboard Ladies Pavilion was established in the mid-1930s. During the Show of 1938 the committee raised £80, which covered the cost of the installation of glass cases in the Pavilion, to display and protect cookery and craft exhibits from dust.[11] The Ladies Pavilion has hosted craft and cooking competitions at the Horsham show since its erection.

Maydale Pavilion

Established in 1962, the steel frame iron clad building known as Maydale Pavilion was originally built as a stud and stock pavilion, though it has since been utilised by sporting bodies, such as the Horsham Table Tennis Club.[12] Its name

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originated from a motion made at a Society Committee meeting on 31 August 1962, when it was moved that the pavilion should be known as the "Maydale Pavilion". This was due to its construction on a 13 acre paddock known as Maydale, which was purchased by the Agricultural Society in 1915 using a £300 donation from the family of one of the first members of Horsham's Agricultural Society, Mr Samuel May. Maroske explains, 'because there was already a May Park in Horsham, three alternatives were considered [for the naming of the paddock], Mayside, Maydale and May Grange, and of the three, Maydale was selected'.^[13] This era also saw the erection of a number of memorials to former Agricultural Society members, such as Russell Hall, the Langlands memorial gates and McGenniskin Hall.

Russell Hall

At least three generations of the Russell family have been associated with the Horsham Agricultural Society, beginning in 1909, when Mr John Russell Snr became a committee member.^[14] In 1927, Russell Snr was bestowed life membership in appreciation for his son's donation of £170 for the erection and extension of the shearing shed at the Showgrounds.^[15] In 1953, the Russell family donated a further £500 to convert the shearing shed into a member's bar, which was named "Russell Hall". In 1954, Russell Hall of Commerce (as it was then known), was described by the local press as a 'modern hall' that was the 'pride of Horsham show grounds'.^[16] Between 1954 and 1967, the weatherboard building was used to hold the Horsham Agricultural Society's committee meetings and also exhibitions during Shows. Russell Hall is presently situated next to the Maydale Pavilion and is utilised by the Society as an administration office. It remains in a similar position to its original construction on the corner of 1st Avenue and 2nd Avenue, as demonstrated in a map of the show grounds published in 1954.^[17]

Langlands Memorial Gates

Mr F.J. 'Frank' Langlands, a Horsham merchant, was a member of the Horsham Agricultural Society for 16 years from 8 September 1933 to 17 August 1949. During this time he served as Vice-president in 1934 and President from 1934 to 1949. In 1957, Frank's wife and son offered to erect memorial gates in commemoration of his longstanding service to the society.^[18] Originally located at the main stock gate entrance on McBryde Street, the memorial featured two tall white columns with ornamental wrought iron gates. The simple plaque on the left post stated: "*To the memory of Frank A.J. Landlands. A past president of this Society.*" The memorial gates and plaque have since been relocated approximately 50 metres to the left of their original location on McBryde Street to make way for a larger stock entrance. They are now positioned between two stone columns with the original plaque attached to the left column.

McGenniskin Hall

In 1953, life member, Mr T. McGenniskin and his family made a substantial donation of £1,000 to the Horsham Agricultural Society, as well as the proceeds of ten acres of wheat. Their donation was used to build a catering pavilion at the Horsham show grounds in time for the 1958 show.^[19] The first committee meeting was held in McGenniskin Hall on 30 January 1959. Maroske notes that in the years following its construction, 'various improvements were made to the floor coverings, blinds and kitchen fittings'.^[20] McGenniskin Hall is located on the McPherson Street side of the site and currently used as a dance studio.

Newton Memorial Gates

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A third set of memorial gates were erected in October 1981 in honour of Robert Newton's service and passion for the Agricultural Society. Set slightly back from McPherson Street, the decorative black wrought iron gates are situated between two stone columns with a plaque mounted on the left column. It reads: "*Presented by Mr and Mrs R.C. Newton. October 1981. President 1939-1943 ... 1958-1954.*" Newton was the proprietor of Horsham carrying and grain merchant firm, Newton and Miller, and joined the Horsham Agricultural Society committee in December 1931.[21] Despite resigning from his four year presidency in 1954 upon moving to Geelong, he continued to regularly attend committee meetings in Horsham up until his death in 1961.

Grandstand

In 1982, a new 600 person grandstand was erected by contractor, A. Coutts Pty Ltd of Horsham, replacing the previous grandstand constructed in 1920. The construction of the grandstand was planned as the first stage of a two-stage project costing approximately \$350,000. In November 1985, Horsham Agricultural Society secretary, Mr Jim Wright, announced that grandstand was finally free of debt. The *Mail-Times* reported that 'the Youth, Sport and Recreation Department's racing division paid for the grandstand from greyhound and trotting funds' and 'the agricultural society as showground controller borrowed money from Westpac Bank and the government department allocated money each year to repay the debt'.[22] In June 1996, the 76 year old grandstand (condemned in 1991), with rotted foundations was demolished. A new brick building, designed by Horsham architects Wilson Beyer and Crisp, incorporating a tote, taberet, licenced lounge and undercover-terrace was erected in its place, costing approximately \$750,000.[23]

Today (2014) the Horsham Show is still held annually - in September/ October. The site is also used by several community groups for meetings and activities, on an on-going basis. Stables are offered for permanent hire and several businesses operate out of Showground buildings.

[1] Maroske, I. (1978). *A History of the Horsham Agricultural Society*. Horsham: Horsham Agricultural Society, p. xi.

[2] Letter to the editor (1900) *Horsham Times*. 12 October.

[3] *A History of the Horsham Agricultural Society*, p. 2.

[4] *Ibid*, p. 84.

[5] *Ibid*.

[6] *Ibid*, p. 84.

[7] *Ibid*, p. 82.

[8] *Ibid*, p. 44.

[9] *Ibid*, p. 106.

[10] *Ibid*.

[11] Horsham Times (1937 Agricultural Society Annual Meeting: Improvement in financial position. *Horsham Times*. 25

HERITAGE CITATION REPORT

May, p. 6; Horsham Times (1938) Agricultural Society elects officers. *Horsham Times*. 28 June, p. 10.

[12] *Ibid*, p. 65.

[13] *A History of the Horsham Agricultural Society*, p. 87.

[14] *A History of the Horsham Agricultural Society*, p. 65.

[15] *Ibid*.

[16] Mail-Times (1954) Hall is memorial. *Mail-Times*. 4 October, p. 3.

[17] Mail-Times (1954) Your guide for the Horsham Show today. *Mail-Times*. 6 October, p. 1.

[18] *A History of the Horsham Agricultural Society*, p. 62.

[19] *Ibid*, p. 66.

[20] *Ibid*.

[21] *Ibid*, p. 64.

[22] Mail-Times (1985) Grandstand debt is fully paid. *Mail-Times*. 18 November, p. 4.

[23] Mail-Times (1996) Grandstand foundations rotted out. *Mail-Times*. 28 June, p. 4.

Description

Physical Description

Showground site contains several buildings around a central oval/ trotting track space. Buildings are of a variety of styles and date from the early 20thC to today. Stables and sheds are located at the NE end of the site, with offices, halls and a grandstand along the west boundary, facing the highway. Memorial Gates located at driveway entry points to site. Tucker Pavilion - horse and cattle stables/ shed - c 1920? In construction, with corrals inside. JW Power Memorial Gates - '1921' - well designed masonry/ render gate archway in the 'free classical/mannerist' style, in good condition. Good example of building type of the period. Langlands and Newton gates - plaques fixed to post WW11 stone faced pillars. Ladies Pavilion c1930s - simple timber clad 'hall' building - poor condition due to ground settlement. Maydale Pavilion - large 1962 CGI clad shed of utilitarian design and average condition. Russell Hall - simple timber plank clad hall building (1954) - CGI roof, converted from former shearing shed. 1959 McGennisken Hall - simple skillion roof hall/ building, clad with timber planking - structural settlement evident. Grandstand dates from 1982 and is contemporary in design.

Physical Condition

Showground buildings are in fair-to-poor condition. Some sheds have settled on stumps (due to soil movement), timber is weathered, metalwork corroded and paint is required for all structures. JW Power Gates are in good to excellent condition. All buildings have been adapted over time, to suit new needs. No building on the site is in original condition and alterations to many compromise the original form and finishes of buildings/ sheds. Langlands Memorial Gates have been relocated. Langlands and Newton Gates are of historic interest, but are simple in design and not significant entry points to the Showgrounds.

HERITAGE CITATION REPORT

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (site of the annual Horsham Show from 1902. Significant to HRCC as a key part of the establishment and development of the agricultural importance of the district and the wealth of Horsham. Shedding and halls altered and intactness compromised. JM Power Memorial Gates intact and represent criterion.)

Criterion E: Importance in exhibiting particular aesthetic characteristics.(JM Power Memorial Gates are a well resolved example of 'free classical' design, as applied to a Memorial gateway - not found elsewhere in HRCC. Shedding and halls not of aesthetic value.)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (directly associated with the Horsham Agricultural Society and other recreational societies/ groups - notable part of the recreational/ social history of the town. - shedding and halls compromised in condition - do not strongly represent themes. Memorial Gates intact and represent theme.)

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history. (direct association with FJ Langlands, JW Power and others. Association with the Horsham Agricultural Society - supporting agricultural excellence, provider of education, organiser of community-based Show events. JM Power Gates best representative eg of theme - well maintained, of aesthetic value, built during prosperous Horsham interwar period and mark the entry to the place.)

Comparative Analysis

The Showground (inc. Memorial Gates) is the only one of its type in Horsham Rural City Council. Other showgrounds of note within Victoria include as below. They are in various states of repair, but several are of higher integrity (condition, or of same period) than Horsham - so the place is not considered of wider heritage value.

Koroit Ag showgrounds, High St, Koroit (HO37), hermes no. 81164: Few sheds, mix of eras, set around oval

Nhill Ag Showgrounds, Nhill, hermes no. 81164: Mix of sheds in park - bigger than Horsham

Royal Ag Showgrounds, Flemington, Melb (HO221), hermes no. 81266: Principal showgrounds for Victoria - substantially larger & high historic integrity in comparison

Traralgon Showgrounds, Whittkers Rd, Traralgon, hermes no. 81214: Similar scale - several buildings build same era and are decorative brick - higher historic integrity

Ballarat Showgrounds, Creswick/ Howat St Wendouree: Large, intact complex

Shepparton Showgrounds, Shepparton, hermes no. 126746: Big complex of mixed era - memorial gate of similar scale and date to Horsham.

Kerang Showgrounds, Kerang, hermes no. 81486: Small collection of buildings - good historic integrity though

HERITAGE CITATION REPORT

Wangaratta Showgrounds, Evans St, Wangaratta: Good collection of sheds of similar era of construction - higher integrity

Sale Showgrounds, Maffra-Sale Rd, Sale, hermes no. 127814: Comparable in size to Horsham, but more buildings extant from establishment of ground.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and aesthetic significance of the Horsham Showgrounds, McBryde St, Horsham include:

- . 1924 JM Power Memorial Gates - including masonry arched gateway, wrought iron gates x 4, parapet signage.

The other gates, shedding, grandstand and halls are excluded.

How is it Significant?

The 1924 JM Power Memorial Gates, of the Horsham Showgrounds, McBryde St, Horsham are of historical, social and aesthetic significance to Horsham Rural City Council.

Why is it Significant?

The 1924 JM Power Memorial Gates, located at the entrance of the Horsham Showgrounds, McBryde Street, Horsham are:

- . of local historical and social significance, representing the important role of the Showgrounds and the Horsham Agricultural Society in the agricultural and recreational development of the region. The Gates stand as the earliest remaining intact fabric in the Showgrounds and date from Horsham's prosperous agricultural inter-war period. (Criteria A; G)

- . of associational significance, as a representative example of the Society's practice of memorialisation of founding and long-standing Society committee members. Memorialisation of structures/ gates in such venues is a common practice. The JM Power Memorial Gates acknowledge Power's contribution as one of several key foundation committee members of the Agricultural Society. (criterion H)

- . Of local aesthetic significance, as a high integrity design example of 'free classical' design, applied to a gateway structure. The proportions, architectural decoration and arch configuration reflect design ideals of the 1920s period and the Gate is the only remaining structure of this type and period in the Council area. (Criterion E)

HERITAGE CITATION REPORT

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	Yes Memorial Gates
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **A History of the Horsham Agricultural Society**

Literature type: General Reference

Literature author: Maroske, I.

Literature publisher: Horsham: Horsham Agricultural Society

Literature year: 1978

Literature title: **Horsham Agricultural Society**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 2013

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Name	Water Tower	
Address	Mill Street corner Gertrude Street HORSHAM	Significance Level Local
Place Type	Water Tower	
Citation Date	2014	



Water Tower, Mill Street corner Gertrude Street Horsham 002.JPG

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

High integrity to original configuration

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History and Historical Context

The 34 metre high concrete water tower was built in 1956. The 5.3 metre high tank has a 778.4 kilolitre capacity. It is Horsham's second water tower constructed to provide the town with a domestic water supply.

The Wimmera Mallee's managing water authority, GWMWater, explains that 'Horsham's water is supplied by gravity via a trunk main from the Mount Zero Water Plant to the water tower in Horsham North'.^[1] During periods of high water consumption, the tower is unable to provide an adequate supply; therefore water is pumped from the low level water storage at Morson Pump Station (Old Hamilton Road, Horsham) to meet peak demands. GWMWater further explains the working operation of Horsham's domestic water supply system:

The level in the water tower controls the flow of treated water to Horsham. Pressure reduction valves maintain a high level in the water tower. If the water level drops further, the Morson pumps commence operation, taking water from the low level water storage to replenish the tower. When the low level water storage is drawn down, an inlet valve (top-up-valve) is opened manually to refill the storage.^[2]

The first domestic water supply was provided to Horsham residents in 1870. Prior to this, early settlers carried water from the Wimmera River in barrels on wooden sledges, or in yoked barrels that they hung from their shoulders. Other residents built brick wells in their backyards to collect rainwater, though they proved dangerous traps for young children were later filled in.

In 1870, the Wimmera Shire Council commenced the construction of a pumping station in Horsham at the east end of Baillie Street^[3]. Five years later, the Council built a weir in the Wimmera River (below the Botanical Gardens) to provide a pool of water for the pumping station. Rhonda van Veldhuisen explains that '*water diverted from the nearby Wimmera River, passed through filter beds of sand and was then pumped into a tank on a tower built one mile away*'.^[4] She asserts that '*the filter system was only one of its type in the colony*'.^[5]

In 1887, a reservoir was created at Wartook in the central Grampians. Soon after, Percy Learmonth, an engineer employed by the Western Wimmera Water Trust, submitted to Council plans for a new water supply scheme, including an estimate of costs for delivering water from Wartook using gravity. Brooke and Finch explain that Learmonth's system '*tapped Burnt Creek at Wonwondah East and bought water to the McLachlan Street water tower through a thirty centimetre Oregon wood-stave pipeline*'.^[6] The council adopted Learmonth's scheme, which Brooke and Finch explain in further detail:

A steam boiler and two Tangye pumps pushed the water up a wood-staved pipe to a brick tower in McLachlan Street [Horsham]. From the tank on top, water gravitated through smaller mains to the dwellings. The brick water tower was about 15 metres high. A white disc moved up the side to tell engine driver Bill Glenister at the pumping station when water needed pumping. Each night, the turncock, Alex Selkirk, climbed up and fitted a red light to the disc which could be observed from the pump house more than a kilometre away.^[7]

Despite its ingenuity, by the late 1920s the scheme could no longer provide an adequate water supply to the growing town, which was in the planning stages of constructing a sewerage system.

The Wimmera water supply scheme was originally designed in the early 1930s by the State Rivers and Water Supply Commission's, Ebenezer Shaw, who had been involved in water supply in the Wimmera since 1902. The scheme diverted water from Lake Wartook reservoir and McKenzie Creek at Zumsteins (also in the Grampians), travelling via a channel to a Mount Zero holding basin where it was then piped to Horsham.^[8] The original pipes were 43 centimetre in diameter and were laid from Horsham to Mount Zero by unemployed men. Brooke and Finch explain that '*a temporary inlet from where the pipe crossed Burnt Creek was used to maintain water to Horsham while the rest of the scheme was constructed*'.^[9] The turning of the first sod took place on the 3 December 1932 by the Minister for Water, Mr George

HERITAGE CITATION REPORT

Gouldie.

The design of the new scheme meant that water from Wonwondah East was cut off and the 24 year old wooden pipes were removed, recoated and installed from Burnt Creek to Mount Zero in duplicate, connecting to the new concrete pipe to Horsham. The joining of the pipe to the town supply took place in May 1933; however, gravity caused immense pressure to the town pipes and they continually burst under the stress. The pressure of the new system resulted in the end of the need for the McLachlan Street tower and it was soon demolished by the local council.

By 1936, a reducing valve had been installed at the town boundary with the aim of reducing pressure on the pipes. Brooke and Finch note that 'Horsham was in a peculiar position of having almost unlimited water pressure but could not use it'.^[10] During this period, the wooden mains were gradually replaced with fibrolite pipes at a cost of £8,000; however it was several years before the town could take advantage of the increased pressure from larger stronger pipes, due to factors such as labour and material shortages caused by the Second World War.

In 1950, a ring main project was implemented to further improve an even pressure throughout the town. This involved installing 30 centimetre pipes, which branched off the 43 centimetre main at the Wimmera Bridge- one to the east and one to the west joining in Albert Street, Horsham North. This enabled 10 to 15 centimetre branches to run into the streets adjacent to the pipes for house tapplings. Despite these improvements to the supply system, water main breakages continued to occur throughout the 1950s until much of the original wood piping was replaced. Due to the expansion of the town to the west in the mid-1950s, which was set on higher land, water supply and pressure again became an issue. Therefore in 1956, a concrete water tower was constructed on the corner of Mill and Gertrude Streets.

Whilst the erection of the new tower provided a solution to the town's water pressure issues, problems arose during the hot summer months when extreme temperatures prevented the tower from filling on very hot nights. As a result, the Water Trust implemented a ban on watering gardens between 10pm and 6am. The new pumping system required further improvements as the town's growth was getting beyond the capacity of the trunk main from Mount Zero. A second, larger low-level basin was built in the early 1970s, which increased the pumping capacity. Despite continual improvements, Horsham residents were using beyond the capacity of the water system, and water restrictions with harsh penalties were enforced. According to Brooke and Finch, 'during the summer of 1975-76 restrictions on water use were increased and many appeals had to be made by loudspeaker for people to turn off taps in crisis periods'.^[11] Such shortages, prompted serious discussions with water commission officials about the possibility of introducing water meters, based on the theory that people were likely to cut down their water usage if they were required to pay. The Water Trust eventually agreed, and the instillation of water metres in Horsham was completed in early 1980.

Further trunk main work was completed in 1981 at a cost of \$2 million, however, gravity from water piped from Mt Zero to the Horsham North water tower, meant that water main breakages would remain an issue over the following decades. A series of pressure valves have since been installed allowing the current managing authority, GWMWater, to better control water pressure and reduce the instance of burst water mains.

[1] GWMWater (2012) *Fact sheet: Morson Pump Station Low Level Storage*. Retrieved from http://www.gwmwater.org.au/index.php/information/publications/fact-sheets/cat_view/78-fact-sheets [Accessed 19 February 2014].

[2] GWMWater *Fact sheet*.

[3] By the late 1960s the historic site of Horsham's early pumping station at the east end of Baillie Street, had been handed over by the Crown to Horsham Rural City Council.

HERITAGE CITATION REPORT

[4] van Veldhuisen, R. (2001) *Pipe Dreams: A stroll through the history of water supply in the Wimmera-Mallee*. Horsham: Wimmera Mallee Water, p. 33.

[5] *Ibid.*

[6] Brooke, B. and A. Finch (1982) *A Story of Horsham: A Municipal Century*. Horsham: City of Horsham, p. 64.

[7] *Ibid*, p. 63.

[8] *Ibid.*

[9] *Ibid.*

[10] *Ibid.*

[11] *Ibid*, p. 65.

Description

Physical Description

Concrete 5.3 metre high cylindrical tank, supported on 12 reinforced concrete piers of 2' x 2' (600mm approx.) The tower is 34 metres high, with a tank diameter of 47'8" (14.5 metres approx.). 4 levels of horizontal concrete beams brace the piers together. A galvanised and mild steel open stair winds upwards within the open space under the tank, and a large 'GWM Water' sign is painted on the side of the tank.

Physical Condition

The water tank appears to be in good condition and well maintained (no internal access available)

Australian Heritage Commission Criteria

Relevant HERCON Criteria

(a) Importance to the course, or pattern, of Victoria's cultural history. (demonstrates the advancing technology and increasing needs of Horsham in regards to water supply)

Comparative Analysis

Note: HERMES entries suggest listed water tower structures are c1920 - 30s or earlier or have a stronger link with themes such as transport (railways)

Water Tower, 89 Splatt Street, Swan Hill, Hermes no. 54952: 1937 water tower (earlier) but represents themes of improving water supply and town development.

HERITAGE CITATION REPORT

Statement of Significance

What is Significant?

The elements representing the historic significance of the Horsham Water Tower, corner Gertrude and Mill Street, Horsham, include:

- . External utilitarian form of the face concrete tower and piers, including concrete beam and pier structure and cylindrical tank.
- . The landmark qualities of the tower in the context of low surrounding buildings on flat topography.

How is it Significant?

The 1956 Horsham Water Tower is of historical significance to the Horsham Rural City Council.

Why is it Significant?

The 1956 Horsham Water Tower is:

- . Of local historic significance, illustrating the importance of providing a secure water supply to the rapidly expanding town of Horsham during its important period of post-WW11 prosperity. It is also a landmark and prominent element in the town. (Criterion A)

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **A story of Horsham : a municipal century**

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **Fact sheet: Morson Pump Station Low Level Storage**

Literature type: General Reference

Literature author: GWMWater

Literature publisher:

HERITAGE CITATION REPORT

Literature year: 2012

Literature title: **Pipe Dreams: A stroll through the history of water supply in the Wimmera-Mallee**

Literature type: General Reference

Literature author: van Veldhuisen, R.

Literature publisher: Horsham: Wimmera Mallee Water

Literature year: 2001

HERITAGE CITATION REPORT

Name	St Andrews Uniting Church		
Address	8-10 Pynsent Street HORSHAM	Significance Level	State
Place Type	Church		
Citation Date	2014		



St Andrews Uniting Church, 8 Pynsent Street Horsham 141.JPG

Recommended	VHR Yes HI - PS Yes
Heritage Protection	
Designer / Architect	Reid, Keith

Integrity

1962 church of very high integrity exterior and interior - 1995 additions compromise this integrity from views looking west, from east side of church in Pynsent St.

History and Historical Context

The first Presbyterian service in Horsham constituted a sermon preached in the local court house; this took place in 1855, only a few years after the town was surveyed. Services continued in the borrowed space of the court house for several more years. A relatively large proportion of the early settlers, both squatters and their servants alike, were Scots Presbyterian and establishing a place of worship was of critical importance to this first wave of settlers. The links of the early church group to the pastoral settlers probably helped with having the necessary funds for erecting a church.

A site had been purchased for 'Scots Presbyterian Church purposes' in 1858 at the corner of Pynsent Street and Urquhart Street, Horsham, and in 1860 a small brick church was erected here at a cost of £700. Trustees for the site were appointed

HERITAGE CITATION REPORT

in 1859, namely John Wilson, Charles Wilson, Horatio C. Ellerman, John Rutherford and Alexander Wallace. The church at Horsham was designated St Andrew's and was part of the broader Wimmera Presbytery, which first met in Horsham in 1863. In 1874, however, the building was demolished because it was condemned.[1]

A new church building, in simple rectangular form, was erected in 1875, using stone from Mackenzies Creek. It loosely followed the Gothic style (i.e. with pointed windows). St Andrew's Presbyterian Church also ran a Sunday School for children from at least the 1880s, using other available buildings in the town, but in 1909 it erected its own Sunday School building. The good attendance at weekly church service is evident in concern in the 1880s that those travelling to the church from some distance needed space in the church reserve to park their vehicles.[2] The church marked its anniversary each year with a special service.

A growing congregation necessitated some improvements to the existing building. In 1906 the church was significantly added to with an 'addition of twenty feet in length, with a half octagon end, [designed to] greatly improve the symmetry of the building, and provide forty additional seats.' The plans were drawn up by architect G. Jowett and building work carried out by W.F. Allan.[3] In 1928 further changes were made to the building, with the addition of a castellated bell tower above a side entry porch, in keeping with the English Gothic style.

The church celebrated its centenary in 1958, but suffered structural damage and was in need of significant restoration, as well as further enlargement. The committee of management decided to demolish the existing church to make way for a new building.

St Andrew's Church was completely rebuilt in 1962-63 to a design by renowned Melbourne architect Keith Reid, who undertook over fifty church commissions across Victoria through the middle decades of the twentieth century. Apart from the re-use of the stone from the original church, the new St Andrew's Church at Horsham was a striking and bravely unconventional form, reflecting the changing world in which it was conceived. Reid presented three design schemes to the church committee - conventional, modern, ultra-modern. The committee chose the ultra-modern scheme and the church was erected by local contractor, Laird Brothers[4]. The angular form of the church roof 'suggests a hand raised in benediction over the people with God in the midst'[5].

Reid's distinctive post-war 'modernist' ecclesiastical architecture was a departure from his interwar period churches, which tended to follow the English Revival style popular in domestic architecture. In an interview in 1993, Reid noted that he was 'most proud' of the design for St Andrews Church.[6] The Church opened 9 November, 1963. Leaded, coloured glass windows from the earlier church were re-installed in the new structure. New liturgical furniture was commissioned for the building and was carved in an abstract manner by a Mr H Zwart and Son.[7] The pipe organ was initially installed in 1891, in the now demolished church. It was modified and relocated to the gallery of the new church in 1962.

In 1976, St Andrew's elected to disband from the Presbyterian Church and join the new Uniting Church of Australia. At Horsham this resulted in the amalgamation of the formerly separate Methodist and Presbyterian congregations. In 1988, a new church hall and other meeting rooms for the congregation were considered. The Wesley Methodist Church in Roberts Avenue and several other church properties were sold in 1990 and construction of the 'Wesley Centre' adjacent St Andrews Church commenced in 1994. The Centre was designed by architect Keith Walter (of Kew) to complement the architecture of the church - in plan and form. The Centre was opened in 1995 and incorporated leaded coloured glass windows relocated from the former Wesley Methodist Church and Vectis East Methodist Church.

St Andrew's continues to function today as a Uniting Church. The Church celebrated its 50th birthday in the current building in November, 2013.

HERITAGE CITATION REPORT

- [1] Brooke and Finch, 1982, p. 252
- [2] Horsham Times, 2 February 1883
- [3] Horsham Times, 15 May 1906
- [4] Hobbs, 2013 p25
- [5] Hobbs 2013 p31
- [6] Video interview with Keith Reid, 1993 (Art Deco Society)
- [7] Hobbs p35

Description

Physical Description

Erected 1962, replacing an earlier church on the site. Designed by architect Keith Reid, church is a notable example of 'Post-War Ecclesiastical' architecture in style. Features of note include: informal, organic plan form for aisle and side chapel (reflected changing liturgical arrangements/ formalities) feature walls of face stone (from earlier church) emphasising the modernist use of traditional materials as skins, rather than structure, substantial plate glass, passive design elements such as permanent louvers over windows, use of small lancet style windows of coloured glass to express traditional ecclesiastical styling in a contemporary manner (and in the manner of noted European modernist architect Le Corbusier), use of timber detailing inside in a decorative, but functional manner, modern pew seats, integration of interior with outside garden areas featuring stone ponds and garden walling. Of particular interest is the successful architectural expression of the ecclesiastical scale of the interior - verticality is expressed through use of narrow wall openings, glazing and raked roof - allowing a surprising amount of natural light inside. A ceiling clerestory element over the altar further accentuates the verticality and spirituality of the space.

External stone walls, ponds and garden screen walls add to the integration of internal and external space.

Physical Condition

Very good physical condition. 1995 additions to the side of the church compromise the setting of the place from the east and reduce the appreciation of the entrance (one side) but the architectural qualities of the 1962 church are still evident and able to be clearly interpreted.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (represents the number and significant impact of Free Scots Presbyterian (now Uniting) settlers in Horsham in the early years of settlement. A church was established on the site in 1860 - only some 10 yrs after surveying the town. The founding congregation included the key early pastoralists - C and J Wilson and many others of Scotch origin. Churches on the site have been replaced over time, but the church remains in operation to today)

HERITAGE CITATION REPORT

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (intact and well-resolved design example of 'post-war ecclesiastical' architecture of the region and across Victoria for the period)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (intact and well-resolved design example of 'post-war ecclesiastical' architecture of the region and considered by architect as one of his best works of the typology)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (primary location in Horsham for Uniting Church worship and fellowship - building erected by local Presbyterian community in 1963, still used today as the primary, central Uniting Church in the Shire)

Comparative Analysis

Architect Keith Reid designed over 50 churches for Melbourne and regional church groups in the immediate post war period. St Andrews was acknowledged by Reid as 'one of his best' in an interview in 1993. One other 'post war ecclesiastical' style church is located in HRCC - St Paul's Lutheran Church, Natimuk - erected early 1960s - designer unknown. Across Victoria, several similar style churches are still extant. St Andrews is a high integrity example of this architectural style for the post WW11 period in Victoria.

St Paul's Lutheran Church, 92 Main St, Natimuk, Hermes no. 191713: Erected early 1960s - 'post-war ecclesiastical' in style with expressed portal frame form. Less successful representation of the traditional church typology (form, light, expression of worship) than St Andrews.

St Andrews Presbyterian Church, 34 Fowler Street Moe, Hermes no. 119879 (Recommended for VHR 2014): Designed by Reid during St Andrews period - very similar in design detail, but more modest scale church. Roof form less expressive of religious function than St Andrews Horsham church.

Burwood Heights Uniting Church, 4347 Blackburn Rd, Burwood, Hermes no. 46076, HO106: A frame style church of merit of period - designer/ date unknown - comparable but simple in form.

Baptist Church, Balwyn Road, Canterbury, Hermes no. 329: Light red brick simple portal frame gable roof church (barn form) with feature spire (1962) - architect not confirmed - similar in style to St Andrews but form not as expressive of function - no expression of worship in roof form.

Presbyterian Church, 104 Atkinson Street, Templstowe, Hermes no. 22566: Face brick tall 'box' form with open glazed ends (1963) rational, rectilinear form rather than expressive of religious function.

All Saints' Church, 11 May St, Footscray North: (1964) Hexagon plan form, multi-gable roof, central spire, face brick with 'griffin' style triangular glazing bars - similar architectural merit to St Andrews, roof restrained in form though.

Former Wesleyan Church, 97 Cunninghame Street, Sale, Hermes no. 128997: (1966) Very similar to St Andrews in

HERITAGE CITATION REPORT

architectural style - face red brick, diamond plan form, with feature 'soaring' roof form and triangular windows - less 'free form' than Horsham though and surrounded by a flat roofed set of rooms, reducing understanding of main church form from the street.

Methodist Church, Beek Street, Katamatite, (east of Echuca), Hermes no. 147785: Muir & Shepherd (1961). Two unique triangular form shells form church, in-filled with glazing and face brickwork - very expressive of ecclesiastical function in form. High integrity, comparable in style to St Andrews, but small scale example of church styles of the period.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic, social and aesthetic significance of the 1963 St Andrews Uniting Church, Horsham, include:

- . External form of the 1963 church building, including face stonework, feature windows, steel framed roof form, cross to front, leaded and coloured glass windows, coloured glass pocket windows, external reinforced concrete staircases
- . Face stone garden walls, water ponds
- . Low face stone perimeter fence to Urquhart and Pynsent Street boundaries.
- . Internal gallery and stair, face brick and stone walling, timber plank ceiling lining, organ pipe assembly, loose and fixed timber liturgical furniture dating from 1963, arrangement of fixed pew seating, window hardware and 1963 light fittings.

Later 1995 additions to the church are excluded.

How is it Significant?

The 1963 St Andrews Uniting Church, Horsham, is of historical, social and aesthetic significance to Horsham Rural City Council.

The 1963 St Andrews Uniting Church, Horsham, is of aesthetic significance to the State of Victoria.

Why is it Significant?

The former 1963 St Andrews Uniting Church, Horsham, is:

- .Of local historical significance as a site only, representing the large number and significant impact of Free Scots Presbyterian (now Uniting) settlers in Horsham in the early years of settlement. A church was established on the site in 1860 and has been rebuilt several times over the last 150 years. Scots settlers of significance included pastoralists, early Road Board members and key citizens of note. (Criterion A & G)
- . Of local and state-wide aesthetic significance, representing a well resolved architectural example of modern movement 'Post-War Ecclesiastical Style' architecture. The Church is acknowledged by its architect, Keith Reid, as one of his best post war ecclesiastical works and is one of over 50 churches designed by Reid in the post-war period in Victoria. The Church is of further significance as a highly resolved architectural example of a class of contemporary styled churches

HERITAGE CITATION REPORT

erected across the State during this period, in response to the burgeoning population growth post WW11. The Church reflected historic types - scale, light, congregation and liturgy - but was also designed to freely express its liberation from structure, changing liturgical function and contemporary use of materials in an innovative, creative modern idiom of design merit. (Criterion D & F)

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	Yes
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **A story of Horsham : a municipal century**

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **St. Andrew's Presbyterian Church 1858-1958**

Literature type: General Reference

Literature author: Coulson, Helen

Literature publisher: Parish of Horsham : centenary celebrations

Literature year: 1958

Literature title: **Historical Record of the Horsham Presbyterian Church: published in connection with seventieth anniversary, April 1928**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1928

Literature title: **Horsham in focus: 1849-1999**

Literature type: General Reference

Literature author: Foley, Marie. & Jenkinson, Noelene M. & Horsham Historical Society

Literature publisher: Horsham Historical Society Horsham, Vic

Literature year: 1999

Literature title: **Foundations to Build On - Celebrating the 50th Birthday of the St Andrews Uniting Church Building, Horsham 1963-2013**

Literature type: General Reference

Literature author: Hobbs, Susan

Literature publisher: Wimmera Design and Print

Literature year: 2013

Literature title: **Article: 2 February 1883**

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author: Horsham Times
 Literature publisher:
 Literature year: 1883
 Literature title: **Article: 15 May 1906**
 Literature type: General Reference
 Literature author: Horsham Times
 Literature publisher:
 Literature year: 1906
 Literature title: **Horsham Parish Plan**
 Literature type: General Reference
 Literature author:
 Literature publisher:
 Literature year:
 Literature title: **Horsham Arts and Heritage Trail, n.d.**
 Literature type: General Reference
 Literature author:
 Literature publisher:
 Literature year:
 Literature title: **Keith Reid**
 Literature type: General Reference
 Literature author:
 Literature publisher:
 Literature year:
 Literature title: **Presbytery of Wimmera: History to 1968**
 Literature type: General Reference
 Literature author: Rev. Morey
 Literature publisher:
 Literature year: 1968
 Literature title: **St. Andrew's Parish of Horsham, 1955 : new life through sacrifice**
 Literature type: General Reference
 Literature author:
 Literature publisher:
 Literature year: 1955
 Literature title: **Victorian Government Gazette, 11 February 1859**
 Literature type: General Reference
 Literature author:
 Literature publisher:
 Literature year: 1859

HERITAGE CITATION REPORT

Name	Horsham Railway Station and Goods Shed	
Address	Railway Avenue HORSHAM	Significance Level Local
Place Type	Goods shed/crane,Railway Platform/ Station	
Citation Date	2014	



Horsham Railway Station and Goodshed, Railway Avenue Horsham

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Intact, but modified station building and goods shed. Signal box building to west of platform no longer extant. Good shed additions to east end (enclosed part of shed, later cladding) original cast iron water tower no longer extant. Toilet block to east removed and later additions to side.

History and Historical Context

Following the construction of the Geelong to Ballarat railway line in 1862, the Ararat and Hamilton Railway League formed to petition for a rail extension into Western Victoria. The Wimmera Shire, took advantage of the momentum of this campaign and lobbied for a further extension to Horsham in a bid to open up the Wimmera to closer settlement.

More than a decade later, in 1875, the rail network crept westward when the Ballarat to Ararat link was opened. An extension to Stawell was completed by 1876.

Concurrently, the Horsham Rail League formed to agitate for a rail extension to Horsham that would provide a permanent

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and reliable passenger service, and a railhead for the dispatch wheat and other agricultural goods. At the time the Stawell railhead was the Wimmera's closest connection to coastal ports. Without rail, district farmers were forced to rely on bullock-teams to cart their produce to the Stawell railhead, however this was an arduous journey over treacherous roads, which took several days.

The league delivered a deputation to the McCulloch Government in May 1876 reporting that while the 1869 *Land Act* had resulted in profound population growth, settlers now 'found themselves at a great disadvantage, as compared with other districts of the colony, in getting their produce to market, and a railway was necessary to render stable and permanent the settlement which had already taken place'.^[1]

The Horsham Rail League was also determined to bolster Horsham's standing, as both the 'capital of the Wimmera', and gateway to South Australia. The league proposed that a railhead at Horsham 'would not only greatly develop the resources of the district, but would draw to Melbourne a considerable trade from a portion of South Australia that the line would tap'.^[2]

Both Horsham, and its southern counterpart Hamilton, sought to host the South Australia - Victoria rail link. Rail had reached Hamilton in 1877, when a south-westerly extension from Ararat via Maroona was opened. For a time it appeared that a route across the border from Hamilton to Mount Gambier would be built, however, when the Hamilton to Portland extension was approved in 1878, Hamilton's focus shifted towards the local deep-sea port at Portland.

The Horsham extension was finally authorised in the July 1877 *Railway Construction Bill* and survey work began immediately.^[3] By March 1878 tenders were called for the construction of the line from Stawell, via Murtoa, Jung and Doon.

The official opening by Governor Sir George Bowen of the Stawell to Horsham line took place on the 5 February 1879. The day was declared a public holiday for Horsham and it was reported that most of the townsfolk turned out to celebrate the event and welcome guests. *Illustrated Australian News* recorded that 'the scene presented on the occasion was both picturesque and imposing, and could not fail to impress all that were present'.^[4] The newspaper described a triumphal arch decorated with buloke and adorned with a 'Welcome to Horsham' banner, erected at the northern entrance to the township. A second arch was erected across Wilson Street opposite the Shire Hall with 'the top of the central arch being decorated with sheaves of wheat, with the following inscriptions appended on either side 'The Staple of Wimmera and Success to Railway Extension'.^[5]

The trunk line from Stawell to Horsham represented the success of a decade-long campaign to secure a rail link from Melbourne. Almost another decade passed before the line continued beyond Horsham over the South Australian border. The extension to Dimboola was completed in 1882 and by 1887 the line crossed the border at Serviceton.

The passing of the *Railway Act 1884* (also known as the 'Octopus Act') authorized the construction two further spur lines that originated from the Horsham railhead. The 12 mile Horsham - Noradjuha branch line was constructed in 1887 and served the southern portion of the Wimmera district. It was the first piece in the northern section of a through-line that eventually connected Horsham to the Port of Portland.

The Horsham to Goroke line opened in 1894 and a further extension to Carpolac opened in 1927. This line primarily transported wheat trucks to the Horsham railhead, but from the 1940s a passenger motor-rail service ran from Carpolac to Horsham.

Railway Station and Goods Shed

The *Wimmera Star* reported in January 1879 that Jonathan Newton submitted the lowest tender to build the passenger

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station, noting that 'when completed [the station] will be one of the most perfect buildings of the kind outside of the metropolis'. In fact, Ballarat contractor Morris and Begg was eventually awarded the tender, submitting a winning bid of £3,468 and constructing the brick building to the standard design of Victorian Railways.

The goods shed was constructed by H. Bell Junior for £1,170 on the northern side of the railway line, while a water tower was erected on the southern side, with water pumped from the Wimmera River.[6] A turntable was constructed near the intersection of McPherson Street.

A number of important additions to the railway complex were completed in 1888, including a lamp room, 3-ton crane and a cold store for dairy produce. In July 1890 the goods shed was destroyed by fire and rebuilt at its present site.

In 1934, the six-roomed station master's residence (c1887) was sold and relocated to Wawunna Road to make way for improvements to Railway Avenue. A new residence was built by the Railway Department on the corner of Park and McPherson Street.[7]

In 1939 the Horsham Station was selected as the catering headquarters for the buffet car servicing the Melbourne to Adelaide express train. Ten staff members were appointed and a worker's residence was constructed at the rear of the signal box on the platform.[8]

Major structural works to the railway station were completed in June 1940. These included: 125 reinforced piles sunk 29 feet to stabilize the building; reconfiguration of the interior to accommodate a separate women's and general waiting room; refurbishment of the refreshment room; booking office and station-masters office and construction of a ramp for the parcels office; a new cantilevered verandah replacing the cast iron verandah columns; asphalt works to seal the platform.[9]

The timber signal box, situated on the platform west of the station building, was demolished in March 1976 following the installation of an electronic signal system located in the station building.

The intrastate passenger service operated by V/Line stopped in 1993 and the station building closed. The Overland train service, which runs between Melbourne and Adelaide, continues to stop in Horsham twice weekly (each way).

The freight terminal at the Horsham Station was replaced by an intermodal freight terminal at Dooen in August 2012.

[1] *The Australasian*, Saturday 13 May 1876, pg. 20

[2] *The Australasian*, Saturday 13 May 1876, pg. 20

[3] *The Australasian*, Saturday 14 July 1877, pg. 2

[4] *Illustrated Australian News*, Friday 21 February 1879, pg. 23, 28

[5] *Ibid*, *The Horsham Express: supplement to the Wimmera Mail Times*, Saturday 3 February 1979.

[6] *Wimmera Star*, 31 January 1879;

[7] *Horsham Times*, Friday 30 November 1934, p 4.

[8] Friday 12 August 1938, pg. 1

HERITAGE CITATION REPORT

[9] Horsham Times, Friday 14 June 1940, page 2

Description

Physical Description

Railway station - single storey 1879 building with 'Italianate' proportions and features, including hipped roof, a projecting bay waiting room, CGI roof and cantilevered platform verandah. Some double hung windows remain. Face brickwork has all been painted at some time. Signal box has been removed. Toilets adjacent the station building have been removed. Later additions have been undertaken on the east side of the building - c1980s. Most chimneys have been removed, but most pairs of platform doors remain.

Goods Shed - 1890 goods shed on the opposite side of the rails to the passenger station. Goods shed is an 'N20' Victorian Railways type in design/ construction, with overhanging awning verandahs to track and opposite side. Raised timber/ bitumen platforms extend along both sides of the shed. Shed is clad in corrugated iron sheeting and later different profile sheet metal cladding. Shed has been enclosed in part for offices etc at east end c 1970s.

Physical Condition

Average condition - station building is in reasonable repair, but requires painting and other maintenance. Goods shed is in poor condition, with weathered timber framing/ platforms evident, access doors altered, gable end windows removed and corrosion evident.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (reinforced late 19thC Horsham's reputation as the 'capital of the Wimmera' as a centre of grain distribution and trade, providing for the economic transport of people and goods to other markets. Further, the railway supported increased agricultural production in the Shire, facilitating the economic, easy and reliable transport of grain and wool from farms to market, port and interstate).

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (rare locally, as only railway station/ goods shed extant in Horsham Shire today and of historic/ social value to local residents. Low integrity vs Western line railway stations in locale)

Criterion C: Potential to yield information that will contribute to an understanding of our cultural or natural history. (relics on train line yard - past buildings, goods for transport etc...)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (as a class of railway stations and goods sheds - lower intactness than other stations and goods sheds on the line - does not apply)

Comparative Analysis

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Horsham Railway station is a simple structure of less architectural embellishment than nearby railway stations along the Western Line. It is of the size of several of these stations, but is not the earliest and has been altered over the years, with loss of significant fabric.

Railway Station, Kaniva (HO7), hermes no. 2388: Early station (smaller scale than Horsham) but architecturally finer in style and detail. Known as 'Kaniva Style' - picturesque gothic style station, posted verandah facing platform. Younger, but higher intactness/ integrity than Horsham.

Railway Station, Serviceton, (HI592), hermes no. 70060: 1887-8 break-of-gauge station at the SA/VIC border. Substantial scale late-Victorian Italianate style building of high design merit. Younger, grander scale and more intact than Horsham.

Railway Station, Dimboola, hermes no. 84227: Similar scale to Horsham, but features decorative face brick walling and is in good condition. Architecturally more significant than Horsham.

Railway Station, Nhill, hermes no. 840095: Simple station building - similar scale and detailing as Horsham. Poor condition. Goods shed similar to Horsham and still extant.

Railway Station, Murtoa, hermes no. 162902: Small weatherboard station - poor condition.

Railway Station, Ararat, hermes no. 67266: Similar scale to Horsham, but of higher architectural merit - face polychrome brickwork, decorative eaves and chimneys.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and archaeological significance of the 1879 Horsham Railway Station and Goods Shed include:

- . 1879 station building, including face brickwork, remnant chimney, early double doors and double hung windows, steel framing of platform verandah.
- . 1890 timber framed CGI clad N20 type goods shed, including gable roofed and GCI clad shed, side platforms and gable vent louvres.

Exclusions: later, post 1940 additions to both buildings, Rail track and ballast between buildings

How is it Significant?

The remnant 1879 Horsham Railway Station building and 1890 Goods Shed are of historic, social and archaeological significance to Horsham Rural City Council.

Why is it Significant?

The remnant 1879 Horsham Railway Station and 1890 goods shed, Railway Terrace, Horsham is:

- . of local historic and social significance, displaying Horsham's 19thC reputation as the 'capital of the Wimmera' in the era of trains, creating a centre of grain distribution and trade and providing for the economic transport of people and

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goods to other markets. Further, the railway supported increased agricultural production in the Shire, facilitating the economic, easy and reliable transport of grain and wool from farms to market, port and interstate. (Criteria A, B)

. of local archaeological significance, providing a local understanding of the workings of a late 19th Century railway yard and its facilities (Criterion C)

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Australasian Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **A story of Horsham : a municipal century**

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **Horsham Express: supplement to the Wimmera Mail Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Illustrated Australian News Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Victorian Railways Report: of the board of land and works for the year ending 31st December 1879.**

Literature type: General Reference

Literature author: Victorian Railways

HERITAGE CITATION REPORT

Literature publisher:

Literature year: 1879

Literature title: **Victorian Government Gazette**

Literature type: General Reference

Literature author:

Literature publisher: Victorian Government Printer

Literature year:

Literature title: **Wimmera Mail Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Wimmera Star Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Name	Former Thomas Young stables	
Address	rear of 79 Wilson Street (behind and east of Bull & Mouth Hotel) HORSHAM	Significance Level State
Place Type	Stables	
Citation Date	2014	



Former Thomas Young Stables.JPG

Recommended Heritage Protection **VHR** Yes **HI - PS** Yes

Integrity

Selling ring section of shed no longer extant. High integrity inside and moderate outside for stable area.

History and Historical Context

Young Bros stables are situated behind the present day offices at 79 Wilson Street, Horsham. They are the last remaining tangible evidence of the iconic and hugely successful stock and station business, Young Bros. established in 1875.

The principal partner, Thomas Young, was born in Yetholm, Roxburghshire, Scotland in 1850. At age four, he accompanied his parents and two brothers on the steamship, *Great Britain*, and arrived in Australia 1854. Whilst his father, James Young took up land at Tatyoon in Victoria's Western District, Thomas began his education at the Ballarat National School, which he later completed at the private seminary of Mr Dimelow.[1] Upon leaving school, Thomas worked on his father's property, *Bowmont* for several years where he acquired substantial knowledge of stock and farming. In 1875, Thomas entered into business with his brother George, and established a stock and station agency in

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Horsham called Young Bros.

The business struggled in its early years due to region's small population and the prominence of wool growing in the area, which created a lack of trading. During this period, Thomas worked as his own auctioneer, clerk, salesmen, and indoor manager, and travelled lengthy distances by horse and buggy. However, his energy and perseverance soon payed off with steady growth in business.

In 1877, after several years of managing the business together, George handed the management over to Thomas in order to take up employment in Ballarat. At the request of the directors of the Commercial Bank of Australia Ltd, Thomas opened the Horsham branch, which he managed for two years. Following this, he entered into a partnership with Geelong wool merchant, E. H. Lascelles, with whom he purchased a stock and station agency in Ballarat, which traded as Young, Lascelles, Austin and Company.[2]

In 1886, Thomas, together with his brothers James and John, based at Nhill and Hamilton respectfully, established branches of Young Bros at Hamilton, Terang, Casterton, Murtoa, Minyip, Warracknabeal, Donald and Dimboola.[3] During this period, Young Bros acted as agents for the Ballarat Banking Company and the Australian Mutual Provident Society (AMP), both of which proved financially rewarding endeavours. The company later established branches at Beulah, Natimuk and Rupanyup, and had agencies at Goroke, Gymbowen, Harrow, Marnoo and Watchem. They also acted as agents for Dennys Lascelles Ltd, Geelong, Ballarat Banking Co. Ltd, The Union Trustee Co. of Australia Ltd, The National Trustees Executors and Agency Co. Ltd, Victorian Insurance Co. Ltd, The National Insurance Co. of New Zealand Ltd, The Australian Mutual Insurance Society Ltd.

In 1889, Thomas returned from a trip to Britain and America with more ideas for farm development and immediately established an irrigation colony on Dooen Road, known as Young Brothers Irrigation Colony.[4] Again, his energy and innovation paid off, and the development of valuable orchard blocks laid the foundation for another local industry - fruit growing and the breeding of 'fat lambs'. The success of closer settlement in the Horsham district is solely attributed to Thomas, who was the first person in the Western District to see the benefits of irrigation, despite substantial public criticism at the time.

Thomas also played a significant role in the sub-division of large pastoral runs, such as Walmer, South Brighton and Longerenong Station, and urged farmers to modernise their land-use methods and diversify from the traditional sheep runs. He advised them to fallow their land and turn to fat-lamb production, which he called "the third harvest"- after wheat and wool.

In 1910, Young Bros established an annual stallion sale in Horsham. In his *Reminiscences of Horsham Saleyards (1996)*, former employee, Roy Withell describes how 'proud Clydesdales, their tails elaborately decorated, paraded down Firebrace and Wilson Streets before reaching Young's sale bazaar at the rear of their premises' in Wilson Street.[5] Sales bought considerable wealth to the proven Wimmera stud-masters, as outlined by Withell who states that:

In one year, 380 stallions went under the hammer in a four-day clearance. A South Australian paid 1,000 guineas for Lord of the Manor. Others sold briskly to 800 guineas. It was big money in the twenties.[6]

At the start of the First World War in 1914, Australian light horse regiments were formed creating a huge demand for Australian horses. The large number of Clydesdale horses used in the Wimmera earned a reputation with the Army as a centre that could supply excellent gunners or half legs. On 22 August 1914, a government officer travelled to Horsham seeking 200-300 artillery and transport horses. Young Bros auctioned off various breeds of suitably broken in horses to the officer at the Horsham saleyards to be used by the Australian light horse regiment.[7]

By 1928, the Wimmera had become famous for its Clydesdale horses, which again was attributed to Thomas' improvement in the standard of horse breeding. It was upon Thomas' advice that Mr. Andrew Young of Blackheath near

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Horsham visited Great Britain in the early twentieth century where he purchased pedigree Shires and Clydesdales with the object of further improving the breed of horses in the Wimmera. His venture paid off as 'for many years Horsham was renowned throughout Australasia as the centre of one of the greatest draught horse sales, to which stock was brought from every part of Australia as well as from distant New Zealand'.[8]

Whether it was horses or sheep, Thomas continually strived for advancement by providing valuable advice, as well as financial and practical assistance to farmers. For example, in the early twentieth century he constructed sheep dips at the firm's Horsham saleyards, which were made freely available to every sheep owner. This preceded compulsory sheep dipping, and resulted in cleaner and healthier sheep.

Young Bros made a significant contribution to the wider economic progress of Horsham, as livestock trading injected substantial money into the local economy. Withell notes:

Horsham's livestock trading . has been the city's financial stability for more than 100 years. Countless millions of dollars' worth of stock has passed through the years to provide a steady income for producers and a tremendous boost to business houses. Add to it the stock transport industry and the drovers, the rural supplies and the shopping dollars from both vendors and buyers. In a nutshell, market day was always a boost to trade. Farmers who bought their stock for sale later went shopping with the family.[9]

Soon after Thomas' death in March 1935, the *Loan (Farmers' Debt Adjustment) Act* was passed. The Act, which came into effect on 24 December 1935, was designed to protect farmers against creditors, by having their debts 'adjusted' to enable them to continue carry out farming operations. The Act also protected farmers from any action, execution or process in respect of any debt of the farmer, rendering creditors virtually powerless to recover debts owing to them. Withell explains that:

Stock agencies, the motor firms and traders . were offered as little as six pence in the pound to square the debts. If the offer was not accepted, the firms got nothing. It was an impact on the various firms that they could not meet. Borrowing money from the banks was necessary by agents and the subsequent demise for the stock agents such as Young Brothers.[10]

Thomas' grandson, Tim Young explains that bank representatives walked into the business' Horsham headquarters, then managed by his father Robert, and literally took over.[11] Ironically, it was the generous financial assistance that Thomas had become known for, that caused the businesses' ultimate demise. Yet, despite going into receivership, the business continued to trade under the household name, Thomas Young and Co. Pty Ltd, due to their outstanding reputation as one of Australia's leading stock and station agencies.

By the late 1930s, machinery had gradually replaced the need for workhorses on farms and cars had rendered the horse and buggy redundant.[12] As a result, Thomas Young and Co. Pty. Ltd held its last (and smallest) annual parade and stallion sale in 1939. Withell claims that unwanted farm horses were rounded up into mobs of 200 and sent to Melbourne where they were destroyed and made into pet food, although many farmers were told by agents that their faithful four-legged friends would be used on milk rounds.[13]

In 1946, after 71 years of trading, Thomas Young and Co. Pty Ltd was sold to Geelong based wool-merchants, Dennys Lascelles Pty Ltd, a company in which they had previously represented. In 1956, Dennys Lascelles Pty Ltd destroyed one of Horsham's most historic landmarks when they demolished the Thomas Young and Co. Pty Ltd offices and the frontage of the adjoining building known as "Young's Horsham and Cattle Bazaar" to make way for a modern suite of offices at 79 Wilson Street. Fortunately, the brick stables at the rear of the Bazaar were spared; however, the faded Dennys Lascelles signage that presently remains on the Hamilton Street side the stables detracts from its origins as the iconic

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auction house it once was.

Thomas' substantial contribution to the region's agricultural and livestock industry also extended to the provision of civic and public services, as acknowledged in an article published in 1918 by the *Horsham Times* paying tribute to his contribution to the development of the local region. The article asserts that 'every phase of its [the Wimmera] remarkable development is known to him, and there has probably been no movement for the betterment of the town and district in which he has not figured, either as the prime mover, or as a practical sympathiser.'^[14] It also highlights that public perceptions of Thomas, the auctioneer, often overshadowed his extensive contribution to the Wimmera:

To the latest generation Mr. Young appears rather as a stern man of commerce than as one who gives time to the pushing along of local interests. But those who think of him merely as being the head of a big thriving business and nothing more are unacquainted with the history of Horsham and of the Wimmera province more generally, for no man has done as much as he to advertise the resources of the district and by keeping them constantly before those men and institutions without whose confidence and help the Wimmera could not possibly have been the prosperous region it is today. Unbounded faith in the potentialities of the district has ever been one of Mr. Young's outstanding characteristics, and, inspired by his indomitable faith and the practical backing with which he has always supported it, many men of fluctuating fortunes have been induced to hold on to their areas in time of depression, with the result that today they are freeholders of considerable substance.^[15]

Thomas' professional and civic services included acting as a Justice of the Peace, representing government on the Western Wimmera Waterworks Trust and undertaking membership of the Horsham Borough Waterworks Trust. From 1917 until 1924, he sat on the directorate of Messrs Dennys, Lascelles, Ltd, in which his extensive knowledge of the Wimmera and Mallee compensated in some measure following the death of Charles Lascelles in 1898. Thomas was a committee member of the Horsham Base Hospital, and together with his wife Catherine, helped raise a large sum of money to fund the construction of the hospital. Thomas was elected to the first Borough Council in Horsham in January 1883 and became the Council's first secretary. He served as the second mayor of the Borough between August 1884 and May 1885. A popular councillor, Thomas was re-elected in 1886 and served until 1888. He was an active member of the Horsham Agricultural Society from August 1893 to August 1889 and served as vice-president of the Society Committee in 1894.^[16] Thomas also provided considerable financial support to the Longerenong Agricultural College and the Horsham High School. It is purported that Thomas was the instigator of the tree-planting movement in Horsham, which 'converted the town from a barren sea of wood and iron into one of the most leafy country towns to be seen in Northern Victoria'.^[17]

Thomas and his family were active members of the Horsham Presbyterian Church congregation (St Andrews), during which time they made considerable financial donations to the church. He reportedly paid for much of the enlargement of the church in 1905, and in 1927 he donated £1,000 for the erection of a stone tower at St Andrews, built in 1928.^[18] The generosity of the Young family was commemorated with the installation of three stained glass windows in the Church. The two windows (The Sower and The Reaper) dedicated to Thomas were unveiled on 8 December 1935. The inscriptions read: On the Sower- To the glory of God in loving memory of Thomas Young and the gift of his family 1935, and on The Reaper- To the glory of God presented by the congregation in memory of Thomas Young worshipper of this church from 1875 to 1935.

Thomas Young died aged 84 at his "Sunnyside" residence on 26 March 1935, following a period of ill health. He was survived by his wife of 59 years, Catherine (nee Jenkins of Glenorchy), four sons and three daughters. Throughout his life, Thomas made a considerable impression on those who had the pleasure to meet him. Ivan Maddern, a former teacher at the Horsham High School, recalled the day that he met Thomas in the early 1930s recalls:

.the feeling of awe and respect I had for this good and famous man. He was something of a legend, even for us young

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people. Even when I was still younger, a child at Jung, I was fascinated by the regular advertisement of Young Brothers in the *Horsham Times* - a map of Victoria showing their branches spread all over the state.[19]

Horsham City Council named Young Street, Green Park, in honour of Thomas. He is also remembered for his publication, *Pioneer Station Owners of the Wimmera* (1926), a valuable resource for historians tracing ownership of the earliest pastoral runs in the region.

The Young Bros stables are the last tangible reminder of an iconic man and prominent local business, which was the largest of its size in Victoria and well known across Australia and overseas. The stables themselves are a unique part of Horsham's history as a site where some of the Wimmera's finest teams of buggy horses were housed and Australia's top breed Clydesdales changed hands.

[1] Smith, J. (1904) *Cyclopaedia of Victoria*. Melbourne: Cyclopaedia Co., p. 207.

[2] Henderson, A. (ed.) (1936). *Early Pioneer Families of Victoria and Riverina*. Melbourne: McCarran Bird, p. 368.

[3] *Cyclopaedia of Victoria*, p. 207.

[4] *Memorandum and Articles of Association of Young Brothers' Irrigation Colony Company Limited* (1891) Horsham: Gas Printing Works.

[5] Withell, R. (1996) *Reminiscences of Horsham Saleyards*. Unpublished, p. 5.

[6] Withell, R. (1980) It really was horsepower! *Mail-Times*. 4 June, p. 22.

[7] Young Bros Advertisement (1914) *Horsham Times*. 18 August, p. 4.

[8] Dennys, Lascelles Limited (1925) *Annual*. Geelong: Dennys, Lascelles Limited, p. 10.

[9] *Reminiscences of Horsham Saleyards*, p. 1.

[10] *Ibid.*

[11] Horsham Historical Society.

[12] Horsham Times (1939) Annual Parade Sale. *Horsham Times*, 7 July, p. 1.

[13] *Reminiscences of Horsham Saleyards*, p. 5.

[14] Horsham Times (1918) Mr. Thos. Young, J.P. A personal sketch. *Horsham Times*, 10 December, p. 5.

[15] *Ibid.*

[16] Maroske, I. (1978) *A History of the Horsham Agricultural Society*. Horsham: Horsham Agricultural Society, p. 167.

[17] Mr. Thomas Young, J.P. (1918).

HERITAGE CITATION REPORT

[18] Hobbs, S. Liersch, L. and Payne, J. eds (2013) *Foundations to Build On: Celebrating the 50th Birthday of St Andrew's Uniting Church Building, Horsham 1963-2013*. Horsham: Wimmera Design and Print, p. 55.

[19] Maddern, I. (1980) Thomas Young - the agent and legend. *Mail-Times*, 4 June, p. 12.

Description

Physical Description

Two storey brown brick stretcher bond structure with red brick detail to lintels and archway heads. Gabled corrugated sheet metal roof on exposed timber trusses. Open carriageway to east side of building and brick stalls and storage rooms to western side. Stalls have timber split opening doors (some have been replaced with steel gates) with lattice screened openings over and small high level windows adjacent. Upper level loft storage areas are accessed by timber doors. Period toilet facilities (pan, cast iron cisterns, slate slab urinals) are located at the southern end of the building and are of interest. The stables are set behind a contemporary office building on Wilson Street. One corner of the stable building has been modified to allow car access to the rear of the office area. Steel columns have been installed to support the load of the roof structure at this point. The southern facade retains face brickwork to the gable end wall and a painted sign 'Dennys Lascelles Limited' over the gated opening. The western wall retains small vent openings along its length as well as 'S' tie rod cast plates.

Physical Condition

Stables in good condition, with stalls, lofts and tack rooms intact. Roof over replaced at some stage and the north end of the building has been reduced in length in the past to suit contemporary commercial purposes. Some cracking to south wall and internally above doorways. The sale ring to the east has been demolished.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

- a) Importance to the course, or pattern, of our cultural or natural history. (representative of Young Brothers business ventures in stock management and other industries, and of the changing needs of the market through the late nineteenth and early/mid twentieth centuries)
- b) Possession of uncommon, rare or endangered aspects of our culture or natural history. (most intact example of 19th C regional commercial horse stabling for sales premises known in Victoria)
- d) Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (retains original building features that clearly represent the use of the place as a commercial stabling enterprise, despite demolition of selling ring)
- h) Special association with the life or works of a person, or groups of persons, of importance in our history. (association with Young brothers and particularly Thomas Young, who was influential in developing and promoting stock and farm management improvements and the civic and social life of Horsham in the late 19th and early 20th Century)

Comparative Analysis

HERITAGE CITATION REPORT

Former Cobb & Co Stables, 20 Urquhart Street, Horsham, Hermes no. 18612 : Timber framed structure, barrel roof form (different from Young Stables), also use had different focus

Former Store / Stables, 42 Thompson Street, Hamilton, Hermes no. 27228: Brick structure c1870s, noted as commercial stables (not detailed to particular company) - condition poor externally

Wimmera Stock Bazaar (former), 71-81 Hamilton Street, Horsham, Hermes no. 12284 (VHR): Constructed 1936 as saleyards, architecturally significant (front section) but saleyards have been removed; later version of Young's establishment

Stock Selling Ring, 19 Spring St, Casterton, Hermes no. 31059 (VHR): C1920s - octagonal shed structure for selling ring. No office/ stabling.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and associative significance of the former 1885 Young's Stables, 79 Wilson Street, Horsham, include:

- . External form of the building, including brown brick walls with red brick detailing, timber structural elements including columns and trusses, and gabled corrugated sheet metal roof;
- . Internal configuration of large open carriageway, horse stalls, lofts spaces, and service spaces;
- . Remnant painted signage to southern facade.

The modified posts with steel structural support are not of heritage value.

How is it Significant?

The former 1885 Young's Stables, 79 Wilson Street, Horsham, is a rare, historic building type in Victoria of local (and State) historic and associative significance to both the Horsham Rural City Council and State of Victoria.

Why is it Significant?

The former 1885 Young's Stables, 79 Wilson Street, Horsham, is:

- . Of local and State historical significance, illustrating the prominence and success of the Young Brothers stock and station business during the late nineteenth and early twentieth centuries in Horsham, the Western District and Victoria. (Criteria A)
- . Of rarity value as one of few remaining stables established as a part of an influential equestrian and agricultural agency enterprise in 19th Century Victoria. (Criteria B and D)
- . Of associative significance, for its strong links with the Young Brothers and particularly Thomas Young, whose contributions to Horsham and wider Wimmera region in the fields of stock management, irrigation and farming improvements were substantial and varied. (Criteria H)

HERITAGE CITATION REPORT

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	Yes
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Annual. Geelong: Dennys**

Literature type: General Reference

Literature author: Dennys, Lascelles Limited

Literature publisher: Lascelles Limited

Literature year: 1925

Literature title: **Early Pioneer Families of Victoria and Riverina**

Literature type: General Reference

Literature author: Henderson, A. (ed.)

Literature publisher: Melbourne: McCarran Bird

Literature year: 1936

Literature title: **Foundations to Build On: Celebrating the 50th Birthday of St Andrew's Uniting Church Building, Horsham 1963-2013**

Literature type: General Reference

Literature author: Hobbs, S. Liersch, L. and Payne, J. eds

Literature publisher: Horsham: Wimmera Design and Print

Literature year: 2013

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Mail-Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **A History of the Horsham Agricultural Society**

Literature type: General Reference

Literature author: Maroske, I.

Literature publisher: Horsham: Horsham Agricultural Society

Literature year: 1978

Literature title: **Memorandum and Articles of Association of Young Brothers' Irrigation Colony Company Limited**

Literature type: General Reference

Literature author:

HERITAGE CITATION REPORT

Literature publisher: Horsham: Gas Printing Works
Literature year: 1891
Literature title: **Reminiscences of Horsham Saleyards.**
Literature type: General Reference
Literature author: Withell, R.
Literature publisher: Unpublished.
Literature year: 1996

HERITAGE CITATION REPORT

Name	Roberts Ave Memorial Avenue of Honour (<i>Ulmus procera</i>)	
Address	Roberts Avenue HORSHAM	Significance Level Local
Place Type	Avenue of Honour, Tree groups - avenue	
Citation Date	2014	

Roberts Avenue of Honour, *Ulmus procera* 7.jpg

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

One oak tree remains west end, fifteen remain along Urquhart/ McPherson St end. Plaque remains adjacent toilet block on Roberts Ave/ Firebrace St.

History and Historical Context

An avenue of Elms (*Ulmus procera*) was planted in Roberts Avenue in 1902 to commemorate the victory of the British in the South African War. This was one of the first avenues planted as a war memorial in Victoria, and in Australia, although this plantation appears to have been as much a triumphant gesture as a memorial to the fallen. Local Horsham postmaster William Burraston Payter was a key figure involved in establishing the plantation.[1] A total of 80 Elm trees were planted. A marble plaque was also installed, which was affixed to the (former) Jenkins Shop in Roberts Avenue. The plaque read: 'Planted by the citizens of Horsham in commemoration of the success of the British and Australian troops in the South African War. / December 1901'. The street, originally known as Splatt Street, was named after Field Marshall Earl Roberts who was Commander-in-Chief of the British forces in the South African War.

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By the late 1960s, the trees were undergoing considerable stress, probably exacerbated by the drought of 1967-68, and many were reported as dying. The Council took steps to have the trees removed. This triggered a strong local campaign to retain them, led by the incumbent Anglican minister Rev Fr Fred Cole, who formed a Save Our Trees committee. A petition attracted 650 names.[2] As a result of public protest against their removal, the trees were left, although one tree fell down of its own accord during the conflict. In 1972, several of the more dangerous trees were removed.

In 1977 there were 25 trees remaining. Since that time many more trees became senescent and were removed for public safety reasons. There is currently only 16 trees remaining in Roberts Avenue, between Darlot Street and McPherson Street.

[1] James Smith (ed.), *Cyclopedia of Victoria*, vol. 1, 1903, pg.

[2] *Horsham Times*, 23 December 1977.

Description

Physical Description

One elm tree remains at Roberts/ Ward St corner, fifteen remain along Roberts Ave, between Urquhart and McPherson Sts. Avenue of 80 English Elm trees initially lined Roberts Avenue, from Darlot to McPherson Sts. The 16 remaining trees vary in condition (arborist assessment recommended). Commemorative marble tablet plaque located on building facade, NE corner of Firebrace/ Roberts intersection.

Physical Condition

Avenue is of poor integrity - few trees remain. Given significance of Memorial, remaining trees should be maintained/ replanted when dead and future replanting of Avenue should be considered (replanting avenues of honour not uncommon in approach as trees die)

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to course, or pattern, of Victoria's cultural history (as a memorial to the soldiers killed in service and to commemorate the success in the Boer War)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons (as a reminder to the community of the sacrifices of past generations)

Comparative Analysis

Local comparative avenues in the Wimmera:

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Memorial plantings, Wallace Street, Apsley, Hermes no. 161954: Trees planted to commemorate the Siege of Mafeking during the Boer War. Appear in good health - not strictly an 'avenue' though

Avenue of Honour, Comyn Street, Murtoa, Hermes no. 13054: Avenue consisting of 533 trees (approx. 50 remain), Kurrajong trees - one of earliest surviving native street tree plantings

Statement of Significance

What is Significant?

The elements of heritage value representing the historic significance of the 1902 Avenue of Honour (remaining trees and plaque) include:

- . English Elms (*Ulmus procera*), - one on Roberts Ave/ Ward St corner, fifteen remain along Roberts Ave, between Urquhart and McPherson Sts.
- . Marble plaque mounted on wall at corner of Roberts Avenue and Firebrace Street
- . Original streetscape extent of plantings in streetscape - Darlot to McPherson Streets, along Roberts Avenue.

How is it Significant?

The remaining 1902 elm (*Ulmus procera*) trees and plaque forming the Roberts Avenue, Avenue of Honour are of local historic and social significance to the Horsham Rural City Council.

Why is it Significant?

The remaining 1902 elm (*Ulmus procera*) trees and plaque forming the Roberts Avenue, Avenue of Honour are:

- . Of local historical significance, as an illustration of impact of Boer War on Horsham Community and approach to memorialisation during the early 20th Century (Criteria A)
- . Of local social significance, as a memorial to the fallen soldiers from the Horsham district who fought and died in the Boer War. (Criteria G)

Recommendations 2014

External Paint Controls	-
Internal Alteration Controls	-
Tree Controls	Yes English Elm (<i>Ulmus procera</i>) - 1 located outside 47 Roberts Avenue, 15 located between Urquhart Street and McPherson Street
Fences & Outbuildings	-
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

References

Literature title: **Avenues of Honour online database**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **"90th Anniversary of our Avenues of Honour" Australian Garden History Magazine, Vol. 17, No. 5, May/June 2006**

Literature type: General Reference

Literature author: Taffe, Michael

Literature publisher: Australian Garden History Society

Literature year: 2006

Literature title: **The Cyclopedia of Victoria**

Literature type: General Reference

Literature author: Smith, James

Literature publisher: Cyclopedia Company

Literature year: 1903

HERITAGE CITATION REPORT

Name	Horsham House	
Address	27 Roberts Avenue HORSHAM	Significance Level Local
Place Type	Residence	
Citation Date	2014	



Horsham House, 27 Roberts Avenue, Horsham 138.JPG

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

High integrity - dwelling similar to early period photo. Form expresses high status dwelling of 1900+ period. Garden diminished.

History and Historical Context

Horsham House (also known as Billywing) was constructed in 1906 for Dr S J D Read. It was designed by Clegg and Miller architects and constructed by local contractor W. F. Allan. [1]

Dr (Docker) Read was appointed Medical Officer at the Horsham District Hospital in October 1903. The *Horsham Times* published the following profile in anticipation of his commencement:

He graduated as M.B. Ch.B. at the University of Melbourne in 1893, and in January, 1891, went to the Women's Hospital as house surgeon. He held this position for nine months, when he resigned (his resignation being accepted with regret) to accept the position of house surgeon at St. Vincent's Hospital. This Dr. Read held for 18 months, and then, after

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a few months' rest (during which he was absent in China and Japan), he went as house surgeon at the Children's Hospital. Whilst there, he applied for and obtained, in April, 1897, the post of resident surgeon and superintendent at the Rockhampton Hospital, Queensland- a hospital of over 100 beds, and having a daily average of over 80 in-patients and a large number of out-patients. There he acted as full surgeon, and had a very good surgical record. He resigned his position there in March, 1901, in order that he might visit Europe and do some special a study in London. Whilst in London, besides a doing some general hospital work, he did some special work on the eye at the Moorfield's Ophthalmic Hospital, where he also acted as relieving house-surgeon for a short period, and at Golden Squire Hospital for diseases of the ear, nose, and throat. Dr. Read returned from England in May, last year, and has been practising since August of last year at Eaglehawk, Bendigo. [2]

At first Dr Read consulted from 'Glenera' in Baillie Street, the former residence of the late Dr R H Ritchie who preceded Read as Horsham's chief medical officer. By November 1906 a notice appeared in the *Horsham Times* advertising the relocation of Dr Read to his newly constructed residence in Roberts Avenue:

Dr. S. D. Read . (Late Surgeon to Rockhampton Hospital and formerly House-Surgeon of Women's, St. Vincent's and Children's Hospitals, Melbourne), May be consulted at his new residence, Roberts' Avenue, opposite the Law Courts, daily. Hours 10 to 11am, 2 to 4pm and 7 to 8pm. [3]

The two-storey red brick residence was described at the time of its construction as Horsham's first Queen Anne Villa. It comprised a private residence with maids' quarters, surgery and consulting rooms, with a stable and further staff quarters at the rear. Patients entered via a separate door located on the west side of the house. [4] Development along Dooen and Natimuk Roads was yet to get underway, so the dwelling was one of the first of the 20thC of such scale and design in Horsham.

A photograph held by the Horsham Historical Society (2013) shows the residence, not long after its completion, nestled in an ornamental garden comprising typical period features including lattice fencing, rose arbors, perennial flowers and flax foliage. A mature *Platanus X acerifolia* (London Plane Tree) listed on the National Trust of Victoria Significant Tree Register survives from this period.

In 1907 Dr Read purchased the former home of Noske Bros. Flour Mill proprietor T. J. Noske, which was located on Read's western boundary. [5] He leased the property to nurses Carroll, Cocks and Fechler who operated the Abbotsleigh private hospital. Nurse Carroll had previously operated 'Kadinia private hospital' on Dooen Road. Dr Read was the attending surgeon at Abbotsleigh in addition to his duties as the chief medical officer at the Horsham hospital. An illustrated advert appeared in the *Horsham Times* of July 1911 describing Abbotsleigh in favourable terms: 'during the past seven years this Private Hospital has been a blessing to the Wimmera, situated on a rising hill, the surroundings are all that could be desired for the restoration of the sick to health'. The accompanying photographs show an Edwardian villa and the head nurses and their staff in the hospital's grounds. [6] The villa (which became a Lutheran nursing home in 1948) was demolished and the site is now occupied by a motel complex.

After 23 years of service Dr Read retired from medicine in 1927 and relocated to a pastoral property at Harrow. Dr RJ (Marsh) Henderson purchased Dr Read's former residence and resumed his medical practice in Roberts Avenue, in addition to his appointment as chief medical officer. Dr Marsh was a former resident of Horsham, his father being William Henderson, the former District Inspector of Schools for the Department of Education.[7] While Dr Marsh is recorded as an attending surgeon at Abbotsleigh it is unclear if he purchased the freehold from Dr Read.

Dr Mark O'Brien purchased Horsham House from Dr Henderson in 1952. A new medical clinic was constructed on land adjacent to Horsham House when Dr O' Brien's son, Gerard O'Brien, joined his practice in 1978. [8] Horsham House has since operated as a professional service suite and a Bed and Breakfast prior to its reinstatement as a private residence in 2013.

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Clegg and Miller Architects:

Clegg and Miller were active in central and western Victoria during the early twentieth century. The firm set up offices in Ballarat, Horsham and Hamilton and designed a wide range of buildings including private homes, commercial premises, hotels, banks, hospitals, halls, mechanics institutes, churches, convents, warehouses, wool stores and grandstands. [9]

In Horsham they were responsible for a number of important Federation period buildings. Local examples of their work include: a brick extension to Bull and Mouth Hotel (1908), Exchange Hotel (1909), Horsham Racing Club Grandstand (1909), Horsham Mechanics Institute (1909), brick shops in Firebrace St for Mr J Curran (1910), Horsham Fire Brigade's station keepers residence (1911), additions to the Criterion Hotel (1911) and St Michael and St John's Roman Catholic Church (1913 with W E Riley). Clegg and Miller were also commissioned to design a number of Federation homes for prominent Horsham merchants and professionals. Horsham House represents one of Clegg and Miller's first commissions in Horsham although the firm, previously operating as Clegg, Kell and Miller, had designed numerous private homes and commercial premises in central Victoria, particularly in Ballarat, from the turn of the century.

[1] *Horsham Times*, Friday 11 May 1906, page 2

[2] *Horsham Times*, 27 October 1903, pg 2

[3] *Horsham Times*, 16 November 1906, pg. 2

[4] *Mail Times*, 2 June 2005.

[5] *Horsham Times*, Tuesday 30 July 1907, p. 2

[6] *Horsham Times*, Friday 7 July 1911, page 10. A further photograph can be found in Brooke and Finch, *A Story of Horsham: a municipal century*, 1982, p114

[7] *Argus*, 22 July 1927, pg. 10

[8] Brooke and Finch, *A Story of Horsham: a municipal century*, 1982, pp. 115 - 116

[9] Jacobs, Johnson, Rowe and Taylor, 'Heritage Place Citation for Former Roman Catholic Church Glenorchy', *Shire of Northern Grampians - Stage 2 Heritage Study*, 2004

Description

Physical Description

Two storey 1906 'Federation Queen-Anne'[1] style dwelling located in inner Horsham. Dwelling features steep, diagonally laid, matholoid/ asbestos sheet shingle roof with terracotta tile ridge cresting. Walls are face red brick in construction, with a pebble dash finish typical to the style to upper walls and in feature areas. Of particular note is the projecting and flying gables, with upper floor box windows underneath. Gable faces are lined with pebble dash stucco and timbering. Decorative brick chimneys feature at roof level. Timber framed windows are casement in style. Eaves are lined with timber boards and are supported by exposed, decorative timber purlins. A deep CGI roofed verandah wraps

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around three sides of the dwelling, supported by timber posts with decorative collars and shoes. Interior spaces are generous, all served of a central stair hall. Ground floor rooms feature timber wainscoting to some areas and decorative plaster to all areas. Upper floor rooms are plaster in finish with few original finishes extant today.

Tree to east of dwelling - mature Plane Tree (approx 110 yr old) of approx 25m height and 25m spread. (Trust Trees app, Accessed 3/3/14)

[1] *A pictorial guide to identifying Australian architecture: styles and terms from 1788 to the present*, 3rd ed, Angus & Robertson, Sydney, 1989, pg 133.

Physical Condition

Dwelling is in good condition, but is currently being upgraded. Most original architectural features have been retained. Upper level floors are uneven and previous roof flooding has caused damage to ground floor ceilings. Upper floor balcony and ground floor verandah probably enclosed at an early date.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion E: Importance in exhibiting particular aesthetic characteristics. (example of 'Federation Queen Anne' style architecture)

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history. (minor association with Dr Read (21 yrs)) Minor association with regional architects Clegg & Miller - but they practiced across the region and undertook mostly ecclesiastical work - no particular associational value to Horsham alone.

Comparative Analysis

Droylsden, 145 Bailie St, Horsham, Hermes no. 186083: 1927 - large 2 storey 'inter-war Californian Bungalow' style dwelling on substantial allotment - Along with Horsham House, represents 'inner city' wealth and status at turn of century.

Kalimna House, 18-24 Kalimna Ave Horsham, Hermes no. 186094: 1915 - single storey + attic dwelling - of high integrity - arts/crafts bungalow style dwelling on substantial grounds. Later in construction, but represents style and wealth of early 20th C Horsham - compares to Droylsden - but suburban.

Glen Logan House, Cnr Park St & Dooen Rd, Horsham: 1926 - built by Bolton - prominent two storey red brick 'interwar' dwelling with arts/ crafts/ cottage and 'Romanesque' styled features. Again, set in substantial grounds - clearly reflects aspirational values of suburban Dooen Rd precinct of the post-WW1 war period.

'bungalows' of Natimuk Rd and Dooen Rds, proposed DD06 Horsham Heritage Study Stage 2: Interwar, bungalow style dwellings in 'dress-circle' suburban location, most set insubstantial gardens. - inc 'Leamont' for eg (HO 5) - partly

HERITAGE CITATION REPORT

compares to Droylsden - but clearly reflects aspirational values of suburban Dooen Rd/ Natimuk Road precincts of the post-WW1 war period.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and aesthetic significance of 1906 Horsham House, 27 Roberts Street, Horsham, include:

- . External form of the two and single storey dwelling, pitched roof, chimneys, wrap around verandah, timber framed windows and doors to external walls. Decorative timberwork to eaves, facades and verandahs of note.
- . Platanus X acerifolia (London plane tree) to west is a significant part of the historic setting of the place.

How is it Significant?

The 1906 Horsham House, 27 Roberts Street, Horsham, is of aesthetic significance to Horsham Rural City Council.

Why is it Significant?

The 1906 Horsham House, 27 Roberts St, Horsham, is:

- . Of local aesthetic significance, as an intact and substantial example of a two storey 'Federation Queen Anne' style dwelling of design merit in Horsham. This is the only inner-city example of a dwelling of this style, scale and integrity in Horsham today. (Criterion E)

Recommendations 2014

External Paint Controls

Yes
No
Yes
No
-
-
No

Internal Alteration Controls

Tree Controls

Fences & Outbuildings

Prohibited Uses May Be Permitted

Incorporated Plan

Aboriginal Heritage Place

References

Literature title: **Argus Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **A story of Horsham : a municipal century**

HERITAGE CITATION REPORT

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **The Horsham Times**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **'Heritage Place Citation for Former Roman Catholic Church Glenorchy', Shire of Northern Grampians - Stage 2 Heritage Study**

Literature type: Heritage Area Study

Literature author: Jacobs, Johnson, Rowe and Taylor

Literature publisher:

Literature year: 2004

Literature title: **Mail Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Name	Horsham Silo and Mill complex	
Address	35-39 Wawunna Road HORSHAM	Significance Level Local
Place Type	Silo,Rail Transport Precinct	
Citation Date	2014	



Horsham Silo complex, 35-39 Wawunna Road Horsham.jpg

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Original 1911 mill building and chimney lost in a fire 1980s. Remaining 1934 additions still provide an illustration of the scale of the former mill. Silos extant - moderate integrity. Shedding altered.

History and Historical Context

The first flour mill established in Horsham was constructed by John Gillies in 1873 on allotments 4, 5, 6 and 7 of Section 8 in the Township of Horsham. Gillies leased the mill to James Fry, proprietor of Fry and Company, who had founded successful mills in central Victoria in the post-Gold Rush period.

Fry and Company expanded into the Wimmera following the extension of the Ballarat to Horsham railway line in 1879 and due to escalating wheat production as a result of closer settlement. Fry operated a number of flour mills in the Horsham district, including mills at Natimuk, Dimboola, Kaniva and Nhill, and grain stores at Pimpinio and Wail.

Gillies resumed operation of the Horsham mill in the late 1880s, renaming it 'Horsham Pioneer Flour Mill'. Following

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his death the mill was purchased by Dimboola farmer and the son of Prussian migrants, Traugott Johann Noske, in 1900 for £1,500. By 1901 a notice appeared in the *Horsham Times* calling for tenders for the removal and relocation of the mill, plant and grain stores from central Horsham to a site at the Horsham railway siding.[1] The *Horsham Times* records the opening of the new mill in December 1901:

'Mr Noske was a man of much enterprise, and promised to be of much benefit to the town and district. The mill would be of advantage to both the town and country. The farmers would by reason of the mill being in operation get the best ruling price for their wheat, whilst the bakers would get their flour and the townspeople their bread at the lowest possible prices'.[2]

At first the Noske mill processed five bags of wheat per hour. The relocation of the mill to the railway precinct was the first in a series of improvements carried out by Noske to modernize the plant and increase the volume and quality of product (and the by-products, bran and pollard).[3] These improvements included the demolition of the former galvanized iron mill and the erection of a multi-storey brick mill built by local contactor W. F. Allan in 1907. A new processing plant fitted out with Henry Simon Ltd machinery resulted in a substantial increase in output and by 1911 forty bags per hour were being processed.[4]

In addition to the Horsham mill, Noske purchased a mill in Warracknabeal in 1903 in partnership with W. A. Gunn (Noske's head miller at Horsham) and W. H. Nichterlein (Noske's head clerk). Noske also purchased the Arapiles mill at Natimuk and two flour mills at Nhill in 1905.

Trading as Noske Brothers from 1909, the firm was registered as a proprietary company in 1919. By the 1920s Noske Brothers Ltd operated mills in two states and exported flour to Southeast Asia, South Africa and Europe.

Traugott Noske was an early adopter of emerging manufacturing and construction technologies, and from 1911 was the chairman of Australian Portland Cement Co. Pty Ltd. In 1919 Noske Brothers Ltd constructed a cement (reinforced concrete) silo at the Horsham mill which stood 30 metres tall with a girth of 15 metres. For a time this was the largest wheat bin in the Southern Hemisphere (but was soon eclipsed by Noske's Nhill silo built in 1920). The wheat bin held 120,000 bushels and with its associated machinery enabled the milling of 1,000 bags of wheat per hour.

The silo dramatically transformed the horizon line of the township and was the first bulk handling wheat storage facility erected in Horsham. Thus, it became an enduring marker of the progression from manual handling to bulk handling of grain, which was to become a wide-spread mode of grain storage and distribution following the creation of the Grain Elevators Board of Victoria in 1934. Two additional concrete silos were constructed in 1928-29 and four more in 1938-39.[5]

In 1934 the brick Horsham mill building was substantially remodeled and a large brick extension erected at the rear of the 1911 mill, doubling its original footprint. The extension was designed to house a new generation of milling equipment purchased from Henry Simon Ltd, in particular a Simon 'Alphega' plantsifter system.[6]

A fire destroyed the wheat cleaning plant and dust-collecting room in February 1935, resulting in £14,000 of damage. The 1934 section of the mill was saved, due to the installation of fire proof doors and a floor-to-ceiling brick partition dividing it from the original structure. The mill was shut down for eight months during reconstruction and the 40-strong workforce were re-deployed to assist in demolition and reconstruction works.[7]

Noske Brothers invested heavily in upgrades to storage, and processing and distribution systems, and expected suppliers to embrace the latest agricultural innovations. For example, the company offered nine-pence per bushel above market price to farmers who grew the 'Minister' strain of wheat. This strain produced a superior product and was a key

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ingredient of Noske Brothers renowned Horsham 'Best' and Nhill 'Silver Crown' flours.[8]

Following World War Two there was an initial increase in flour production and export. By the 1950s however, this demand decreased as European mills again began to meet their own domestic needs. By the 1970s the exportation of flour had reduced to a trickle. As a result, the Horsham mill scaled back its flour milling operations in favour of stockfeed production for the domestic market, trading as Milling Industries (a subsidiary of Noskes Industries).

The Henry Simon Ltd flour milling equipment was sold for scrap in 1970 and the mill was acquired by the Mill Owners Federation of Victoria's Rehabilitation Committee in 1972. In the same year the Grain Elevators Board purchased five steel silos previously used by Milling Industries to store grain.

In 1988 a fire caused substantial damage to the mill, resulting in the subsequent loss of the 1911 section and the brick chimney stack.

Noske's Horsham Flour Mill site in 2014 comprises a complex of single-storey corrugated iron clad buildings addressing Wanwanna Road (c.1901-1920s), a cement silo (1919), the rear portion of the former brick mill (c.1934-5) and four cement bins with associated elevator towers (c.1938-9), and five steel silos (pre 1972).

[1] *Horsham Times*, Tuesday 21 June 1898, p 2.; Friday 5 July 1901, p. 3

[2] *Horsham Times*, Friday 20 December 1901, pg. 2

[3] Jones, W. L. & Jones, P, *The flour mills of Victoria 1840-1990 : an historical record*, 1990. p. 240 - 244.

[4] *Horsham Times*, Friday 16 August 1907 p 2

[5] Brooke B., & Finch A, 1982, p. 26.

[6] *Horsham Times*, Friday 31 January 1936, p. 8.

[7] *Horsham Times*, Friday 22 February 1935, p. 1; Friday 25 October 1935, p. 4

[8] Jones, W. L. & Jones, P, 1990, p. 240

Description

Physical Description

Today, the former mill comprises a complex of single-storey corrugated, coloured steel clad buildings addressing Wanwanna Road (c.1901-1920s), a cement silo (1919), the reinforced concrete framed/ brick rear portion of the former brick mill (c.1934-5) and four cement bins with associated elevator towers (c.1938-9), and five steel silos (pre 1972).

Physical Condition

Shedding is in good condition but all re-clad and new openings formed recently - used by separate tenants. Silos are in good condition (external inspection only). Remnant 1934 additions in fair to poor condition - roof needs attention and many openings remain unsealed.

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Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (physical evidence of key regional industry and the first to erect a bulk handling concrete silo in 1919, an enduring marker of the progression from manual handling to bulk handling of grain in the 1930s period.)

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (early bulk grain silo - first in Horsham in 1919)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (early bulk handling silo - illustrates reinforced concrete technology of the time to support grain storage.)

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history. (Association with Noske family - significant flour manufacturers in Horsham and the surrounding districts (and Murray Bridge in SA))

Comparative Analysis

Noske flour mill and silos, Nhill, Hermes no. 11477: Silo and bins as per Horsham (same dates and styles) 1934 building in Horsham matches that of Nhill. Shedding appears more intact. Original mill building no longer extant. Comparable.

Concrete silo, Dimboola: Silos only - mix of rein concrete and steel

Demolished:

Noske Flour mill and silo, Natimuk: Burnt down 1920 - site of now sale yards

Flour mill and silo, Kaniva: Erected 1881 - no longer there

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and social significance of the remaining significant parts of the former 1901 Noske Mill and silos, Horsham include:

- 1919 concrete silo, 4 x 1938-9 concrete bins and associated elevator towers, 1934 multi-storey reinforced concrete framed brick tower.

All ground level shedding, five steel silos (1972) and later brickwork to tower facades (post fire) excluded - are not central to heritage value

How is it Significant?

The remaining significant parts of the former 1901 Noske Mill and silos, Horsham are of local historic, social and technical significance to Horsham Rural City Council.

HERITAGE CITATION REPORT

Why is it Significant?

The remaining significant parts of the former 1901 Noske Mill and silos, Horsham are:

. of local historic and social significance, as evidence of the purpose and scale of Noske's flour milling operations in Horsham in the 20th Century. Noske was a key industry for Horsham and western Victoria, purchasing grain from surrounding farmers, employing locals in the manufacture of flour and erecting substantial buildings and silos for grain storage and large-scale flour production, which in turn supported an increase in local grain production and subsequent prosperity in the district. (Criteria A & H)

. Of local technical significance. The 1919 concrete silo and 1937-8 concrete bins and associated elevator towers illustrate the early progression from manual handling to bulk handling of grain, which was to become a wide-spread mode of grain storage and distribution following the creation of the Grain Elevators Board of Victoria in 1934. (Criteria B & F)

Recommendations 2014**External Paint Controls**

Yes

Internal Alteration Controls

No

Tree Controls

No

Fences & Outbuildings

No

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place

No

References

Literature title: **A story of Horsham : a municipal century**

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **The Flour Mills of Victoria 1840-1990: an Historical Record**

Literature type: General Reference

Literature author: Jones, W. Lewis & Jones, Peggy & Flour Millers Council of Victoria

Literature publisher: Flour Millers Council of Victoria

Literature year: 1990

HERITAGE CITATION REPORT

Name	Jung Public Memorial Hall	
Address	28 Baker Street JUNG	Significance Level Local
Place Type	Hall Public ,War Memorial	
Citation Date	2014	



Jung Memorial Hall, 28 Baker Street Jung.JPG

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Average to good - minor cracking to walls and bow in floor but most significant fabric extant and clearly illustrating 1920s community hall.

History and Historical Context

The Jung Hall was officially opened on the evening of 28 October 1926, by Mr A.S. Rodgers in the presence of 400 people who had reportedly travelled by car from 'near and far'.^[1] The hall, designed by architect, Mr John A. Simpson of Horsham, was built in Baker Street.

The *Horsham Times* reported that the hall was constructed from reinforced concrete and measured 100 feet by 36 feet. They described its features in fine detail:

The main hall itself is 52 feet by 35 feet. At the entrance the ticket box is flanked on either side by ladies' and gentlemen's cloak rooms. Swing doors open out into the auditorium which can seat 400 people comfortably. A stairway leads up to a

HERITAGE CITATION REPORT

balcony overhead where a modern fireproof biograph box is installed. Here too, seats can accommodate several people. The primary object is for the seating of an orchestra. The stage is quite ample for all requirements, and is constructed on the island principle that is, access can be gained by passage ways on both sides. The wings are moveable and are placed at the angle; the drawing room effect is tastefully arranged by a dark blue flower scheme. Behind the stage is the supper room, with copper and serving window and other appliances. When necessary the room can be converted into dressing rooms. The whole of the building is fire resisting: the six inch walls composed of steel frames is made up of steel stanchions [sic] and room trusses forming units with reinforcement rods interlaced. Mr John A. Simpson, architect, of Horsham, claims that 75 per cent of the timber used in concrete wall construction is saved, together with about 50 per cent less labor [sic]. .. The building is well ventilated along the wall, and the white glister windows add a finishing touch to quite a modern utility, that is serviceable for country districts. The whole scheme has been well conceived and constructed. Another feature is the electric power plant at the back of the building, which has a double wiring system, so if fusing takes place, the other portion can be used. The plant gives light not only to the hall, but to the streets and business places.[2]

The Jung Hall was constructed and furnished at a cost of £3,300, and despite being declared 'the finest in the district', it far exceed what the hall committee had expected.[3] At the time of its opening, the public had already donated £800, but were urged to make further contributions to reduce the considerable overdraft. In response to the committee's appeal, local resident Mr T. Coffey promised to donate £50, whilst profits from the opening raised a further £100. On 2 November 1926, the *Horsham Times* reported that 'five ugly men competitions' were in full swing, which had raised another £150.[4]

Reflecting on the difficulties that the Jung community were faced with to raise adequate funds to pay for the overdraft, past Jung resident, Mr Vic Maddern recalled that:

It took many, many years of hard work and lots of fresh ideas before finally the hall was paid off. It was because of the building of the hall and the difficulty of paying it off that bought about the idea that we'd have the Jung Gymkhana. It became one of the great sporting events of the area in those days.[5]

It took five years for the hall committee to liquidate the debt. By 1931, the hall committee's annual balance sheets finally showed a credit from proceeds raised from years of hosting gymkhanas, concerts and other fundraising events.[6]

The present day hall is the fourth public hall that has been erected in the township of Jung (Jung Jung before 1920s). The first hall was constructed on the corner of Baker and Main Street in c.1883 as an annexe to Cook's Hotel (presumably to bring custom). Whilst Cook's hall was used for social gatherings, a small Mechanics Institute on Baker Street (adjacent to the hotel) was used for meetings, as it was too small to be considered a public hall.[7]

The second hall was a makeshift building in Baker Street opposite Cook's hall. It was made from galvanised iron sheeting and lacked a proper floor for some years. Kerosene cases were used for the stage and tarpaulins were obtained from Victorian Railways to protect attendees from the natural elements. It was reported that in all, it took a day to prepare the hall for use.[8] The hall was erected and used between the 1890s and 1905.

The third public hall, called Federal Hall, was officially opened on 23 August 1905.[9] It was funded by a share system, whereby 250 £1 shares were made available to the local community for purchase.[10] The share system and public drive for the construction of the hall was coordinated by the Jung Progress Committee. Located on the corner of Main and Church Street, on the former site of Goodwin's store, the hall was the social centre of the town. Federal Hall was a multi-purpose facility. It was used to hold Sunday School lessons, was a polling booth during elections, and was the scene of many dances, wedding breakfasts, Sunday School anniversaries, "send-off" tributes to soldiers going to the First World War, and "welcome homes" for those who returned. For a while the hall was also used for fortnightly Church of England services.[11]

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The present 1926 Jung Hall replaced Federal Hall as the social centre of the township. One former resident recalled that there were lots of balls held there, including Bachelors and Spinsters, and Matron Balls. They also remembered flower show exhibits and stated that 'there must have been pictures shown in that hall as they had facilities in . [there] to show pictures'. [12] Although the 1926 Jung Hall is infrequently used today, it remains one of the oldest intact buildings in the township and continues to play a vital role in community cohesion. A stone memorial plaque erected on the front of the hall, also serves as a reminder of the 18 local men who served in World War II.

[1] Horsham Times (1926) Modern Public Hall: Fine building at Jung. *Horsham Times*. 2 November, p. 1.

[2] *Ibid.*

[3] *Ibid.*

[4] *Ibid.*

[5] Horsham and District Historical Society (1991) *Memories of Jung Jung*. Horsham: Horsham and District Historical Society, p. 31.

[6] Horsham Times (1931) Jung: Public hall in credit. *Horsham Times*. 26 May, p. 3.

[7] Maddern, I. (1976) *Jung and the Jung State School (no. 1728) Centenary*. Unpublished pamphlet, p. 40.

[8] Modern Public Hall (1926).

[9] Horsham Times (1905) Opening the Federal Hall, Jung Jung. *Horsham Times*. 25 August, p. 3.

[10] Horsham Times (1904) Public Hall for Jung Jung. *Horsham Times*. 25 October, p. 3.

[11] *Jung and the Jung State School (no. 1728) Centenary*, p. 39.

[12] *Memories of Jung Jung*, p. 65.

Description

Physical Description

Single storey hall, constructed from reinforced concrete frame/ walling. Front facade features stepped parapet, central timber doors and simple render dressings. Hall 'stripped Classical/ Art-deco' in style - austere in architectural detail. Interior gallery, bio-box and proscenium arch all intact, featuring 'arts/crafts style detailing common to the period. Period pressed metal panel decoration to proscenium and ceiling of architectural note.

Physical Condition

Average condition. Some structural cracking evident, but not substantial in extent. Timber floor inside has bowed in centre/ settled at perimeter - floor curve evident.

HERITAGE CITATION REPORT

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (third hall in Jung - erected during the agriculturally prosperous inter-war period - illustrating regional population growth, transport needs and civic/recreational needs of the time)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (Represents a class - town halls - relevant example, but not of particular merit when compared with other regional town halls in Horsham)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.(associated with civic/ recreational/ social needs of local community - and more importantly the memorial plaques on the facade commemorating WW1 and WW11 local participants).

Comparative Analysis

Hall, Murra Warra, hermes no. 186149: Sailors Home Hall - 1923 - framed construction - similar size/ construction - comparable - higher intactness though.

Hall, Mitre, hermes no. 186146: Mitre Hall - erected 1915 - brick construction. Includes a stage and contemporary supper room - comparable.

Hall, Brimpaen, hermes no. 186055: Brimpaen Hall - erected 1922 - timber framed, reclad c1960s. Similar scale, memorial gates (plaques) and features. Comparable, but different construction.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and social significance of the 1926 Jung Memorial Hall, Baker Street, Jung, include:

- . 1926 hall building, gallery and bio-box, proscenium arch, ceiling lining and stage structure, supper room
- . WW1 & WW11 memorial plaques - granite slabs fixed to facade

Exclusions: shedding/ toilets structure to rear

How is it Significant?

The 1926 Jung Memorial Hall, Baker Street, Jung, is of local historic and social significance to Horsham Rural City Council.

Why is it Significant?

HERITAGE CITATION REPORT

The 1926 Jung Memorial Hall, Baker Street, Jung, is:

. of local historical significance, illustrating the results of regional growth in Jung in the early 20th century and in particular inter-war period - a boom period for agricultural development in the district. The building is the third hall in Jung and reflects the growing population and civic needs of that community at this time. (Criteria A)

. of local social significance, illustrating the growing Jung community's civic, recreational and community needs in the then outer Horsham district. The memorial plaques on the front facade are also of social significance, memorialising the local community's contribution to WW 1 and 11. (Criterion G)

Recommendations 2014

External Paint Controls

Yes

Internal Alteration Controls

Yes

Tree Controls

No

Fences & Outbuildings

No

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place

No

References

Literature title: **Memories of Jung Jung**

Literature type: General Reference

Literature author: Horsham and District Historical Society

Literature publisher: Horsham: Horsham and District Historical Society

Literature year: 1991

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Jung and the Jung State School (no. 1728) Centenary**

Literature type: General Reference

Literature author: Maddern, I

Literature publisher: Unpublished pamphlet

Literature year: 1976

HERITAGE CITATION REPORT

Name Timber Trestle Railway Bridge over Glenelg River
Address Glenelg River Floodplain off Natimuk - Hamilton Road **Significance Level** Local
 KANAGULK
Place Type Railway Bridge/ Viaduct
Citation Date 2014



Timber Trestle Railway Bridge over Glenelg River

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

HERITAGE CITATION REPORT

Intact sections of trestle bridge remain. Remnant bridge clearly marks the former carriageway of the Natimuk-East - Hamilton rail line.

History and Historical Context

Rail reached Horsham in 1879 following the extension of the railway line from Ballarat via Ararat and Stawell. The line's arrival marked an important milestone in the development of the Wimmera, effectively opening up the district to closer settlement, resulting in population growth and increased agricultural production.

The West Wimmera Railway League formed in the early 1880s to lobby the Department of Railways for a spur line from the Horsham railhead to southern and western Wimmera districts. The league, primarily comprising district selectors and Natimuk business interests, proposed that the line would serve a catchment of 300 farmers, who collectively produced 260,000 bushels of grain per year. The league argued that the line would promote further settlement and increased cultivation of land previously used for grazing. It argued that 'the produce of a 320-acre farm (of cropping) would bring more revenue to the railways than the produce of 20,000 acres devoted to wool-growing'. [1]

Without access to a local railhead farmers incurred a fee of sixpence per bushel for the transportation of grain to the Horsham terminal. This cost had a significant negative impact on profit margins, considering that between 1879 and 1888 the price of wheat halved from four shillings down to two shillings per bushel.[2]

The poor condition of the road network provided further incentive to lobby for a railway line. One correspondent to the *Horsham Times* described the state of the Horsham to Noradjuha road as 'almost impassable' explaining that 'the best way to travel this road now would be in a boat'. [3]

Finally, in 1884 the *Railway Act* (also known as Duncan Gillies' 'Octopus Act') authorized the construction of the 20 mile 'Horsham to Natimuk' spur line. Controversially, the line stopped short of Natimuk and diverged southward at Natimuk East (one and a half miles from the township proper) before terminating at Noradjuha.

Contractors, Downie and Barnfield won the tender to construct the line for £46,264, which included a large timber-trestle rail-over-river bridge spanning the Wimmera River and its flood plain near Quantong. W. Blackwood was awarded tenders to construct a goods shed and platform at both the Natimuk East and Noradjuha sidings. The station building at Noradjuha was constructed by Parker and Vickers.[4] The line opened to traffic on the 25 August 1887.

Further lobbying resulted in the Department of Railways commissioning a survey for a 28 mile extension from East Natimuk to Goroke in 1888. In 1890 the line to Natimuk was opened and the extension west to Goroke was completed in 1894.

Horsham - Hamilton Branch Line

Both the Hamilton and Portland Railway Leagues were supporters of the Horsham to Noradjuha spur line and were keen to see the line extended to the south. Indeed, since the early 1880s each had campaigned for a railway line that would see Wimmera grain transported directly to the deep-sea Port of Portland. The route of this proposed north-south link, however, was hotly contested. Naturally, the Hamilton league championed a line that passed through Hamilton, via Cavendish to tap into the timber and wool-growing areas of the Wannon and Southern Grampians. Meanwhile, the Portland league lobbied to by-pass Hamilton in favour of Casterton, with the addition of a spur line that crossed the South Australian border at Mt Gambier.

Over a period spanning two decades, the Department of Railways investigated a number of possible routes. Ultimately,

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the concept of a single through-line was abandoned and the Hamilton - East Natimuk spur line was to be knitted together 'piece by piece' over a period of eight years. The first piece was the 11 mile Noradjuha - Toolondo line, which opened in 1912. It was followed by the 16 mile Hamilton - Cavandish line, completed in 1915.

Up to six individual lines were eventually linked to form a chain that extended from Horsham to Portland and comprised the former local branch lines of Horsham - Noradjuha; Noradjuha - Toolondo; Toolondo - Kanagulk; Kanagulk - Balmoral; Balmoral - Cavandish; and Cavandish - Hamilton.

A series of large rail bridges were constructed across the Glenelg and Wannon Rivers. Two timber-trestle rail-over-river bridges were erected on the Toolondo-Kanagulk line in 1917, spanning the broad Glenelg River floodplain, south of the Kanagulk rail siding. At Cavandish, a composite timber-and-steel bridge was erected across the Wannon River in 1920.[5]

Completion of the through-line had been hindered by war-time material and labor shortages and was eventually opened to traffic in November 1920, although a mixed goods and passenger service had operated on localized sections of line from the turn of the 20th century.

The *Horsham Times* reported that by January 1927 the Horsham Station was dispatching two grain trains carrying forty trucks daily to the Port of Portland. It noted that grain destined for Portland was being collected from rail sidings in the northern Wimmera region from Dimboola, Pimpinio, Antwerp, Kiata, Kaniva, Serviceton, Lillimur, Jeparit and Sailsbury, and in the south from Noradjuha and Kanagulk.[6]

The passing of the *Grain Elevators Act* in 1934 and the creation of the Victorian Grain Elevators Board (GEB) resulted in a network of reinforced concrete silos established at rail sidings throughout the Wimmera, Mallee and Western Districts. Wimmera grain, previously transported to the Port of Portland via the Hamilton - East Natimuk line, was re-directed to a purpose built export terminal at Geelong. The GEB bulk storage facilities provided a single point of receipt, storage and distribution and replaced the stockpiling of individual jute wheat bags (which were susceptible to rot and rodent infestation) at country rail sidings. Two concrete silos were established on the Horsham - Carpolac branch line in 1939 (a 65,000 bushel capacity silo complex at Vectis and an 110,000 capacity complex at Natimuk).

Bulk handling facilities were eventually established on the Hamilton - East Natimuk line in 1951 when a corrugated iron 47,000 bushel capacity wheat bulk head was erected at Noradjuha. A 'Behlen Bin' imported by the GEB from the USA was erected adjacent for the 1960-61 harvest. These facilities were established as the result of lobbying by the local branch of the Victorian Wheat and Woolgrower's Association and constructed by local farmers. However, as with all Wimmera GEB bulk handling facilities, grain collected at Noradjuha was transported to the Geelong export terminal on the main western line (via Horsham).

From 1920 a thrice-weekly passenger service ran between Horsham and Balmoral, and between Balmoral and Hamilton. There was no through connection between Horsham and Hamilton as the separate services operated on differing days and both terminated at Balmoral. The Horsham - Balmoral passenger service ceased operation in 1951. The Balmoral - Hamilton service stopped in 1955. The railway freight and mixed goods service, which had been reduced significantly with the re-direction of grain trucks to Geelong in 1939, ceased with the closure of the Hamilton - East Natimuk line in July 1979.[7]

Kanagulk Railway Bridge

The 31 span timber-trestle rail-over-river bridge was erected on the Toolondo-Kanagulk Railway Line in 1917, south of the Kanagulk rail siding. *The following information is based on the Victorian Heritage Database citation report 70056:*

HERITAGE CITATION REPORT

The timber-trestle railway bridges over the Glenelg River floodplain were built in 1917, as the most significant engineering works on the short Toolondo-Kanagulk Railway.

Two bridges were constructed across the Glenelg River floodplain immediately south of Kanagulk and officially opened to train traffic on 17 December 1917, as the major engineering works on the Toolondo-Kanagulk line of just over ten miles in length.

From 1920 they functioned for a few years as important components in the north-south through-line carrying Mallee and Wimmera wheat to Portland via Hamilton. However, for most of their lives they carried passenger trains between Balmoral and Horsham.

Today, only one big timber railway bridge survives at this Glenelg River crossing, its partner having been accidentally destroyed by fire during a seasonal burn-off. The Kanagulk Bridge over the Glenelg River floodplain remains the sole surviving significant all-timber bridge on the historic Hamilton - East Natimuk Railway.

[1] *Argus*, Saturday 17 January 1885, pg. 29.

[2] *Argus*, Saturday 29 March 1884, pg. 10

[3] *Horsham Times*, Friday 20 August 1886, pg. 2

[4] *Gazette* 106, Friday, November 4th 1887, pg 3191

[5] Chambers, D. *Wooden Wonders*, Flemington, pg. 63.

[6] *Horsham Times*, Tuesday 25 January 1927, pg 4.

[7] Turton, K. W., *The Portland Railway*, Melbourne. 1968, p. 161 - 162.

Description

Physical Description

Located: 37°08'54.2"S 141°51'13.9"E

Approx 150 metres long section of timber trestle bridge, the bridge stands at a maximum approximately 6 metres out of the water of the Glenelg River. Earth embankments are still evident to either side of the bridge. The bridge spans the river and floodplains adjacent.

Trestles - 31 extant in intact section, with an unusual mix 5m and 6.6m spacings between each. All are numbered. Trestles constructed from redgum trunk section pairs of posts (one straight, one angled per leg), with timber cross braces and ties between. Tops are finished with a pair of bearers, notched to posts. Carriageway is timber in construction, with main longitudinal timber bearers and timber decking planks laid perpendicular to bearers. Deck is finished with ballast metal gravel/ dirt mix, barely contained by remnant timber edge beams. A single cantilevered timber 'safety' platform remains to the side of the bridge - in poor condition.

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Remnant trestle bridge was one of two such bridges across the Glenelg River. The second bridge was burnt down in a burnoff bushfire .

Physical Condition

Average to good condition - timberwork. Ballast and timber gutter rails missing. All weathered, minor corrosion evident to steel fixings. Two trestles dropped in part. Recommend that vehicular traffic be kept off bridge to minimise imposed loads. Quantong bridge is in better physical condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (*supported expansion and increased agricultural production in the Shire after laying in 1917. The railway allowed the economic, easy and reliable transport of grain and wool from farms to market and port.*)

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (*rare, as one of two surviving complete sections of trestle rail bridge in the Shire - only other trestle bridge is at Quantong - 1887*)

Criterion C: Potential to yield information that will contribute to an understanding of our cultural or natural history. (*informs of early 20thC railway timber trestle bridge technology - no longer erected in this manner.*)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (*as a class consisting of rail trestle bridges, the remaining bridge section is intact and demonstrates construction type, use of local materials and innovative engineering skill required to successfully bridge river areas*)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (*illustrates railway engineering technology of the early 20th Century - trestles are numbered for maintenance, spans suit loads imposed, engineered to avoid flooding and span river, timer safety platforms to sides still extant*)

Comparative Analysis

Trestle rail bridge, Quantong, hermes no. 186214: Horsham- Carpolac railway line - passes over the Wimmera River - similar condition, length and construction type - equally comparable, but much earlier in construction.

Stony Creek rail bridge, Nowa Nowa, hermes no. 67978: 1916 construction, 27 span, 276m long, 18.6 m high bridge. - comparable, similar date in construction. Higher than Kanagulk bridge.

Trestle / steel bridge, Panther Place Eltham, hermes no. 66300: 1902 trestle bridge - mix of timber and steel - low rise, but still in service today.

Trestle bridge, Puffing Billy, Belgrave, hermes no. 66906: 1889 in construction - comparable (curved) but earlier in construction.

Trestle bridge, Springdallah Creek, hermes no. 31671: 1880s - early bridge - inc steel beans under carriageway.

HERITAGE CITATION REPORT

Statement of Significance

What is Significant?

The elements of heritage value representing the historic, archaeological and technical significance of the remnant 1917 Kanagulk timber trestle railway bridge include:

- . 160m long section of timber trestle bridge, safety platform to side and the form of the earth embankments each side - to at least a length of 50m each.
- . All timber sections of trestles, bracing and carriageway deck. Engineering numbering of posts of particular note.

How is it Significant?

The remnant 1917 Kanagulk timber trestle railway bridge is of historic, archaeological and technical significance to Horsham Rural City Council.

Why is it Significant?

The remnant 1917 Kanagulk timber trestle railway bridge, is:

- . of local historic significance, as remnant evidence of the 1917 Natimuk-east - Hamilton railway line. Once laid, the railway facilitated the economic and rapid transport of grain from farms to ports - resulting in increased agricultural activity, prosperity and substantial expansion of agricultural development of the Shire in the early 20th century. Towns such as Natimuk, Toolondo, and Noradjuha developed along the railway line, providing stations, silos (mid 20thC) and fuel/ water for trains. (Criterion A)
- . of local significance as rare, surviving evidence of past railway routes through the Shire and as a rare, intact example of timber trestle bridge construction within the Shire. (Criterion B)
- . of local archaeological significance, as a 1917 timber trestle bridge, from which an understanding of early 20th Century railway engineering can be gained. (Criterion C)
- . of local technical significance, as an illustration of a particular class of Victorian Railways timber railway trestle bridges of the 1910s period - exhibiting early 20th Century railway engineering skill and innovation in the use of local materials in construction, engineering skill in spanning and modifying the local terrain and waterways, and the particular design of the structure - timber trestles at an unusual mix of 5 and 6.6 metre centres, supporting a timber and ballast carriageway for trains. (Criteria D and F)

HERITAGE CITATION REPORT

Recommendations 2014

External Paint Controls	-
Internal Alteration Controls	-
Tree Controls	No
Fences & Outbuildings	-
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **The Argus Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **A story of Horsham : a municipal century**

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **Wooden Wonders Victoria's Timber Bridges**

Literature type: General Reference

Literature author: Don Chambers

Literature publisher: Hyland House Publishing for the National Trust of Australia (Victoria)

Literature year: 2006

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **The Portland Railway**

Literature type: General Reference

Literature author: Turton, Keith, W

Literature publisher: Australian Railway Historical Society Melbourne

Literature year: 1968

Literature title: **Victorian Railways Report: of the board of land and works for the year ending 30th June 1888**

Literature type: General Reference

Literature author: Victorian Railways

Literature publisher:

Literature year: 1888

Literature title: **Report from the Parliamentary Standing Committee on Railways on the Cavendish to Toolondo Railway, 3rd December 1913**

Literature type: General Reference

Literature author: Victorian Railways

HERITAGE CITATION REPORT

Literature publisher:

Literature year: 1913

Literature title: **Victorian Heritage Database, citation report 70056**

Literature type: Heritage Area Study

Literature author:

Literature publisher:

Literature year:

Literature title: **Victoria Government Gazette, number 106, Friday, November 4th 1887**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1887

HERITAGE CITATION REPORT

Name	Kewell Park	
Address	2991 Henty Highway KEWELL	Significance Level Local
Place Type	Homestead building	
Citation Date	2014	



Kewell Park, 2991 Henty Highway Kewell.jpg

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Dwelling in good to excellent condition. Most early 20thC outbuildings now demolished/ substantially altered post WW1 - low integrity.

History and Historical Context

Kewell Park homestead is situated approximately 30km north-north-east of Horsham on the Henty Highway, just south of the Old Minyip Road. The homestead was constructed in c.1915 for Mr Michael Bartholemeu (Tom) Coffey on Allotment 161, Parish of Kewell East. Tom inherited the land upon the death of his father, John in February 1908.

John Coffey was born in Limerick, Ireland and arrived in Australia in the early 1870s. Shortly after, he was engaged to cart goods from Melbourne to the Wimmera and return with wool from the sheep stations. John and his brother, Michael were pioneers in the early days of land settlement in the Wimmera, having selected land in Kewell c.1875. John's obituary stated that:

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He was a successful farmer and hotel keeper, was a very shrewd business man, and was very fortunate in all his speculations. He owned a very large extent of first-class land and was very wealthy. He was a man whose word was his bond: he was charitably disposed, and gave to all deserving objects: he was a good supporter of the church, and gave liberally to it.[1]

The extent of John's wealth was revealed in his Will, which listed an extensive number of landholdings within in the Parishes of Kewell East, Glen Thomson and Jung Jung (now known as Jung), as well as a property at Sea Lake in the Mallee. Tom (referred to as Michael in the Will) was bequeathed Allotments 150, 151, 160, 161, 162, 164, 165, 167, 168, 169, 170 and 171, Parish of Kewell East.[2]

On 27 May 1914, Tom married Jean McCormack of Balham Hill, Molesworth.[3] Soon after, they built Kewell Park- a large comfortable homestead, which would accommodate their future family. According to Tom's sons, John and Michael, the homestead was constructed by a team of builders who were travelling by wagon through the region at the beginning of the First World War. They explained that the team, which purportedly carried their own saws and equipment, felled trees from the property and constructed the house onsite. John and Michael were told by their father that he had drawn the builders a rough plan of the house on the ground, specifying that there be a large hallway in the centre of the house to allow a breeze to travel through.[4] John and Michael believe that similar houses in the district were also built by the same travelling work crew.

Kewell Park is a simple rectangular shape timber framed and clad homestead with a corrugated iron sheet roof and wrap-around timber verandah. It features two large bedrooms, bathroom (renovated) and walk in pantry on the left side of the central hallway. A formal dining room is located on the right (front) side of the hallway, as is another bedroom and kitchen (renovated). The interior features early light fittings and original decorative woodwork, which is purported to have been carved onsite at the time of construction. The hessian lined, timber framed walls feature a mix of original wallpaper with subsequent additions. Several of the original outbuildings have been demolished due to deterioration over time, including the original woolshed, which was replaced c.1960s. However, the cellar and worker's cottage (now a guest house) remain. At the time of inspection, the original coach house was still standing, though in structurally unsound condition. It has since been demolished. The top right door hinge of the coach house was branded by the blacksmith who had produced the hinges: "Ackland maker Jung".

Kewell Park was most recently occupied by Tom's wife, (the late) Jean and daughter, Edwina.

[1] Horsham Times (1908) Obituary. The late Mr. John Coffey. *Horsham Times*. 14 February, p. 3.

[2] Will of John Coffey. VPRS 7591, no. 42. VPRO.

[3] Weekly Times (1914) Coffey-McCormack. *Weekly Times*. 13 June, p. 10.

[4] Per. Comm. John and Michael Coffey. 12 March 2014.

Description

Physical Description

Single storey, timber framed, projecting asymmetrical gable front villa, with CGI 'm' shape roof, wrap-around bull-nose verandah and timber plank wall cladding. Central passage defines the inside layout, with principal and service rooms either side. Footprint of dwelling is substantial. Internal walls are lined with hessian and covered with period wallpaper -

HERITAGE CITATION REPORT

several varieties noted. Timber fretwork from the era dresses passageway. Early half buried cellar and rooms over remain to rear yard. Other outbuildings all replaced c 1970s.

Physical Condition

Good to excellent condition. House maintained as residence.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (illustration of early 20thC expansion and establishment of smaller scale, but higher yield farms and associated homesteads to the north of Horsham (city))

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (reflects the type of farm being established c1915 in the northern Horsham district. Kewell Park is representative of such farms & the homestead is intact)

Comparative Analysis

Several farm dwellings of the early 20thC period were identified as of potential HO value in Stage I study. The early 20thC farm of Kewell Park is not uncommon in other Shires - comparison will therefore be local, rather than state-wide. Comparison is based upon finding places from the public realm. There maybe further representative farms 'off road', which were beyond the scope of the Stage 1 study.

Dwelling/ farmhouse, 529 Western Highway Vectis, hermes no. 186224: 'Windara' farm house and outbuildings of period (close inspection not possible)

Dwelling/ farmhouse, 249 Drillers Rd, Kewell, hermes no. 186059: Symmetrical villa residence, timber cladding - similar era and condition as Kewell Park residence. No other known history of property.

Farm / dwelling, 461 Polkemmet Rd, Vectis, hermes no. 191220: Substantial farm of period - mostly off road - homestead c early 20thC, with outbuildings

Statement of Significance

What is Significant?

The elements of heritage value representing the historic significance of the 1915 Kewell Park homestead include:

. External form of the residence, chimneys, wrap around verandah.

All outbuildings and internal parts are excluded.

How is it Significant?

The 1915 Kewell Park homestead is of local historic significance to Horsham Rural City Council.

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Why is it Significant?

The 1915 Kewell Park homestead is:

. of local historic significance as a representation of the type of farm homestead illustrating the early 20thC expansion and establishment of smaller scale, but higher yield farms to the north of Horsham. (Criteria A, D)

Recommendations 2014

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Weekly Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Will and probate of John Coffey, VPRS 7591, no. 42**

Literature type: General Reference

Literature author:

Literature publisher: Victorian Public Records Office

Literature year:

HERITAGE CITATION REPORT

Name	Mitre Public Hall	
Address	1429 Natimuk - Frances Road MITRE	Significance Level Local
Place Type	Hall Public	
Citation Date	2014	



Mitre Public Hall, 1429 Natimuk - Francis Road Mitre.jpg

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

High integrity externally and internally

History and Historical Context

The inaugural meeting of the Mitre Public Hall Committee took place on 25 October 1913. Held in Mitre at the private dwelling of Mr C. Pumpa, the purpose of the meeting was to erect a Public Hall at Mitre South. The *Horsham Times* reported that the local community had felt a need for a public hall for many years, as both the Tooan Hall and Tooan State School were situated too far from what had become the centre of the district.[1] Those present at the meeting were Mr R.G. McClure (elected Chairman), Mr C. Pumpa (elected Secretary), Mr J. McClure, Mr H. Sudolz, Mr C. Burris, Mr W. McCredden, Mr T. McCredden Jnr, Mr R. Schmidt, Mr E. Burris, Mrs Aitken, Mr J. Lear Snr and Mr H. Hateley.[2]

An impressive £85 was committed at the inaugural meeting and committee members were deputised to collect further donations from nearby residents in Grass Flat, Natimuk, Nurcoun and Mitre, as well as Horsham. By the next meeting,

HERITAGE CITATION REPORT

held in 1914, the committee had collected £161. Following a one week adjournment to consider a suitable size for the hall, the committee decided that it would be 50 ft. by 25 ft., with 12 ft. walls.[3]

Mr W.J. Sinclair was empowered to draw up the plans, with instructions from the committee that it must be brick and cost no more than £250. Former Mitre resident, Jack Lear, explains that the president at the time 'stated that it be a brick building, for the maintenance of brick was far cheaper than weatherboards'.[4] Despite the prior stipulation of a £250 construction budget, it was decided at a public meeting held in April 1915 that tenders would be called for to construct the building for no more than £300. Six tenders were received ranging from £410 to £319.[5] Mr C. Pumpa's tender for £320 was accepted at a general meeting in June 1915; however, the increased cost of construction required a National Bank loan.

The Mitre Lake Public Hall was constructed in 1915, opposite the Mitre Store. It sat on one third of an acre block of land, which was generously donated by Mr A.C. Hateley of Mitre.[6] The opening of the new hall, described in the local press as 'a fine spacious brick building neatly designed', was celebrated with a concert and ball held on the evening of Friday 19 November 1915. [7] According to the *West Wimmera Mail and Natimuk Advertiser*, the hall was 'packed to the doors with an enthusiastic assemblage, many having travelled long distances'.[8]

Since its opening, the Mitre Public Hall has hosted dances, balls, fundraisers (for local schools, churches and hall improvements), social gatherings, school concerts, comedies, patriotic evenings, public meetings, political meetings, farewells and even skating in 1916.

During the first and second world wars, it was used to hold fundraising events for various charities supporting the war effort, such as the British Red Cross. Welcome home events were held upon the soldiers' return, and honour boards presently adorn the walls, in recognition of the war service of the brave men of the Mitre region.

In 1924, a working bee was held to erect a store and supper room at the back of the hall.[9] Following the Jubilee Celebrations in 1965, another positive effort was made to raise funds to build a new supper room, which, with the assistance of a subsidy from the Arapiles Shire, was erected in 1967. Further upgrades were made, when a toilet block was built at the rear of the hall in 1977.

Many of the improvements to the hall and its assets can be attributed to the fundraising efforts of the Mitre Hall Ladies Auxillary, established on 3 June 1963.[10] The Auxillary worked tirelessly to raise funds by organising events such as social functions, and through catering for weddings and birthday parties. Money raised went back into the hall funds to buy items such as cutlery and crockery. They also made considerable contributions to upgrade the kitchen, and equipped the hall with furnishings and appliances including two electric stoves, a hot water service, piano, chairs and curtains.[11]

Despite a gradual decline in use of the hall over the past few decades due to the slow migration of residents into nearby towns, the Mitre Public Hall continues to be utilised by the local community for meetings and events, and remains a distinctive feature of the Mitre landscape.

[1] Horsham Times (1913) Mitre Lake South. *Horsham Times*. 4 November, p. 6.

[2] Mitre Centenary Committee (1982) *Mitre: Past and Present*. Unpublished, p. 28.

[3] *Ibid.*

[4] Lear, J. (1989) *History of the Mitre District*. Unpublished, p. 9.

HERITAGE CITATION REPORT

[5] *Ibid.*

[6] Horsham Times (1915) *Horsham Times*. 15 June, p. 6.

[7] West Wimmera Mail and Natimuk Advertiser (1915) Opening of new Hall at Mitre Lake South. *West Wimmera Mail and Natimuk Advertiser*. 26 November, p. 6.

[8] *Ibid.*

[9] Horsham Times (1924) A successful working bee. *The Horsham Times*. 29 April, p. 4.

[10] *Mitre: Past and Present*, p. 28.

[11] *Ibid*, p. 29.

Description

Physical Description

A rectangular plan, red brick (stretcher bond) hall building with masonry parapet to front elevation, painted above the top string course and with the lettering 'A 1915 D Mitre Public Hall' in white painted lettering. Stepped brick detailing to front elevation and brick soldier course lintels, and header brick arch to front door. Brick side walls have four buttresses and two double hung sash windows each side. The corrugated sheet metal roof has a gable form behind the parapet with 'd' profile eaves gutters. Three roof ventilators are located along the ridge.

A cement sheet 'weatherboard' clad extension to the rear has a skillion roof and brick chimney at the rear. A second extension to the side is clad in texture coated board with a skillion roof.

Internally the hall has timber tongue and groove floorboards, painted masonry walls, and timber board ceiling partially raked to follow the roof line. Metal tie rods span across the hall and decorative ceiling roses connect with the external ventilators. A small stage is located at the southern end of the hall. The hall contains several honour boards relating to World Wars One and Two.

Physical Condition

The Mitre Public Hall is in good condition, with no severe structural cracking of the masonry evident.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

a) Importance to the course, or pattern, of Victoria's cultural history (erected to service the growing farming community of Mitre - which was developing rapidly as a community early 20thC)

d) Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (community hall in district - one of many halls in the region - but still extant and representative of settlement and past population of Mitre)

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g) Strong association with a particular community for social and cultural reasons (community hall - used for recreation and civic events - a key part of the past/ present Mitre community in western Horsham)

Comparative Analysis

Hall, Murra Warra, hermes no. 186149: Sailors Home Hall - 1923 - framed construction - similar size but different construction

Memorial Hall, Jung, hermes no. 186130: Jung Hall - erected 1926, reinforced concrete in construction - includes marble memorial boards on facade - later era than Mitre

Hall, Brimpaen, hermes no. 186055: Brimpaen Hall - erected 1922, - framed construction

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and social significance of the 1915 Mitre Hall include:

- . 1915 brick hall structure, including front parapet, white painted lettering, brick detailing to front elevation and lintels;
- . double hung sash windows, corrugated sheet metal roof, roof ventilators;
- . honour boards (inside)

Exclusions: Later additions to rear, toilet block

How is it Significant?

The 1915 Mitre Hall is of local historic and social significance to Horsham Rural City Council.

Why is it Significant?

The 1915 Mitre Hall, Natimuk-Francis Rd, Mitre, is:

- . historically significant for its role in the evolution and development of community, recreational and civic life in the Mitre district. The building is of historical significance as an early civic building demonstrating the presence of a more populated settlement in the Mitre district in the early to mid-twentieth century. (Criterion A, D)
- . of social significance for its role in the focus on community activities for the Mitre community and wider district. The hall has been used for a variety of community activities including meetings, school concerts, performances, charity fundraisers, farewells and skating. The hall was also used to host "welcome home" events to celebrate the return of local soldiers during the first and second world wars. (Criterion G)

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Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **History of the Mitre District**

Literature type: General Reference

Literature author: Lear, J

Literature publisher: Unpublished

Literature year: 1989

Literature title: **Mitre: Past and Present**

Literature type: General Reference

Literature author: Mitre Centenary Committee

Literature publisher: Unpublished

Literature year: 1982

Literature title: **West Wimmera Mail and Natimuk Advertiser**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Name	Sailors Home Public Hall	
Address	2537 Blue Ribbon Road MURRA WARRA	Significance Level Local
Place Type	Hall Public	
Citation Date	2014	



Sailors Home Public Hall, 2537 Blue Ribbon Road Murra Warra 8053.JPG

Recommended Heritage Protection	VHR - HI - PS Yes
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Integrity

High integrity internally and externally

History and Historical Context

The Sailors' Home Hall was built on an acre block of land donated by James Bourke Kelly, one of the first selectors in the Parish of Kewell West. It was officially opened on Tuesday 16 October 1923 by the first secretary of the hall, Mr James Ryan. Sailors' Home Hall was completely funded by local farmers (known as shareholders) who bought a total of 70 bonds valued at £10 each. A register of original shareholders was unveiled by past committee president, John Reinheimer at the hall's 90th anniversary celebrations in October 2013.

Prior to the construction of the hall, social gatherings and events in the Murra Warra district were held in farmers' barns. In May 1922, a committee of shareholders met at the Murra Warra School for the purposes of taking definitive steps towards the erection of a hall. The *Horsham Times* reported that a financial statement showed that £610 had been paid into the bank and an extra £180 was available from generous sources.[1] By 8 August 1922, the site had been surveyed

HERITAGE CITATION REPORT

and tree planting had taken place. The *Horsham Times* reported that:

The timber [was] en-route to the Wail [railway] station. At the end of the week, four, six and eight light horse teams [would] be seen, as in a procession, bringing the required timber to the building site. When complete, the hall will have a length of 75 feet by 35 feet broad. It will consist of 55 feet by 35 feet floor space, stage, supper room and two cloak rooms, as well as a detached kitchen, the copper of which will be connected to the water supply. . The hall will be paid for in cash (£735, no small sum), and what is more, great hopes are entertained of completely furnishing the building free of debt.[2]

The committee contracted Mr B. Cameron, 'late of the Technical Workshops' to build the hall, which he had expected to complete by the end of September.[3] Unfortunately, a severe windstorm destroyed the hall's main structure built by Mr Cameron's employee, Mr R. Dunton, soon after construction began, thus necessitating the postponement of its opening. The committee was also faced with another set-back when they were unable to raise adequate funds to furnish the hall debt free; however, fundraising concerts soon netted enough money to repay the overdraft.

Reporting on the opening of the hall, the *Horsham Times* described it as having an 'inviting exterior', and a wisely laid out interior that 'provide[d] for future needs'.[4] They stated that:

In the western end is a fine stage, with a roomy proscenium, flanked by dressing and retiring rooms for ladies and gentlemen. Cloak rooms and kitchen, roomy and well ventilated, provide "the last word" in modernity and usefulness. No detail seems to have been overlooked. The walls, high and well ventilated, are close-lined; four windows open on each side; there are two escape doors in the main hall, and escapes are provided also for the stage; the ventilation is carried out on modern lines; the hall is magnificently lighted by a fine air plant, and a tank of 2000 gallons capacity furnishes an ample water supply. The cost of the building, furnishings and piano, was about £1200. To participate in the opening of this palatial building people travelled over very long distances. The road to the northward was a crowded motor park, and the hall was packed with a good-humoured lot of people, many of whom had to be content with standing. It was, indeed, an event that will never be forgotten . The opening of the hall was going to mark an epoch in the history of Murra Warra.[5]

Since its opening, the origins of the name "Sailors' Home", has attracted significant public curiosity. The *Dimboola Courier* states that:

Although it's uncertain where the hall's name came from, it's believed that two sailors [who had deserted their ship[6] arrived in the area seeking employment around 1855, which they found nearby at Kewell Station as shepherds. They lived in close proximity to the hall; the area has been known as Sailors' Home since. At least one of the men is buried in an unmarked grave about 1.5 kilometres south-west of the hall.[7]

Regardless of the origins of its name, Sailors' Home Hall has been at the centre of community gatherings for over 90 years. It has hosted an endless number of balls, concerts, dances, welcomes and farewells and fundraising events. The hall has provided a meeting place for local clubs and shareholders of the hall, which are recognised in a framed 'register of original shareholders' unveiled at the 90th anniversary celebrations on 27 October 2013.

Honour rolls

A large honour board hangs in the Sailors Home Hall paying tribute to the men of the Murra Warra and district who served in the Second World War (1939-45). Another honour roll is dedicated to members of the Sailors Home Methodist Church, which first opened on 16 September 1887 at Sailors Home and has since closed.

HERITAGE CITATION REPORT

The hall also contains an honour board of former pupils of Sailor's Home State School No. 1632 (also known as Blackheath, Kewell West and Hoffmans), which was officially opened on 8 November 1875.[8] The first school building was situated c.2 miles east of Sailor's Home; however, in 1880, a new school building was built at Sailor's Home on 10 acres of land provided by Solomon Maddern, c.2 miles west of the first site. [9] The school operated intermittently until it closed in 1921 and moved to Cannum. Afterwards, parents built another school on the same site, which opened in 1936. The Sailors Home State School finally closed on 5 August 1947.

The hall also commemorates the Murra Warra State School, which was situated 20 miles north of Horsham on the Blue Ribbon Road. The weatherboard school officially opened on 23 January 1881, and lasted 82 years until it was demolished in 1963.[10] A new weatherboard building was erected on the same site in December 1963, and was officially opened by the Assistant Minister for Education, the Hon. J.F. Rossiter on 29 October 1964.[11] The Murra Warra State School officially closed in mid-1980 due to a low number of enrolments. The school building was subsequently moved to the Pimpinio State School to provide an extra class room. The honour board/first aid cupboard, which contains the names of former pupils and teachers who fought in the Second World War, was relocated to the Sailors Home Hall. Similarly, the original plaque that was unveiled at the school in 1964 was relocated to an exterior wall of the hall.

[1] Horsham Times (1922) Sailors' Home Hall. *Horsham Times*. 4 April, p. 8.

[2] Horsham Times (1922) Sailors' Home Hall. *Horsham Times*. 8 August, p. 2.

[3] *Ibid.*

[4] Horsham Times (1923) Sailors' Home Hall. *Horsham Times*. 19 October, p. 2.

[5] *Ibid.*

[6] Holland, E. and C. Thomas (1984) *Murra Warra: From Sheep Run to Settlement and Beyond*. Horsham: New Style Publications.

[7] Hastings, B. (2013) 'Sailor's Home 90 years on'. *Dimboola Courier [online]*. 29 October. Retrieved from <http://www.dimboolacourier.com.au/news.php?newsid=1800>. [Accessed 18 February 2014].

[8] Blake, L. (ed.) (1973) *Vision and Realisation: A Centenary History of State Education in Victoria. Vol. 2*. Melbourne: The Government Printer, p. 271.

[9] *Ibid.*

[10] *Murra Warra*, pp. 7-8.

[11] *Vision and Realisation*, p. 280.

Description

Physical Description

Single storey, unusual 'mini flute' CGI clad hipped roofed hall, with no entry porch or windows to front elevation. Lean-to supper room/ toilets/ kitchen to rear and side. Double hung sash windows to side elevations. Interior of hall simple in

HERITAGE CITATION REPORT

decoration - ceiling replaced and possibly lowered, timber floorboards. Several honour boards located within hall.

Physical Condition

Good condition. Original cladding still extant.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (erected to service the growing farming community of the Murra Warra district - which was developing rapidly as a community in the interwar period)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (community hall in district - one of many halls in the region - but representative of settlement and past population of Murra Warra area)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.(community hall - used for recreation, schooling, and civic events - a key part of the past/ present community in northern Horsham district)

Comparative Analysis

Memorial Hall, Jung, hermes no. 186130: Jung Hall - erected 1926, reinforced concrete in construction - includes marble memorial boards on facade - similar in era to Sailors Home. Larger hall - has stage, balcony and backstage area - comparable

Public Hall, Mitre, hermes no. 186146: Mitre Hall - erected 1915 - brick construction. Includes a stage and contemporary supper room - comparable

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and social significance of the 1923 Sailors Home Hall, Murra Warra include:

. 1923 hall structure, 'mini flute' galvanised cladding, hipped roof form with dutch gable, double hung sash windows.

How is it Significant?

The 1923 Sailors Home Hall, Murra Warra, is of local historic and social significance to Horsham Rural City Council.

Why is it Significant?

The 1923 Sailors Home Hall is:

HERITAGE CITATION REPORT

. of local historical significance, illustrating the results of regional growth in the early 20th century and in particular inter-war period - a boom period for agricultural development in the district. (Criteria A, D)

. of local social significance, illustrating the growing community's civic, educational, and recreational and community needs in the then outer northern Horsham district.. (Criterion G)

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Vision and Realisation: A Centenary History of State Education in Victoria. Vol. 2**

Literature type: General Reference

Literature author: Blake, L. (ed.)

Literature publisher: Melbourne: The Government Printer

Literature year: 1973

Literature title: **Sailor's Home 90 years on'. Dimboola Courier [online]. 29 October 2013 in Dimboola Courier Newspaper'**

Literature type: General Reference

Literature author: Hastings, B.

Literature publisher:

Literature year:

Literature title: **Murra Warra: From Sheep Run to Settlement and Beyond**

Literature type: General Reference

Literature author: Holland, E.and C. Thomas

Literature publisher: Horsham: New Style Publications

Literature year: 1984

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Name	Former St Johns Catholic Church	
Address	27-29 Main Street NATIMUK	Significance Level Local
Place Type	Church,Residence	
Citation Date	2014	



St Johns Catholic Church, 27-29 Main Street Natimuk

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Excellent (restored) condition and all early fabric of church extant. Pews and liturgical furniture no longer extant.

History and Historical Context

St John's Roman Catholic Church, constructed in 1916, is the second church building situated on this site. The first was a simple timber structure erected in 1889 by Goroke builders McDonald and Lindsay. The church stood on land purchased from Peter Mitchell of Quantong and comprised part allotments 6 & 7, Section 2, township of Natimuk.

Horsham Catholic Parish was established in March 1876, with a church dedicated to St Michael and St John constructed in 1879. Fr O'Sullivan was recorded to have conducted Mass in Natimuk from July 1876, although few services were held and these took place at the home of J.F.Ryan. Regular services didn't commence until the arrival of Parish Priest Rev. Father John Hogan in 1887, who conducted Mass on a monthly basis at locations including the Mechanics Institute in Noradjuha and Natimuk, John Carrick's Hotel in Natimuk and at the homes of parishioners. [1]

HERITAGE CITATION REPORT

In an effort to raise funds for the construction of a dedicated place of worship parishioners organized a number of events during the 1880s. Most notably a grand bazaar, ball and supper were held during August 1886. [2]

St John's Roman Catholic Church was officially consecrated on Sunday 15 September 1889 by Rev. Dr. Delaney, with assistance from Father Hogan. [3] The church soon became an important gathering place for local parishioners and a permanent focus for worship, with Mass held on a regular basis by Parish Priest Father O'Brien who replaced Rev. Father Hogan who had departed in late 1889.

There are a number of published accounts which suggest that St John's was damaged and subsequently demolished in 1897 as the result of a cyclone which lashed parts of the Wimmera (and was particularly devastating in Nhill). However, it is almost certain that the church was damaged in a violent storm that occurred on the 5th of January 1916. The *Natimuk Advertiser* records that several buildings in Natimuk were 'unroofed' and St John's 'tilted over' to a 'list to the east of about 45 degrees'. [4]

Subsequent reports indicate that the storm rendered the church building 'unfit for use'. [5] The church was eventually demolished, with parts of the original building salvaged for re-use. Land situated adjacent to the church site was purchased to accommodate a larger building, with local builder T H Bousfield contracted for the work. [6]

Once again parishioners were called upon to contribute to the construction of a church, with a target for subscriptions set at £250. Mr F. R. Ratcliffe of Natimuk's Ratcliffe & Co store was noted as a generous contributor to fund raising efforts and local families were recorded as pledging £30 each, with Parish Priest Father Mead donating £25. [7]

The newly constructed St John's Roman Catholic Church was officially opened on Sunday May 21 1916. The Horsham Times describing the proceedings:

Sunday last was a red letter day for the Roman Catholic people of this district (writes our Natimuk correspondent) being the opening day of the new church in Natimuk. When some months ago a storm rendered the old building unsafe, a meeting of the Catholic congregation was called to consider the matter of rebuilding, and so generous was the response that the work was at once put in hand, and the result is a building of which the members can be proud, and, opened on Sunday practically free of debt, stands as a monument and an example to other denominations of the Catholic people's devoutness and generosity. The church is of weatherboard, the main part measuring- 22 feet by 54 feet, with a vestry 12 feet by 15 feet, and porch 8 feet square abutting. It is beautifully finished inside. A steel dado of Gothic pattern sets off the walls, and the altar has all steel walls of cream with a dainty pattern picked out in brown, these last artistic touches being the work of Messrs G. Antony and J Bousfield. The contractor for the building was Mr. T.H. Bousfield, to whom due credit must be given for first-class work. The opening ceremony was very largely attended, a good number of other denominations being present, including several members of the Shire of Arapiles. The ceremony of blessing the church was conducted by the Rev. Father Hunt; of the Redemptorist Monastery, Ballarat, and the Rev. Father Meade, parish priest, said the Mass. A forcible sermon was delivered by the Rev. Father Hunt, and the choir of St. Michael and St. John's Church, of Horsham, sang the Winter's Mass and the Ave Maria. The collection which was taken up in aid of the building fund amounted to £50 (including promises), and as mentioned previously, practically completes the amount necessary for the whole of the work. Mr. G. Antony is the secretary of the building committee, and deserves praise for the time and trouble he has taken in the work.[8]

Weekly Mass was conducted at St John's from 1930 until 1997 when services were reduced to the last Sunday of the month.

By May 2010 services were relocated to Natimuk's Uniting Church as St John's was considered by the Ballarat Diocese to be 'beyond repair and no longer safe' as a site for worship. The church is now held in private ownership. It was renovated in 2012-13 has recently (late 2013) been sold as a residence.

HERITAGE CITATION REPORT

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- [1] Lockwood, Allan., *Our Home Among a Caring Community: Natimuk ... now 125*, 1997, pp. 36 - 37.
- [2] Lockwood, 1997, 36; *Horsham Times*, 9 July 1886, p 6
- [3] *Horsham Times*, 3 September 1889, p. 30;
- [4] *West Wimmera Mail and Natimuk Advertiser*, Friday 7 January 1916, p. 1, Friday 14 January 1916, p. 1;
- [5] *Horsham Times*, Tuesday 25 January 1916, page 5.
- [6] *ibid*, p. 1
- [7] *Ballarat Courier*, Saturday 26 February 1916, page 10; Lockwood, p. 36
- [8] *Horsham Times*, 23 May 1916, p. 5

Description

Physical Description

Timber framed and timber plank clad church, with CGI clad gable roof and stumped floor. Entry porch and vestry also gable roofed. With wall planking. Finials of note - featuring decorative crosses. Church features pointed-head, double hung windows, with decorative timber glazing bars. Front window has tre-foil glazing, with a rose window in the top of the arch. Church features two porches. Interior features a broken gable t&g timber plank lined ceiling and exposed metal tie rods. Altar has a raised floor, with the chancel wall lined with decorative pressed metal panelling. Decorative pressed metal panelling with gothic arch motifs also features as wainscoting around the nave.

Physical Condition

Good condition - recently renovated. Contemporary bathroom and kitchen in vestry. Original church furniture and vestments no longer extant.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (represents the Catholic spiritual needs of residents in Natimuk in the late 19th and early 20th Century - a period when the town was becoming established as an important rural settlement, servicing the surrounding agricultural district and new train line between Horsham and (finally) Carpolac.)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (intact and well-resolved design example of 'Federation Carpenter Gothic' style architecture of the period within the region)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing

HERITAGE CITATION REPORT

cultural traditions. (centre for local Catholic worship and fellowship 1916-2010)

Comparative Analysis

Comparison with local Horsham Shire churches only undertaken - not considered of state-wide significance

Church, 23 Church St, Jung, hermes no. 191385: Similar scale, era and construction - but now collapsing.

Church, Natimuk/Hamilton Rd, Noradjuha, hermes no. 186192: Simple chapel church - similar scale and era, but simpler in detail - also now clad with aluminium sheeting

Church, Mitre-Grass Flat Rd, Grass Flat, hermes no. 186075: Simple masonry chapel form church - similar scale and era - different construction method and less decoration

Church, 35 Main St, Natimuk, hermes no. 186172: Similar style, construction type, era and themes - simpler in detailing though.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic, social and aesthetic significance of the 1916 St Johns Catholic Church, Natimuk, include:

- . external form of the 1916 church building, including timber wall cladding, CGI sheet roof
- . finial ornamentation
- . windows, doors, verandahs

Exclusions - interior fittings.

How is it Significant?

The (former) 1916 St Johns Catholic Church, Natimuk, is of historical, social and aesthetic significance to Horsham Rural City Council.

Why is it Significant?

The (former) 1916 St Johns Catholic Church, Natimuk, is:

. of local historical significance, as it represents the spiritual needs of Catholic residents in Natimuk in the late 19th and early 20th Century - a period when the town was becoming established as an important rural settlement, servicing the surrounding agricultural district and new train line between Horsham and (finally) Carpolac. (Criterion A)

. of local aesthetic significance, representing an intact and well resolved, high integrity, architectural example of 'Federation Carpenter Gothic' style architecture of the period within the region. The combination of building form proportions, compound gable roof form, distinctive finial decoration and the gothic patterning of fenestration all

HERITAGE CITATION REPORT

contribute to the aesthetic qualities of the place.

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Ballarat Courier Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Our Home Among a Caring Community: Natimuk ... now 125**

Literature type: General Reference

Literature author: Lockwood, Allan.

Literature publisher: Back to Natimuk Committee, Natimuk

Literature year: 1997

Literature title: **A Historical Review of Natimuk and District: Compiled in connection with the Back to Natimuk celebrations, April 5 to 12, 1947**

Literature type: General Reference

Literature author: Natimuk Progress Association

Literature publisher: Natimuk Progress Association

Literature year: 1947

Literature title: **West Wimmera Mail and Natimuk Advertiser**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Name	Behlen Grain Silo		
Address	44 Noradjuha - Tooan East Road	NORADJUHA	Significance Level State
Place Type	Silo		
Citation Date	2014		



Noradjuha Silo Complex, Noradjuha 132.JPG

Recommended Heritage Protection **VHR Yes HI - PS Yes**

Integrity

High - in original condition and unaltered (external inspection only) intact when compared with 1961 construction photograph. Appears to be most intact and highest integrity example in Victoria.

History and Historical Context

Following the proclamation of the *Land Act* of 1869 vast tracks of land previously occupied by 'squatters' was opened up for closer settlement. Parcels of 320 acres were taken up in the Wimmera district leading to a dramatic increase in population and the development of small settlements such as the township of Noradjuha.

The township of Noradjuha, situated on the Natimuk - Balmoral Road, was officially gazetted in 1885, although a state school had been established in 1877 and several residential and commercial buildings were erected prior to the township survey.

The passing of the *Railway Act* 1884 (also known as the Octopus Act) authorizing the construction of the Horsham -

HERITAGE CITATION REPORT

Noradjuha railway line was a catalyst for further investment. As a result a number of important civic and community buildings were erected, including the Bible Christian Church (1884), Mechanics Institute (1886), police station (1887), Arapiles Shire Hall (1889) and Colonial Bank (1909).

The Horsham - Noradjuha Railway Line

The Horsham to Noradjuha Railway League was formed in the 1870s to lobby the Department of Railways for a branch line to link the western and southern Wimmera districts to the Horsham railhead. Prior to the construction of Horsham's rail connection in 1879, farmers carted their produce to railheads at Stawell and Hamilton - an arduous journey over treacherous roads, which took several days.

In August 1887 the 12 mile Horsham to Noradjuha branch line was opened to traffic, with a station, goods shed and platform erected soon after. The *Horsham Times* records that the line carried 10,000 bags of wheat, 7,000 bags of salt and 2,000 bales of wool to the Horsham railhead in 1896.[1]

By the late 1890s the Portland District Railway League, formed by Portland's business elite, renewed its campaign to construct a north-south through-line connecting Horsham to the Port of Portland. Running south from the Noradjuha terminus to Hamilton (via Cavandish) the rail link was to re-direct the district's agricultural freight to the Port of Portland and away from established markets at Melbourne and Geelong.

The Hamilton - East Natimuk railway line (as it was eventually known) was opened to traffic in November 1920, although sections of the line had operated for local freight and passenger services from the turn of the 20th century.

Bulk Handling

The passing of the *Grain Elevators Act* in 1934 resulted in the construction of bulk grain storage facilities along the Mallee, Wimmera and Riverina rail network. While the creation of the Victorian Grain Elevators Board (GEB) marked the transition from manual handling (the collection and storage of grain in bags) to bulk handling (silo storage), Noradjuha was not selected to host one of the 140 reinforced concrete silos proposed for the 1938-42 bulk storage roll out.

The nearest storage facilities to Noradjuha were constructed at Vectis and Natimuk in 1939, with grain freighted to Horsham and then on to the purpose-built export terminal at Geelong. Although the GEB planned to build a grain export terminal at Portland, this proposal was abandoned in 1937 in favor of terminals at Geelong and Williamstown.

In 1949 the Noradjuha branch of the Victorian Wheat and Woolgrower's Association was formed to lobby the GEB for their own bulk handling facilities.[2] By December 1951 district farmers spent five days constructing a corrugated iron horizontal-type wheat bulk head, which measured 220 ft x 66 ft with a capacity of 47,000 bushels. [3]

Demand for more storage capacity a decade later resulted in the erection of a 'Behlen Bin' to store wheat, with the 1951 bulk head employed to store oats. The prefabricated galvanized steel shed was manufactured in the USA by the Behlen Manufacturing Company and was one of five 'Behlen horizontal-type storage' systems imported by the Grain Elevators Board for the 1960-61 harvest.[4] The Behlen system employed self-supporting 'folded galvanized steel sheets' that were assembled on-site to form a load-bearing structure. Contractor, A. Rizza of Melbourne supervised the assembly of the shed, which held a capacity of 100,000 bushels of wheat. [5]

A later steel cylinder double cell silo was erected at the Noradjuha rail siding in 1968 to separate wheat varieties.

HERITAGE CITATION REPORT

[1] Horsham Times, Friday 6 May 1898, page 3

[2] Horsham Times, Friday 9 April 1948, page 1

[3] Noradjuha history p 62; Horsham Times, Friday 14 December 1951, page 1; Horsham Times, 6 December 1961, p.14

[4] Supplementary Report Of The Auditor-General For The Year Ended 30th June, 1961. p. 24.

[5] Horsham Times, 6 December 1961, p.14.

Description

Physical Description

67x 20 metre shed - unique 'folded galvanised steel sheet' self-supporting construction for roof and walls, negating the need for structural steel framing for the shed. Shed stands over high and has a gable roof of 20-25 degree pitch. Shed is a 'BEHLEN' shed, manufactured in USA and exported to Victoria. Grain Elevators Board purchased seven sheds - Noradjuha shed is one of the sheds purchased. Still utilised as grain storage shed. Construction comprises galvanised steel pan sections, folded off site to provide stiffness for structural support. Shed held together via steel rods, fixed across structure and supported on galv steel brace plates externally. Grain fed to top via truck dump bins (pit) to side and fed to top. Grain access doors and personal access doors at base. Shed sits to side of former rail siding.

Physical Condition

Average to good condition - surface corrosion (viewed from exterior) minimal. All parts of shed still extant and shed has not been noticeably modified from original installation.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (bulk handling of grain required such storage facilities post 1934 Act. Unique construction type, to save time and cost. Also reflected need for greater storage capacity as harvest yields increased post WW11 due to improved practices and agricultural activity.)

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (one of 7 Behlen silos imported from USA in kit form to Victoria 1960s. - rare construction type for silo.)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. Part of a class of grain silos scattered across the Shire (and Victoria), reflecting changes to bulk handling of grain (1934 Act) and increases in agricultural production and importance of the railway in transporting grain to markets)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (Behlan type unique construction utilising deep folds in galvanised sheet cladding, to support structure - no internal

HERITAGE CITATION REPORT

framing system, allowing quick and economic erection and maximises storage capacity. Rare in Victoria and only one erected in Horsham)

Comparative Analysis

The Grain Elevators Board imported seven 'Behlen' storage systems from the USA. The following six (including the Noradjuha silo) have been located:

Behlen Silo, Donald-Swan Hill Rd, C261, railway siding, Lalbert: Extant - more corrosion evident than Noradjuha and simple pipe fed grain loading mechanism

Behlen Silo, Bendigo-Pyramid Rd (rail siding), Dingee: Extant - shed roof added to one end, central ventilator missing, additional structural struts added to base of shed (perimeter) condition poor compared to Noradjuha

Behlen Silo, Brooklyn Road, Melton South: Extant - 'Melton Produce' - on the edge of Melton South suburb on rail siding. Appears to now be a shed, rather than grain silo - large entry doors cut into each gable end of structure - lower integrity than Noradjuha

Behlen silo, Natimuk-Frances Rd, Gymbowen (rail siding): Part of Horsham-Carpolac line extant and in good condition - still operational (probably) very similar to Noradjuha in intactness

Behlen silo, Stanhope: Extant, but in average to poor condition. Additional perimeter struts added around building

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and aesthetic significance of the 1961 Noradjuha BEHLEN grain silo include:

- . Whole of self-supporting shed structure, support rods, original hatches/ doorway openings, grain bins (pit), elevator shed/ pipes and conveyor.

How is it Significant?

The 1961 Noradjuha BEHLEN grain silo is of local historical and technical significance to Horsham Rural City Council and of state wide technical significance to the State of Victoria.

Why is it Significant?

The 1961 Noradjuha BEHLEN grain silo is of:

- . local historical significance as a part of a class of grain silos scattered across the Shire (and Victoria), reflecting changes to bulk handling of grain (1934 Act) and increases in agricultural production and importance of the railway in transporting grain to markets. (Criteria A)

- . local and state-wide technical significance as a rare and the most intact example of the imported 1960s Behlen shed

HERITAGE CITATION REPORT

system - which features folded galvanised steel sheet section pans 160mm deep, which were erected to form self-supporting shed walls and roof, without the need for structural framing. The innovative shed construction system allowed easy transport, economic use of materials and speedy erection. (Criteria B and F)

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	Yes
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **entry for Walter and Ruby Behlen House**

Literature type: General Reference

Literature author: Nebraska State Historical Society

Literature publisher:

Literature year:

Literature title: **Noradjuha 1873-1973**

Literature type: General Reference

Literature author: Noradjuha Centenary Celebrations Committee

Literature publisher: Noradjuha Centenary Celebrations Committee, Noradjuha

Literature year: 1973

Literature title: **Supplementary Report of The Auditor-General for the Year Ended 30th June, 1961**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1961

HERITAGE CITATION REPORT

Name	Former Polkemmet State School	
Address	196 Polkemmet East School Road PIMPINIO	Significance Level Local
Place Type	School - State (public)	
Citation Date	2014	



Former Polkemmet State School, 196 Polkemmet East School Road, Pimpinio DSC08016.JPG

Recommended Heritage Protection **VHR - HI - PS** Yes

Integrity

Relatively high, although building has been relocated, and porch has been removed.

History and Historical Context

In *A Brief History of the District of Polkemmet East* (1998) Gavin Simmons charts the settlement of the Polkemmet district and describes the hardships endured by selectors' children in obtaining an education:

In the early 1900s school children living in the Polkemmet East area were forced to walk up to 4 miles each morning and afternoon to and from school. With the closest schools being Vectis East School No. 1781, Pimpinio West School No. 3329 and West Wail School No. 3329. During the wetter months of the year traveling to school became near impossible, on the muddy dirt tracks, and many children missed school days on end until roads became suitable for travel. This disrupted children's learning and disadvantaged their education to such a point that the parents of children in the Polkemmet East area believed that area required a school of its own. [1]

HERITAGE CITATION REPORT

By 1905 an application to the Department of Education was submitted by Mr Abel Simmons, on behalf of twelve families, to erect a school for the children of the Polkemmet district. To give further weight to the application a 3 acre parcel of land owned by Thomas Hallam (being Lot 84A, Parish of Quantong) was offered free of charge as a site to establish the school. The application was supported by Mr W Henderson, the newly appointed Inspector of the Horsham District for the Department of Education, who noted at least '19 school aged children resided within 2 miles of the [proposed] school and a further 10 beyond that distance might attend' [2]

Simmons records that while the parents had originally planned to construct a school building from sun dried bricks, the Education Department did not support this proposal. Instead, an old portable school building formerly located at the Vectis East State School was acquired. The timber building measured 24 ft by 14 ft with a two-roomed living quarters attached (an additional room had be removed prior and attached to the new Vectis East school house). It was used at the time of purchase as a fowl house and stables and was relocated to Polkemmet and refurbished, with the internal partitions removed to create one large classroom. [3]

The Polkemmet School opened on the 1st April 1907, with an attendance of 20 pupils. The first headmistress was Miss Nellie McDonnell, however her period of tenure was all of four months and she was replaced in September Miss Frusher. An article in the *Horsham Times* describes the farewell party and notes that the school is "only a new one, starting at Easter, with no seating accommodation, but now compared most favorably with other district schools, and great credit was due to all who promoted having such a school built for the education of their children'. [4]

Gradual repairs to the school were undertaken with small grants from the Department and funds raised from barn dances and euchre parties. In 1909 R Sisson won a tender to renovate the building and it was painted in the summer of that year. Entrance gates were erected in 1910, a galvanized-iron shelter shed constructed in 1911, a timber floor laid in the school building in 1912 and a front porch added in 1914. The school was renamed Polkemmet East State School No. 3541 in 1912.

By 1920 the condition of the old school building was so poor that it was sold to Gus Dumesny for £30 and a new school building acquired for the site. The building c.1880s in construction was relocated from the McKenzie Creek State School and was slightly smaller than the previous one (measuring 22 ft by 14 ft). A new porch and chimney were erected once the building was relocated to its current site.

At its peak in 1921 the school had twenty-four pupils; however attendance dropped to 6 pupils in 1923 prompting to the closure of the school at the end of 1924. This decision was reversed following the closure of Vectis East and Pimpinio West State Schools, with the former Pimpinio Head Teacher Bertha Rutherford transferred to Polkemmet East and classes recommenced in May 1925 with 13 pupils. [5]

Further alterations to the school were undertaken in the mid 20th century, including the construction of a verandah on the west elevation. The verandah was later enclosed and a concrete floor laid in 1946.

Attendance at the school gradually declined from the 1930s and by 1951 classes were temporarily suspended until 1952. The relocation of Head Teacher Mr Rowland Taylor was felt deeply by the school community and his transfer saw the school un-staffed and its pupil base diminished due to the loss of the Taylor children. The school was officially closed on 13 May 1959 with the Polkemmet - Horsham bus transporting the children of the Polkemmet district to the Horsham West State School. [6]

Gus Dumesny purchased the subject site and the former school building from the Education Department in September

HERITAGE CITATION REPORT

1968.

[1] Simmons, *A Brief History of the District of Polkemmet*, 1998, np

[2] Simmons, 1998, np.

[3] Blake, *Vision and Realisation: a centenary history of state education in Victoria*, 1973, p. 273; Simmons, 1998, np

[4] *Horsham Times*, 24 September 1907, p. 4

[5] Simmons, np

[6] Ibid.

Description

Physical Description

Timber framed, timber clad building on timber stumps, gable roof clad in corrugated sheet metal, no eaves overhang, two roof ventilators. Paired double hung timber sash window and single door to north elevation; brick chimney to west elevation. Large multipane paired timber window to south elevation.

Internally lined with tongue and groove boards to ceiling and walls; timber floorboards.

Physical Condition

Fair to poor condition. The building is not currently weatherproof and has deteriorated stumps, weatherboards and other building elements.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of Victoria's cultural history. (as a marker of the changing (increasing) requirements of educational facilities in the district)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural places or objects. (typical design, configuration and materials for a small scale classroom building in the early twentieth century, adapted from a c1880s building)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. (as the focus for a regional community as an educational facility in the early/ mid 20thC)

Comparative Analysis

HERITAGE CITATION REPORT

School (former)- No 3398, 158 Riverside Road, Riverside, hermes no. 186111: Very similar configuration and style, but later date (1901)

School (former) - No 1840, Kalkee School Road, Kalkee, hermes no. 186134: Similar configuration and style, date not confirmed.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and associative significance of the former Polkemmet East School, Pimpinio, during the 1920-1959 period include:

- . External form and materials of the relocated c1880s building - weatherboard cladding, corrugated sheet metal roof, timber framed multi paned windows, and brick chimney;
- . Internal original fittings including timber wall panelling, timber floorboards.

How is it Significant?

The former Polkemmet East school is of historic, representative, and associative significance to Horsham Rural City Council.

Why is it Significant?

The former Polkemmet East School is:

- . Of local historical significance, illustrating the growing (and then waning) need for educational facilities in small rural communities outside Horsham in the 1920-1959 period (criterion A)
- . Of local representative significance, as a relatively intact example of a school classroom of the early to mid twentieth century (Criterion D)
- . Of local social significance, for its role as a focus for community activities and education of families in the Polkemmet district. (criterion G)

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION REPORT

References

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **A Brief History of the District of Polkemmet East**

Literature type: General Reference

Literature author: Simmons, Gavin

Literature publisher: self published

Literature year: 1998

Literature title: **Vision and Realisation: A Centenary History of State Education in Victoria Vol. 2**

Literature type: General Reference

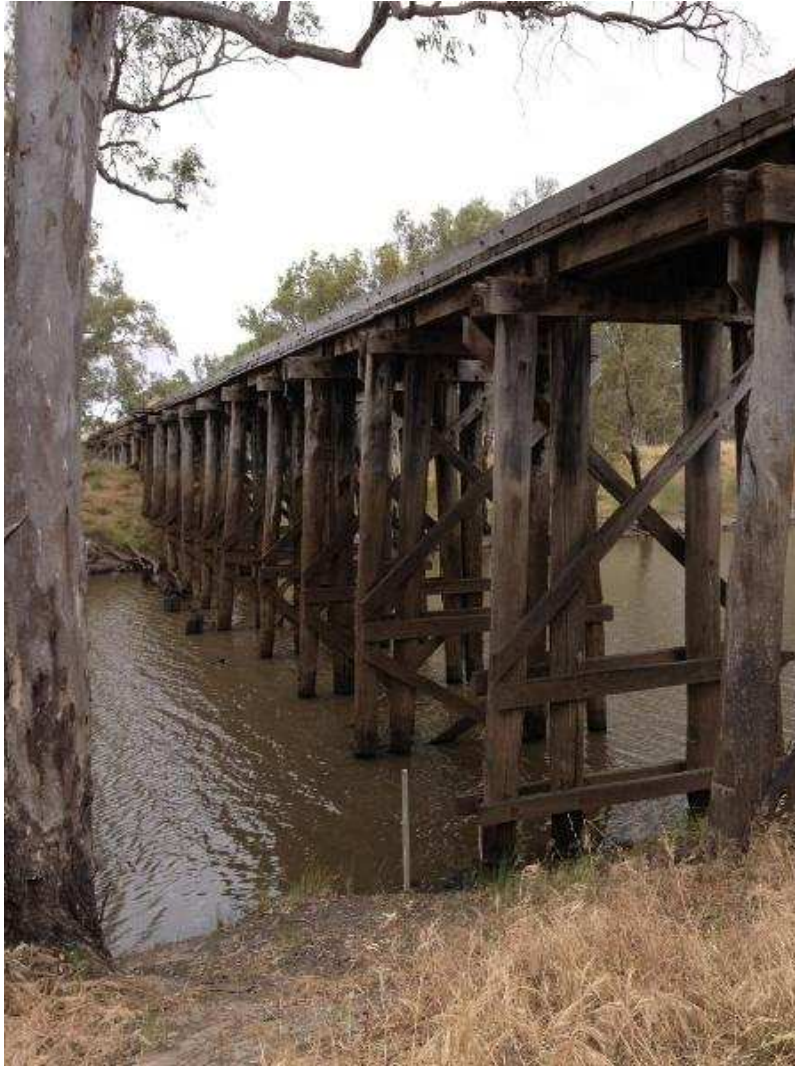
Literature author: Blake L.J (ed.)

Literature publisher: Melbourne, Education Department of Victoria

Literature year: 1973

HERITAGE CITATION REPORT

Name	Timber Trestle Railway Bridge over Wimmera River	
Address	spanning Wimmera River adjacent to Wimmera Highway QUANTONG	Significance Level Local
Place Type	Railway Bridge/ Viaduct	
Citation Date	2014	



Timber Trestle Bridge over Wimmera River at Quantong

**Recommended
Heritage Protection** VHR - HI - PS Yes

Integrity

HERITAGE CITATION REPORT

Intact sections of trestle bridge remain - longest section in best condition (135m length). Other sections substantially dilapidated. Remnant bridge clearly marks the former carriageway of the Horsham-Carpolac line.

History and Historical Context

Rail reached Horsham in 1879 following the extension of the line from Ballarat via Ararat and Stawell. Its arrival marked an important milestone in the development of the Wimmera, effectively opening up the district to closer settlement.

The West Wimmera Railway League formed in the early 1880s to lobby the Department of Railways for a spur line from the Horsham railhead to southern and western Wimmera districts. The league primarily comprised of district selectors and Natimuk business interests, and proposed that the line would serve a catchment of 300 farmers, who collectively produced 260,000 bushels of grain per year.

The league campaigned that the development of the line would promote more settlement and increase cultivation of grazing land for cropping. The league argued that 'the produce of a 320-acre farm (of cropping) would bring more revenue to the railways than the produce of 20,000 acres devoted to wool-growing'.[1]

Without access to a local railhead, farmers incurred a fee of sixpence per bushel for the transportation of grain to the Horsham terminal. This cost had a significant negative impact on profit margins, considering that between 1879 and 1888 the price of wheat halved from four shillings down to two shillings per bushel.[2]

The poor condition of the road network provided further incentive to lobby for a railway line. One correspondent to the *Horsham Times* described the state of the Horsham to Noradjuha road as 'almost impassible' explaining that 'the best way to travel this road now would be in a boat'.[3]

Finally in 1884, the *Railway Act* (also known as Duncan Gillies' 'Octopus Act') authorized the construction of the 20 mile 'Horsham to Natimuk' spur line. However, controversially the line stopped short of Natimuk and diverged southward at Natimuk East (one and a half miles from the township proper) before terminating at Noradjuha.

Contractors, Downie and Barnfield, won the tender to construct the line for £46,264, which included a large timber-trestle rail-over-river bridge spanning the Wimmera River and its flood plain near Quantong. W. Blackwood was awarded tenders to construct a goods shed and platform at both the Natimuk East and Noradjuha sidings. The station building at Noradjuha was constructed by Parker and Vickers.[4] The line opened to traffic on the 25 August 1887.

Further lobbying resulted in the Department of Railways commissioning a survey for a 28 mile extension from East Natimuk to Goroke in 1888. In 1890 the line to Natimuk was opened and the extension west to Goroke was completed in 1894. Additional railway sidings were established at Remlaw, Vectis, Quantong, Arapiles, Mitre (St Mary's), Nurcoun, Gymbowen, and Mortat. By 1896 the *Horsham Times* recorded that the line had carried 10,000 bags of wheat, 7,000 bags of salt and 2,000 bales of wool to the Horsham railhead that year.[5]

In 1927 the line was further extended 9 miles west to the Carpolac terminus, a small agricultural settlement situated 25 miles from the South Australian border. A passenger service ran between Horsham and Carpolac, in addition to a grain and mixed goods train.

For a time, grain trucks carted produce to the Port of Portland via the Hamilton - East Natimuk spur line. The line consisted of six branch lines and was opened to traffic as a through-line in 1920. This operation was short-lived however, as the creation of the Victorian Grain Elevators Board (GEB) resulted in a network of reinforced concrete silos established along Victoria's wheat-belt rail network. These bulk storage facilities provided a single point of receipt, storage and distribution, and replaced the stockpiling of individual jute wheat bags (which were susceptible to rot and

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rodent infestation) at local rail sidings throughout the Wimmera, Mallee and Western Districts.

Two concrete silos were established on the Horsham - Carpolac branch line in 1939: a 65,000 bushel capacity silo complex at Vectis and an 110,000 capacity complex at Natimuk. Wheat collected and dispatched from the GEB silos was transported by grain trains on the main western line (via Horsham and Maroona) to a purpose-built export terminal at Geelong.

Further bulk handling storage facilities were established at almost all of the rail sidings along the line to address the record wheat and oat harvests in the post-World War Two period.

The Natimuk - Goroke - Carpolac line closed in December 1986 and the Horsham - East Natimuk Railway ceased operation in October 1988.

Quantong Railway Bridge

The large timber-trestle rail-over-river bridge spanning the Wimmera River and its flood plain near Quantong was constructed in 1887 to a design by the Victorian Railway Department.

The following information is based on the Victorian Heritage Database citation report 68627:

The Wimmera River (Quantong) Railway Bridge is the remnant of a much longer original bridge of 87 spans built in 1887, crossing the Wimmera River and floodplain. Some bridge sections were converted to earth embankment in the years after World War 1, leaving three independent timber bridges, surviving as late as 1996.

Only one remains, a single-track timber-beam and timber-pier rail bridge of 29 spans and 133.4 metres length, crossing the river itself. The piers remain of a similar bridge of 12 spans and 55.2 metres length, and one of 5 spans with a deck length of 23 metres has disappeared entirely since 1996.

The Wimmera Railway Bridge is the remnant of a much larger rail-over-river bridge at this site, and represents the standard type of Victorian Railway's fifteen feet timber-beam structure, which was commonly used at major rail-over-river crossings in the late 19th century.

The Wimmera River Railway Bridge is the last timber railway bridge to survive intact over the Wimmera River, and is one of the largest intact timber railway bridges surviving in Victoria's west. Large railway bridges were never very common in the relatively dry northwest of the State, and good examples of timber railway bridges of any kind are now exceedingly uncommon in the Wimmera and Mallee, where most have been stripped of deck and sometimes beams, or totally destroyed.[6]

[1] Argus, Saturday 17 January 1885, pg 29.

[2] Argus, Saturday 29 March 1884, pg. 10

[3] Horsham Times, Friday 20 August 1886, pg. 2

[4] Gazette 106, Friday, November 4th 1887, pg 3191

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[5] *Horsham Times*, Friday 6 May 1898, page 3

[6] Victorian Heritage Database, *citation report 68627*.

Description

Physical Description

Located: 36.44°00'S 142.00° 13'E

Approx 135 metres long section of timber trestle bridge, the bridge stands at a maximum approximately 8 metres out of the water of the Wimmera River. Earth embankments are still evident to either side of the bridge. The bridge spans the river and also a land depression adjacent. Trestles - 28 extant in intact section, approx 5m spacing between each, all numbered. Trestles constructed from redgum trunk section pairs of posts (one straight, one angled per leg), with timber cross braces and ties between. Tops are finished with a pair of bearers, notched to posts. Carriageway is timber in construction, with main longitudinal timber bearers and timber decking planks laid perpendicular to bearers. Deck is finished with ballast metal gravel, contained by timber edge beams, which are tied together across deck with metal tie rods.

Remnant trestle bridge was one of two such bridges across the Wimmera River. The second bridge has since collapsed and only remnants of posts are seen today.

Physical Condition

Good condition - timberwork and ballast. All weathered, minor corrosion evident to steel rods. No evident subsidence. Recommend that vehicular traffic be kept off bridge to minimise imposed loads.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (*triggered substantial expansion and increased agricultural production in the west of the Shire after laying in 1887. The railway allowed the economic, easy and reliable transport of grain and wool from farms to market and port*).

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (*rare, as earliest surviving complete section of trestle rail bridge dating from the 1887 in the Shire - only other trestle bridge is at Kanagulk - 1917*)

Criterion C: Potential to yield information that will contribute to an understanding of our cultural or natural history. (*informs of 19thC railway timber trestle bridge technology - no longer erected in this manner.*)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (*as a class consisting of rail trestle bridges, the remaining bridge section is intact and demonstrates construction type, use of local materials and innovative engineering skill required to successfully bridge flood areas*)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period.

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(illustrates railway engineering technology of the late 19th Century - trestles are numbered for maintenance, spans suit loads imposed, engineered to avoid flooding and span river)

Comparative Analysis

Trestle rail bridge, Kanagulk (near Fulham Estate), hermes no. 191240: Hamilton/ East Natimuk railway line - passes over the Glenelg River - similar condition, length and construction type - equally comparable, but later in construction.

Stony Creek rail bridge, Nowa Nowa, hermes no. 67978: 1916 construction, 27 span, 276m long, 18.6 m high bridge. - comparable, but later in construction. Higher than Quantong bridge.

Trestle / steel bridge, Panther Place Eltham, hermes no. 66300: 1902 trestle bridge - mix of timber and steel - low rise, but still in service today.

Trestle bridge, Puffing Billy, Belgrave, hermes no. 66906: 1889 in construction - comparable (curved).

Trestle bridge, Springdallah Creek, hermes no. 31671: 1880s - early bridge - inc steel beams under carriageway.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic, archaeological and technical significance of the remnant 1887 Quantong timber trestle railway bridge include:

- . 135m long section of timber trestle bridge, including ballast to deck, and the form of the earth embankments each side - to at least a length of 100m each.
- . All timber sections of trestles, bracing and carriageway deck. Engineering numbering of posts of particular note.

How is it Significant?

The remnant 1887 Quantong timber trestle railway bridge is of historic, archaeological and technical significance to Horsham Rural City Council.

Why is it Significant?

The remnant 1887 Quantong timber trestle railway bridge, is:

- . of local historic significance, as remnant evidence of the 1887 Horsham-Natimuk (later to Carpolac) railway line. Once laid, the railway facilitated the economic and rapid transport of grain from farms to ports - resulting in increased agricultural activity, prosperity and substantial expansion of agricultural development in the western part of the Shire in the late 19th Century. Towns such as Natimuk, Mitre and (outside the Shire) Goroce and Carpolac developed along the railway line, providing stations, silos (mid 20thC) and fuel/ water for trains.
- . of local significance as rare, surviving evidence of past railway routes through the Shire and as a rare, intact example of timber trestle bridge construction within the Shire. The bridge was the longest of three bridges on the Line .

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. of local archaeological significance, as a 1887 timber trestle bridge, from which an understanding of 1880s railway engineering can be gained.

. of local technical significance, as an illustration of a particular class of Victorian Railways timber railway trestle bridges of the 1880s period - exhibiting 19th Century railway engineering skill and innovation in the use of local materials in construction, engineering skill in spanning and modifying the local terrain and waterways, and the particular design of the structure - timber trestles at 5 metre centres, supporting a timber and ballast carriageway for trains.

Recommendations 2014

External Paint Controls	-
Internal Alteration Controls	-
Tree Controls	No
Fences & Outbuildings	-
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Argus Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **A story of Horsham : a municipal century**

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **Wooden Wonders Victoria's Timber Bridges**

Literature type: General Reference

Literature author: Don Chambers

Literature publisher: Hyland House Publishing for the National Trust of Australia (Victoria)

Literature year: 2006

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **The Portland Railway**

Literature type: General Reference

Literature author: Turton, Keith, W

Literature publisher: Australian Railway Historical Society Melbourne

Literature year: 1968

Literature title: **Victorian Railways Report: of the board of land and works for the year ending 30th June 1888**

HERITAGE CITATION REPORT

Literature type: General Reference

Literature author: Victorian Railways

Literature publisher:

Literature year: 1888

Literature title: **Victorian Heritage Database, citation report 68627**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Victoria Government Gazette, number 106, Friday, November 4th 1887**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1887

HERITAGE CITATION REPORT

Name	Wimmera Inlet Channel	
Address	Off Gorton Road ST HELENS PLAINS	Significance Level Local
Place Type	Water Supply Channel	
Citation Date	2014	



Wimmera Inlet Channel Loop Channel

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Highly intact section of Irrigation System - one of few remaining channels/ regulator points.

History and Historical Context

The Wimmera Inlet Channel (WIC), constructed between 1918 and 1920, is the largest channel within the Wimmera/Mallee Headworks System and has a capacity of 1,600 mega-litres per day.[1] It is directly associated with the operation of Taylors Lake, an off-stream reservoir located approximately 20km south east of Horsham. The WIC is important for supplying Taylors Lake with water, as well supplying environmental water flow into the Wimmera River.

The prime function of the WIC is to harvest flows from the Wimmera River and direct into the recreational lakes, Taylors Lake and Pine Lake (decommissioned 2013). The WIC intercepts flood flows from a number of watercourses, principally the Wimmera River, but also Mount William and Middle Creek. The operation of the WIC is complex, as demonstrated in the attached diagram. Ken Barlow, former district engineer for the Rural Water Commission of Victoria, explains that flood flows that enter the channel are 'discharged over fixed crest escapes and drops, drop board escapes, a radial gate

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escape and a pipe outlet'.[2] The WIC's managing authority, GWMWater, describes the operation of the WIC as follows:

The channel [is] able to divert Wimmera River and Mt William Creek water into Taylors Lake. The channel commences at Huddleston's Weir, north of Dadswells Bridge, and is able to carry a maximum volume of up to 1,600 mega litres per day. Wimmera River water is typically of poorer quality than found on either the McKenzie River or Mt William Creek water and is therefore a lower priority to harvest. Flows less than around 6,000 ML/day (as measured at Glenorchy) are able to be kept within the Wimmera River at Huddleston's Weir by closing the WIC inlet gates. Flows in excess of around 6,000 ML/day will overtop and bypass the inlet gate structure. The channel is configured to redirect excess water back to the Wimmera River in a way that reflects what would be expected to occur naturally.[3]

The WIC Regulator (ST26585 WIMINLET) and fourteen metre concrete occupation crossing above were installed in 1923.[4] They are situated off Gorton Road between the Western Highway and Horsham Wal Wal Road, St Helen's Plains, approximately 40km south east of Horsham.

[1] Barlow, K (1988) Wimmera/Mallee Headworks System Reference Manual. Unpublished, p. 21.

[2] *Ibid.*

[3] GWMWater (2011) Discussion paper: Taylors Lake and Wimmera Inlet Channel. Retrieved from http://www.gwmwater.org.au/information/publications/ground-and-surface-water/west-wimmera-gma/cat_view/163-reservoir-operating-rules [Accessed 4 May 2014].

[4] GWMWater (2004) Wimmera Mallee Water Channel Register. Unpublished.

Description

Physical Description

Series of earth formed water channels, connecting the Wimmera River, Mt William Creek and Taylors Lake. Reinforced concrete regulator gates and overpasses. Open channel across St Helen's Plains. This section of channel system still operational (2014).

Physical Condition

Good condition. Maintained.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (Channel system a significant factor in the agricultural development of the Wimmera region. Demonstrates water supply system to recreational lakes, environmental flow into the Wimmera River, and tool for management of floodwaters)

Criterion B: possession of uncommon, rare or endangered aspects of our culture or natural history. (The WIC is the

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largest and last remaining earthen channel system in the Wimmera region)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (illustrates engineering ingenuity and skill in managing water flow and utilisation of previous natural lake system for water supply across region.)

Comparative Analysis

Only section of channel extant in Horsham Shire today (2014)

Statement of Significance

What is Significant?

The channel referred to as the Wimmera Inlet Channel, beginning at Huddleson's Weir and terminating at the McKenzies Drop Regulator. Includes all earth formed open channel and Regulator (ST26585 WIMINLET) gates. Centred on Easting 630878mE, Northing 5922486mN

How is it Significant?

The Wimmera Inlet Channel is of local historic and scientific significance to the Horsham Rural City Council.

Why is it Significant?

The Wimmera Inlet Channel is:

- . Of local historic significance, as it is the last remaining earthen channel system in the Wimmera, following the decommissioning and backfilling of open channels due to the completion of the Wimmera Mallee Pipeline in 2010. (Criterion A)

- . Of local scientific significance, as it is the only surviving fabric of the open channel system in the Wimmera. The Wimmera Inlet Channel is part of a complex channel system, comprising of a weir (Huddlesons), fixed crest escapes, radial escapes and pipe outlets. The Channel enables high quality water to be redirected back into the Wimmera River for environmental flow, in a way in which best represents how it would naturally occur. (Criterion B and F)

Recommendations 2014

External Paint Controls

-

Internal Alteration Controls

-

Tree Controls

No

Fences & Outbuildings

No

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place

No

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References

Literature title: **Wimmera/Mallee Headworks System Reference Manual**

Literature type: General Reference

Literature author: Barlow, K

Literature publisher: Unpublished

Literature year: 1988

Literature title: **Pipe Dreams: A History of Water Supply in the Wimmera-Mallee**

Literature type: General Reference

Literature author: Van Veldhuisen, R. and B. McIlvena

Literature publisher: Wimmera Mallee Water: Horsham

Literature year: 2001

Literature title: **Discussion paper: Taylors Lake and Wimmera Inlet Channel operating rules**

Literature type: General Reference

Literature author: GWMWater

Literature publisher:

Literature year: 2011

HERITAGE CITATION REPORT

Name	Thatched Barn		
Address	1665 O'Brees Road VECTIS	Significance Level	State
Place Type	Barn		
Citation Date	2014		



Thatched Barn, Vectis, elevation

Recommended Heritage Protection	VHR Yes HI - PS Yes
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History and Historical Context

The thatched barn at 1665 O'Brees Road Vectis was built in the mid-1920s by Mr Carl A. Klowss, who purchased the allotment in 1925.[1] The land on which the barn was constructed was originally located in Parish of Quantong County of Borung, and was part of the original Vectis Estate owned by prominent local selectors, the Wilson family. In 1906, the Estate was subdivided and sold to successful tenderers. Klowss was the third owner of the allotment following subdivision.

The barn's design was influenced by Klowss' German heritage, as were other Wimmera barns built from as early as the 1850s when German emigrants arrived from South Australia and established settlements. Klowss' father, Gottlieb was one of the earliest German pioneers in the region when he arrived from Adelaide in 1871 and selected land near Natimuk Lake. Former owner of the property, Mr Hugh Light explains that 'this shed was slightly different in construction to the usual run of bush sheds which had a ridge pole running down the centre with rafters running down to wall plates forming a gable roof pattern; all constructed with natural timber'.[2] Light describes the barn as comprising of two rows of forked posts set well into the ground approximately 12 feet apart along the full length of the shed, with a passageway of approximately 10 feet wide down the centre. The rafters [are] long, lighter timbers form inside the wall places, crossing in the centre and fastened to form the ridge. Lighter timber was used to cross the rafters to form a base to take the straw

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thatch, which was held down by wire netting. Miles Lewis describes this type of thatching as the most 'primitive' of styles. He explains that 'this is found in numerous farm buildings in which wheat straw is heaped almost at random on a low pitched roof, and held down with wire netting'. [3] He states that these types were especially typical of Wimmera barns.

The interior of Klowss' barn features eight stalls each side of the centre passage, designed to stable two eight-horse teams. Light describes how chaff feeders were shaped as wide troughs made from Baltic Pine flooring boards and were divided into sections for each stall. 'There was a walkway in front of the feeders and a doorway at the south end leading to a chaff-shed built separately of corrugated iron, for feed to be carried to each horse', he explains.[4] Though, despite Klowss' fine workmanship when he constructed the barn in the 1920s, it was in poor condition when Light purchased the property in 1947 from his employer Mr Crossley. Light explains that half of the straw on the roof had blown away because, according to Crossley, the wire netting used to hold it down had been stolen by vandals to catch fish in nearby waterholes. As it was the only shed on the property at the time and badly needed, Light undertook basic repairs upon purchasing it. He replaced rotted or missing timber roof beams and rethatched the roof with straw. Light describes how the wheat was taller in those days and the old harvesters, which just threshed the grain out and left the straw still standing to about 3 feet in length, was ideal for thatching. After a lot of hard work, Light claims that the barn 'was back to somewhere original condition and waterproof again'. [5] He initially used the barn to stable his two draught horses.

In 1950-51, Light constructed a house on the allotment, which he made from sun-dried bricks using loam from the nearby (Wimmera) river flats. Over the course of 12 months, Light made 2,200 bricks measuring 18 inch long, 9 inch wide and 7 inch deep. During this period, the barn proved useful as a storage space for the dry bricks. Once the house was finished, the two stalls on the west side of the barn, just inside the door, were made into cow bails, and used until Light eventually built a dairy. After that, the barn was utilised to house small machinery, such as 'the stationary hay press, cement mixer, at times the odd ute, and even the Fordson tractor', Light explains.[6] Later, it was used to store baled hay, as it provided exceptional protection from the weather. As Light demonstrates, thatched barns had many uses and were a valuable asset to farmers. 'Like a lot of other straw sheds, they were an essential part of our early history, made out of the natural bush timber that was available', he states.[7]

-----[1] Rate Book Shire of Wimmera: 1863-1941.

[2] Light, H. (2010) *History of the straw roofed shed on "Bilabank", as told by Hugh Light*. Unpublished.

[3] Lewis, M. (1977) *Victorian Primitive*. Greenhouse Publications: Melbourne., p. 6.

[4] *History of the straw roofed shed on "Bilabank", as told by Hugh Light*

[5] *Ibid.*

[6] *Ibid.*

[7] *Ibid.*

Description

Physical Description

9 x 6 metre barn/ shed, constructed in c1920s in the traditional 'thatched barn' style for the region (Silesian/ German influence). Constructed of six rows of redgum or buloke tree trunks, cut with tree forks remaining to tops, for support of

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roof. Trunks also include slots for timber rails, for animal pens. Roof framing comprises six rows of native pine roof bearers, with loose scarf joints over posts. Joints pegged with concealed timber pegs and later wire strapping. Similar size and species rafters are fixed to bearers by concealed timber pegs and later wire strapping, at half-bay intervals. Small section battens at approx. 450mm centres support straw thatching. Approx 20 degree pitch thatching is held down in the traditional manner by galvanised steel mesh, weighed down along eaves with timber poles. Side walls are enclosed with melaleuca timber faggots, strapped to intermediate timber branch rails. The floor is dirt. The roof frame has been braced in the past with several timber collar ties and two steel collar ties. The gable end facing the dwelling has been reclad with galvanised iron corrugated sheeting (with an entry door). The other gable end wall had collapsed in part. Some roof thatching has been repaired (in the past) with corrugated iron sheets, but most thatch remains.

Physical Condition

Good condition. Roof and walls still intact, despite some minor collapse of thatching and gable end wall cladding. Current owner very keen to restore structure (2014)

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (illustrates type of farm buildings erected by German/ Silesian settlers in 19th and early 20thC in agricultural areas of Horsham)

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (rare colonial era construction type in good condition - in Wimmera and Victoria)

Criterion C: Potential to yield information that will contribute to an understanding of our cultural or natural history. (illustrates a rare and disappearing traditional trade - thatch barn construction.)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (early pioneering indigenous barn structures - one of few left from 19th/early 20thC period - mostly intact)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (illustrates well-considered construction techniques of early settlement period - utilising local materials and traditional skills)

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history.(reflects local impact of German/Silesian immigrants, who brought dry-land farming methods (including thatched building construction methods) across from S Aust to the Wimmera in the late 19thC)

Comparative Analysis

Hermes lists few barns of thatch/ straw in Victoria. VHR database doesn't identify thatched barns - just use of thatch in some homestead roofs. Several thatched barns located in Horsham Stage 1 study. Either, they are particular to the local area, most have been lost due to fire or neglect, or little study has been undertaken across Victoria (more likely). Vectis barn is comparable with the one at Glenwilliam Homestead - in intactness and construction method. It is smaller than Glenwilliam though. The Vectis barn may have survived because it is located close to the farm house and has been continuously used for farm animals (hence continuous repair/ maintenance). HeritageChat investigation confirmed that

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there are few known/ HO listed thatched barns in Victoria.

Barn, Trotters Rd, Banyena: Thatched barn in moderate to poor state of repair - similar scale to Vectis, but collapsing.

Outbuildings, Wimmera, hermes no. 68615: Hermes entry - 'wimmera farm buildings' - but no address or description or photos - could be referring to Fulham outbuildings?

Barn, 3983 Blue Ribbon Road Wallup, Yarriambiack, hermes no. 183586: Significant c1880s thatched barn - 'l-shape' in plan, complete with timber feed trough. Comparable in construction type and detail to Vectis. Similar degree of intactness and condition.

Thatched barn, 875-887 Henty Highway, Dooen, hermes no. 186070: Thatched barn - not in good condition - oubuildng to farm.

Thatched barn, 101 Greenhills Rd, Jung, hermes no. 186133: Green Hills farm - outbuilding - similar in type and condition in 1979 (J Collins collection - H97.250/1160 SLV) could be dilapidated now - farm was affected by floods a couple of years ago - needs inspection.

Thatched barn, Jenkinson Rd, Dooen, hermes no. 186073: Poor condition (seen from road).

Thatched barn, Reynolds Rd (near Blue Ribbon Rd) Kalkee, hermes no. 186135: Large barn structure, but collapsed one end. No walls either, just posts.

Thatched Barn, Wail-Polkemmet Rd, Pimpinio, hermes no. 186201: Still standing, but in poor condition - mix of thatch and galvanised iron sheet cladding.

Thatched barn, Kewell Homestead, Yarriambiack Shire: Tall thatched barn with only 4 rows of posts - rougher construction than Vectis - unclear if extant (saw 2006 photo HHS).

Statement of Significance

What is Significant?

The elements of heritage value representing the historic, archaeological and technical significance of the rare c1920 thatched barn at 1665 O'Brees Rd, Vecis, include:

§ Whole of thatched barn structure, including form, timber structure, later steel section bracing, wire mesh/ timber pole roof covering, timber faggots to walling and straw roof thatch.

Excluded - later corrugated, galvanised steel sheet walling and roof sheet.

How is it Significant?

The rare and intact C1920 thatched barn at 1665 O'Brees Rd, Vecis, is of historic, archaeological and technical significance to Horsham Rural City Council and the State of Victoria.

Why is it Significant?

The rare and intact C1920 thatched barn at 1665 O'Brees Rd, Vecis, is:

HERITAGE CITATION REPORT

§ of local and State historical significance, illustrating a typical, but now mostly lost traditional 19th Century type of farm building erected in agricultural areas, in particular in the Wimmera, by Silesian (German) farmers settling in the district during this period. The construction type utilised materials and skills at hand, illustrating the ingenuity of local farmers. The shed style was also common in 19th Century Silesian settlement areas in South Australia. These farmers moved on to the Wimmera in the mid-late 19th Century, bringing tested dry land farming skills with them. This group had a significant impact on the agricultural development of the district. (Criteria A, H)

§ Of local and State technical and archaeological significance, illustrating the traditional construction techniques used for the erection of such unique Silesian influenced sheds/ barns, adapted to suit availability and type of local materials - red gum, buloke, melaleuca and straw thatching. (criteria B,C,D,F)

Recommendations 2014

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Victorian Primitive**

Literature type: General Reference

Literature author: M. Lewis

Literature publisher: Greenhouse Publications, Carlton, Victoria

Literature year: 1977

Literature title: **History of the straw roofed shed on "Bilabank", as told by High Light**

Literature type: General Reference

Literature author: Light, H.

Literature publisher: Unpublished

Literature year: 2010

Literature title: **Rate Book Shire of Wimmera: 1863-1941**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Name	Polkemmet homestead complex and burial site	
Address	1614 Polkemmet Road VECTIS	Significance Level Local
Place Type	Homestead building, Cemetery/Graveyard/Burial Ground	
Citation Date	2014	



Polkemmet homestead complex and burial site

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Homestead - average, but repairable. Minor water damage, general weathering of timberwork, some plaster collapse inside. Verandah weathered beyond repair. Graves extant.

History and Historical Context

The original Polkemmet run was first occupied by squatters Alexander and Samuel Wilson (Wilson Bros) from January to June 1845. At the time, it comprised of 96,000 acres and 12,000 sheep, and was located 15 miles (24 kilometres) northwest of Horsham covering both sides of the Wimmera River.[1] In April 1846, Mr Robert Hamilton and his sister-in-law, Lady Mary Baillie took up the lease. Soon after, they built the original homestead using timber felled on the property. In May 1847, Lady Baillie transferred her share of the ownership to her son, Thomas Baillie who continued to manage the property with his uncle.

In 1848, Polkemmet was subdivided into Polkemmet (east of the river) and Wyn Wyn (west of the river). Baillie retained 40,000 acres with the original name Polkemmet, whilst Hamilton took up 66,000 acres across the river at Wyn Wyn. In March 1858, Baillie sold Polkemmet to Mr Robert Calder.[2]

A native Scotsman, Calder and his wife Martha (nee Hood) arrived in Australia in 1851. Together they reared six children at Polkemmet- Ellen, Margaret, Elizabeth, Martha, William and Robert. During their early years at Polkemmet,

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the Calder family prospered through their cultivation some of the region's best land, which reached as far as Pimpinio and Wail. It was reported that up to 30,000 sheep were shorn on the property in one year, including an impressive herd of Shropshire sheep, a breed which the family were the first to import to Australia.[3]

By 1863, the Calder family had grown to six, so they constructed a larger homestead, which to this present day still exists. As with the original homestead, he used felled red gums from his property to construct the framework and verandah posts. Calder baked bricks on the banks of the Wimmera River, which he used to build the chimney; though all of the other materials, such as the weatherboards, iron shingles, bolts and nails were carted by bullock teams from Geelong, which made twice yearly deliveries to the region. The Calder's eldest daughter, Ellen, explains that the timber beams and iron roofing were bolted together, as opposed to being nailed, and boasts that in the seventy-five years that she had lived there, not one of them had ever moved.[4]

The kitchen, Ellen claims, was also 'somewhat of a curiosity'. She described it as:

.being built of thick slabs, with pine rafters, black and shining with smoke, and huge chimneys of blocks of stone, quarried three miles away. In those days there was no stove, but a large open fireplace, in which one could sit, took its place.[5]

The new house bought with its new comforts, such as two bathrooms with large baths. Calder, a keen gardener, also established an impressive garden, which he maintained by laying pipes to provide water pumped by hand from the nearby river. Ellen recalls that there were fruit trees, vegetables and 'even a greenhouse and a conservatory so that it was quite a show place [with]in a few years'.[6]

The Calder family worked hard and were rewarded accordingly during their early years at Polkemmet. However, when the family travelled to Scotland to visit relatives in 1873, they were blissfully unaware of the implications that the proclamation of the *Land Act (1872)* would have for Polkemmet Station. When they returned later that same year, they found that selectors had taken up their most prosperous land, as permitted under the provisions of the Act, and they were left with only 3,000 acres of their original holding, which consisted of a forest reserve and lands between selections.[7] Ellen recalls that their remaining land was heavily timbered and it took years to clear for cultivation, as well as being very expensive undertaking. By 1879, the Calders could no longer afford the upkeep of Polkemmet Station and it was taken over by the financial institution, A.M.L. and Co. in March 1879. Calder finances eventually improved and he repurchased Polkemmet exactly three years later in March 1883.

Gavin Simmons provides an account of the chain of ownership of Polkemmet upon Robert Calder's death in 1887:

. the property was taken over by his [Robert's] daughter, Miss Ellen Calder who managed the property very well until her passing in 1940. On her death the property passed to her nephew Mr Robert Calder who was the son of Mr William Calder, Miss Calder's brother. On 13th September 1957, when only 1,437 acres remained of the original holding, the property was offered for auction. The land was sold in three sections with 1,074 acres, being lots 100, 97,98, 99 and 83 Parish of Quantong, 180 acres, being lot 206 Parish of Wail and 183 acres being Lot 96 Parish of Quantong. By the time the titles had transferred to the new owners, the property had been in possession of the Calder family for 100 years. The bulk of the land was purchased by Mr Bruno Puls [in January 1958].[8]

The Polkemmet homestead, which also served as the region's post office for over 80 years, is presently situated approximately two metres from the banks of the Wimmera River. It is understood by the current owner, Peter Rintoule, whose family purchased the property in 1976, that the early buildings were centred around a courtyard, with the house being on one side and the service room wings (including the kitchen), on the other side. The kitchen has since been removed, but the brick chimney associated with the structure is still standing. A period photograph from the 1880s shows the homestead, kitchen and service buildings, along with an ornate conservatory (since demolished) in the centre of the courtyard.[9] In 1905, Polkemmet homestead was described in Martha Calder's Will as follows:

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Dwelling house containing 13 rooms and bath-room [sic], store-room [sic], kitchen, laundry, pantry. House of weatherboard, lath and plaster, iron roof, brick chimneys, other out-houses of hard wood.[10]

It also specifies that there were two stables with stalls for 13 horses, as well as other small buildings and outhouses.[11] The homestead has been vacant since the Rintoule family moved into an adjacent dwelling in the late 1990s, after which its physical condition deteriorated.

Private cemetery

Approximately 200 metres south of the homestead, on a bend in the Wimmera River, lay the grave sites of Margaret and Thomas Baillie, the children of pioneers William and Mary Baillie. Due to significant deterioration of the original headstones, the inscriptions have been reproduced on steel pipe framing erected by the Arapiles Historical Society on 20 May 1978. The inscriptions cite:

Margaret Baillie born February 1852 Died 9 December 1852

Thomas Baillie Born 27 April 1855 Died 27 May 1857

Several pieces of broken concrete are all that remain of the original headstones.

[1] Billis R.V. and A.S. Kenyon (1974) *Pastoral Pioneers of Port Phillip*. 2nd edition. Melbourne: Stockland Press, p.266.

[2] *Pastoral Pioneers of Port Phillip*, p. 266.

[3] *A Brief History of the District of Polkemmet East*, p. 1.

[4] Calder, E. (1933) A Wimmera Woman Pioneer: Polkemmet resident looks back. *Horsham Times*, 30 June, p. 7

[5] *Ibid.*

[6] *Ibid.*

[7] *Ibid.*

[8] *A Brief History of the District of Polkemmet East*, p. 1.

[9] Horsham Historical Society files.

[10] Will of Martha Bertram Calder (1905). Probate Administration files 99/173, Series VPRS28, Victorian Public Records Office.

[11] *Ibid.*

Description

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Physical Description

Homestead & surrounds - Single storey timber structure, with steeply pitched, hipped roof, timber plank clad walls and wrap around verandah. Roof originally clad with timber shingles, laid as short horizontal planks (probably Stringybark) roof now clad with corrugated profile roof iron sheeting. The dwelling is of unusual design for the period, containing six rooms of symmetrical layout. A central hall/ entrance with a flat curve archway across the middle allows access to a large living room/ reception room, featuring a fireplace and French doors to the verandah. Four bedrooms are located on the opposite side of the hall, all backing onto a central chimney serving corner fireplaces in each room. Two rooms are accessed from the verandah.

Local commentary notes the dwelling was built on Red Gum slabs, with a Red Gum wall frame. Externally, walls are lined with timber planking, finished on the leading edge with a decorative scroll feature. Internally, walls and ceilings are lath and plaster finished. Floorboards are supposedly of a joinery timber (inspection not possible due to later floor coverings) Architectural joinery is of special note. French doors, sash windows and the front door are well joined and detailed and brass door hardware is of the period and of note. Substantial joinery (possibly cedar) lines one wall of the hallway, with distinctive 'pointed head' door panels of 'gothic revival' style.

The early kitchen building has been demolished at some time in the past, but the brick chimney and hearth remain standing. A later (possibly 1930-50s) addition to the west of the dwelling contains the later bathrooms and kitchen.

Outbuildings are a mix of construction types and age, mostly built from salvaged material and locally sourced timber. It is unlikely that any of the outbuildings date from the period of construction of the homestead.

Three substantial Kurrajong trees stand to the south of the homestead - supposedly (owner's comment) part of Calder plantings on the site.

Cemetery - the small family cemetery is found approximately 200 metres south of the homestead, on a promontory in the bank of the river. Graves were marked by the Arapiles Historical Society in 1979. Headstones are now deteriorated and the inscriptions have been reproduced on steel pipe framing installed in the 1980s "Margaret Baillie born February 1852, died 9 December 1852. & Thomas Baillie Born 27 April 1855, died 27 May 1857." - both children of the settling Baillie family.

Physical Condition

Homestead is in average to poor condition and has not been lived in for over twenty years. There is evidence of roof leaks, some settlement and minor white ant activity. All damage is potentially repairable. The surrounding verandah is in worst condition, with most hardwood decking failed or substantially weathered. Later infill walling under the verandah has collapsed. The later kitchen and bathrooms are standing, but sub-standard.

The homestead is very close to the undercut bank of the Wimmera River, but has been shored in the recent past with Red Gum posts - should be monitored on an annual basis.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criteria a: Importance to the course, or pattern, of our cultural or natural history (as an early homestead in the district, representing the development and growth of farming properties from the mid nineteenth century, as well as the

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subsequent land divisions that occurred)

Criteria h: Special association with the life or works of a person, or group of person, of importance in our history (being associated with several prominent early landholders, and as the site of their enterprises)

Comparative Analysis

Note: sites on Hermes that are currently listed are generally larger (two storey) masonry buildings - few timber framed homesteads of this era identified to date in the district.

Homestead, Quantong Cemetery Road, Vectis, hermes no. 186224: Oakville Park - much later building date and different construction type. Also in poor condition.

Homestead, Lindners Road, Vectis, hermes no. 186211: Lindner Homestead - no information known for comparison at present.

Homestead, Greenhills Road, Jung, hermes no. 186133: Green Hills Homestead - no information known for comparison at present.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and social significance of the c1863 Polkemmet Homestead and 1852 & 1857 gravesites are:

- . The single storey building, including timber framing, weatherboard cladding, timber window and doors including hardware, hipped corrugated sheet metal roof with return verandah and timber shingle roof under;
- . Internal joinery, fireplaces and remnant detailing including archway in hall;
- . The burial sites, including remnant original headstones and reproduced steel piping installed in the 1980s.

How is it Significant?

The c1863 Polkemmet Homestead and associated 1852 & 1857 gravesites are of local historic significance to Horsham Rural City Council.

Why is it Significant?

The c1863 Polkemmet Homestead and associated 1852 & 1857 gravesites are:

- . Of local historic value, as an important remnant of one of the Wimmera's early substantial pastoral runs. Under the ownership of Robert Calder (1858-1887), Polkemmet became one of Victoria's most significant sheep breeding and wool producing properties in the Wimmera, which prior to its subdivision in 1873, ran approximately 30,000 sheep. The run was subdivided into Polkemmet and Wyn Wyn during a period when subdivisions of large runs were increasingly taking place across the Wimmera. The 96,000 acre Polkemmet run was further subdivided when the whole colony was opened for selection under the *Land Act (1869)*. The Polkemmet Homestead complex is historically important as a remnant of the

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large scale subdivisions that took place under the Act.(Criterion A)

. Of local social significance, for its chain of ownership, firstly by the Wilson Bros, Thomas and Mary Baillie, and Robert Hamilton, all of whom made significant contributions to the development of the agricultural industry in the wider Horsham region. (Criterion H). It was then taken up by Robert Calder, who made a significant contribution to Australia's livestock industry as the first person to introduce Shropshire sheep to Australia. Due to their ability to survive and produce fine wool in poor conditions, the Shropshire became a popular breed in Australia and they were later declared "the best of the modern breeds". (Criterion A & C)

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes Kurrajong trees
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Pastoral Pioneers of Port Phillip**

Literature type: General Reference

Literature author: Billis, R. V & Kenyon, A. S

Literature publisher: Stockland Press

Literature year: 1974

Literature title: **Heritage Sheep Australia Shropshire**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 2014

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **A Brief History of the District of Polkemmet East**

Literature type: General Reference

Literature author: Simmons, Gavin

Literature publisher: self published

Literature year: 1998

Literature title: **Will and Probate of Martha Bertram Calder (1905). Probate Administration files 99/173, Series VPRS28, Victorian Public Records Office.**

Literature type: General Reference

Literature author:

Literature publisher:

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Literature year: 1905

HERITAGE CITATION REPORT

Name	Oakville Park homestead	
Address	Vectis Station Road VECTIS	Significance Level Local
Place Type	Residence	
Citation Date	2014	



Oakville Park homestead complex, Vectis Station Road Vectis

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

Reasonably high integrity of base structure, however missing verandah, windows and glazing, and floors to main rooms.

History and Historical Context

Records associated with the farm holding are scarce. The present property was subdivided in 1981 off a much larger land holding. A Mr Koenig erected the mud brick dwelling c 1890s - 1910 and several lightweight outbuildings were also erected to the rear of the dwelling. Two substantial palms flank the entrance to the dwelling. The villa dwelling comprises six rooms, accessed off a central passage. Mud brick blocks form the walls and are reinforced with barbed wire - a technique typical of the region during this period. A bullnose, corrugated iron sheet verandah originally wrapped around the facades, which would have added in the protection of walls from weather. Chimneys are clay brick in construction and pressed tin ceiling linings still feature to many rooms - suggesting a c1910 construction date. The front door has since been removed and is now reputedly part of the 'Old Horsham Restaurant' in Horsham. A new residence was erected adjacent the villa after 1945. It is probable that the villa was abandoned after this date. A later shed has been built in front

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of the villa in the last 10-15 years, blocking the former entrance from view.

Description

Physical Description

Mud brick symmetrical villa style residence of six main rooms, central corridor and service rooms. Coursed and pointed mud brick blocks approximately 150mm high x 450mm long, with fired brick quoins and window surrounds. Hipped corrugated sheet metal roof with central valley gutter and 'og' profile eaves gutters, timber lined eaves. Hard fired brick foundations with bitumen / mortar damp proof course. Double hung timber sash windows (most with sashes and glazing now missing); front door and surround completely removed. Bullnose verandah presumably on timber posts now completely missing.

Internally walls are rendered and wallpapered, with pressed metal ceilings and timber floors remaining to central hall, large rear room, kitchen and bathroom only.

Two established palms located either side of front door location.

Site previously contained associated sheds (now removed); later (c1945) dwelling located nearby.

Physical Condition

Poor to moderate condition - missing a number of elements - and some cracking to walls. Ceiling to rear room collapsing, windows missing, verandah missing.

Mud bricks in fair condition; brickwork in sound condition. Roof in fair condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of Victoria's cultural history. (demonstrates the development of farming properties in the early twentieth century, including the use of local construction techniques and materials to provide housing)

Criterion B: Possession of uncommon, rare or endangered aspects of Victoria's cultural history (unusual, large villa style mud brick residence, of which few good examples remain intact - and none known within Shire)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (indicative of a low-tech, but appropriate and innovative response to the need for low cost housing in the district in the early twentieth century - using local materials and improvised construction techniques)

Comparative Analysis

Dwelling, Mud Brick Farm Complex, Wards Road, Haven, hermes no. 186079: Much smaller scale and probable later date.

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Dwelling, 6476 Ararat-St Arnaud Road, Beazleys Bridge (Northern Grampians Shire), hermes no. 104790: Similar scale and design characteristics - not dated. Condition (based on Hermes report) much better.

Dwelling, 16 Fenaughty Street, Kyabram (Campaspe Shire), hermes no. 42653: Similar scale and era but in town setting (not rural)

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and technical significance of the c1910 Oakville Park Homestead include:

- . The single storey mud brick building, including brick quoins and dressings, barbed wire reinforcement, timber window frame remnants, hipped corrugated sheet metal roof, og gutters;
- . Internally, pressed metal ceilings, remnant wallpapers are of interest.

How is it Significant?

Oakville Park Homestead, Quantong Cemetery Road, Vectis, is of historical and technical significance to Horsham Rural City Council. It is also of rarity value.

Why is it Significant?

Oakville Park Homestead, Quantong Cemetery Road, Vectis, is:

- . Of local historical significance, demonstrating the development of farming properties in the early twentieth century, including the use of local techniques and materials to provide housing (Criterion A)
- . Of local rarity value, being an unusual, large villa style mud brick residence, of which no other known examples remain; (Criterion B)
- . Of local technical significance, indicative of a low-tech, but appropriate and innovative response to provide housing in the district in the early twentieth century - using local materials and construction techniques (Criterion F)

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes washingtonia palms x 2
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

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Name	Vectis Zion Lutheran Church	
Address	Vectis Station Road VECTIS	Significance Level Local
Place Type	Church,Church Hall	
Citation Date	2014	



Vectis Lutheran Church,Quantong Cemetery Road, Vectisw016.JPG

Recommended Heritage Protection VHR - HI - PS Yes

Integrity

External condition - sound. Church as stands illustrates function within community.

History and Historical Context

The first Lutheran family to select land in the Wimmera is believed to be father and son, Christian and Carl Müller who arrived from Germantown, then known as Grovedale, in 1869.[1] Other Lutheran families soon followed their lead and took up land in Vectis in 1873 when the area was thrown open to closer settlement. Many of the early Lutheran settlers came from the Western District (Hamilton region) and South Australia where either all of the good land had been taken for farming, or was too costly to purchase.

The availability of good land available in the Wimmera soon spread through word of mouth and the Lutheran publication, "*Der Australische Christenbote*" (The Australian Christian Messenger). For example, in the May issue of 1870, the President of the Evangelical Lutheran Synod of Victoria, Pastor Herlitz, printed reports for the 1868 and 1869 seasons.[2] The influx of Lutheran settlers to the Wimmera resulted in a significant decrease in church congregations in the Western

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District in areas such as Tarrington and Hamilton. In his history of the Lutheran Church of Australia, E.W. Wiebusch notes that:

. many of the original settlers held a deep concern for all things spiritual and were mindful of their spiritual needs. They still possessed a readiness to build churches as soon as possible and to establish schools for the instruction of the young, thereby indicating their own concern for their own spiritual well-being as well as for their children.[3]

The first pastor to visit the Wimmera and cater for the new settlers spiritual needs was Rev. C.W. Schurmann of the Synod of South Australia who held a service at Wonwondah in September 1871.[4] During his visit, he also officiated at the wedding of Gottfried Stőssel and Maria Lehrack at the bride's parent's home in Drung Drung, and baptised four children - two at both Drung Drung and Bungalally.[5] Baptismal records show that he made other trips to the Wimmera in February and May, 1873.

In April 1874, Rev. Schurmann attended the opening of St. Paul's Church in Natimuk and installation of Pastor C. Schoknecht. The arrival of Pastor Schoknecht relieved Rev. Schurmann of the necessity to travel to the Wimmera, though the Pastor himself had a large parish to serve with congregations at Natimuk, Vectis, Bungally/Drung Drung, Marmar Gully (now known as Murtoa) and Dimboola.

The original Zion Lutheran Church at Vectis consisted of a weatherboard building dedicated on 7 November 1875. In 1907, a new brick Church was built by Carl and Christian Koenig on land donated by W. Schulz and materials donated by church members. The Church was designed by architect, Mr J.G. Jowett and built by Mr H. Denning of Dimboola at a cost of £728, the whole of which was donated by church members.[6]

The laying of the first foundation stone was celebrated on 19 June 1907, under which copies of a German newspaper and the *Horsham Times* were placed. The official church opening took place on 20 November 1907, commencing with a farewell service in the adjoining former church led by Pastor J.F. Noack, who had replaced Past Schoknecht after 32 years of service. After a short address and reading, Pastor Noack, along with other clergyman, led the congregation in procession to the new Church where the door was formally opened by Rev. Harms of Minyip.[7] In their report on the opening, the *Horsham Times* described the Church building as follows:

The church, which is a commanding structure of 50 ft 6in x 26ft, inside measurement, 19 ft from floor to ceiling, with attached vestry 14 ft x 9 ft, and choir gallery, has a seating capacity of 200. The front is beautifully finished in Flemish bond tuck-pointed. The ceiling is steel-lined, with a deep daintily coloured beige. Windows, lead light, with murrinaso [sic] glass, ample provision having been made for both exit and ventilation. The interior is beautifully finished, furnishing and colouring harmonising nicely. The pulpit and alter, which were designed by Mr T. Semmens, foreman of Mr H. Denning, of Beulah, the contractor, are quite works of art reflecting the greatest credit on Mr Semmens. The style is principally old English and being oak grained in Mr J. Davis's [sic] best style, they constitute very handsome furnishings indeed. A very fine scroll bearing the words "Blessed are they who hear the Word of God", has been painted in delicate tint on the wall behind and over the altar.[8]

In 1912, members of the congregation planted two hundred gum trees to improve the appearance of the church ground and afford shelter.[9]

In early March 1953, a new church hall was built in seven weeks from funds raised by the Vectis Zion Lutheran congregation. Members of the building committee were: Messrs W. Koenig (Chairman), W. Maroske (Secretary), G. Schultz, E. John, H. Lindner and R. Rudolph.[10] The building, measuring 60ft x 30ft was erected by voluntary labour of

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members of the congregation under the supervision of Mr A. Davie of Horsham. Free labour kept the cost of the hall to a little over £2,000.[11] The church hall was officially opened on 23 June 1953, with a service held in the hall led by Rev. W. Hoopmann.

The Vectis Zion Church has seen more than a century of church services, celebrations, baptisms, anniversaries, weddings, funerals and the comings and goings of generations of the faithful. However, significant damage was inflicted on the building when it was vandalised in May 2013, including the smashing of several stained glass windows.[12] The damage was repaired by the congregation and weekly Sunday services continue to be held in the Church.

Outside the church, but within the church grounds, a plaque has been erected to acknowledge the former Vectis Lutheran School no.898, which operated between 1879-1890 and 1909-1975.

[1] Wiebusch, E.W. (ed.) (1972) *Yearbook of the Lutheran Church of Australia*. Adelaide: The Lutheran Publishing House, p. 30.

[2] *Ibid*, p. 31.

[3] *Ibid*, p. 33.

[4] *Ibid*, p. 35.

[5] *Ibid*.

[6] Horsham Times (1907) New Church at Vectis. *Horsham Times*. 25 June, p. 3.

[7] Horsham Times (1907) Vectis Lutheran Church. *Horsham Times*. 22 November, p. 3.

[8] *Ibid*.

[9] Horsham Times (1912) District News. *Horsham Times*. 3 September, p. 6.

[10] Horsham Times (1953) Church hall built by volunteers. *Horsham Times*. 26 June, p. 5.

[11] *Ibid*.

[12] Lockwood, K. (2013) Editorial: Quiet strength of the Vectis faithful. *Wimmera Mail-Times*. 14 May 2013, p. 12.

Description

Physical Description

Simple 'gothic revival' chapel form church, with a steep gable roof form, face red brick walls, brick buttresses, pointed arch head windows with leaded/ coloured glass and hipped roof vestry to rear. Some glass has been replaced (due to the 2013 damage to the place). Window sills and heads are dressed with cement stucco. Face bricks are most probably local in origin - similar in colour/ texture to several buildings of similar era in the Vectis/ Natimuk locale. Windows incorporate a fixed open hopper section for ventilation and are detailed with diamond lead bars, with coloured glass surrounds. The roof ridge is finished with three capped roof vents.

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The interior features a gallery to the rear, clad in pressed metal sheeting at ground floor level. Walls are plastered, ceiling is also plaster and includes plaster cast ceiling vents. Timber pews and other liturgical furniture remain.

The surrounding site contains remnant sugar gums, pollarded in the manner typical to the region.

The 1953 Sunday School hall building is similar in scale and footprint to the church building and is located to the south of the church. The building is utilitarian in design; with a CGI hipped roof and CGI clad walls. A basic mid 20thC shelter shed is also located to the rear of the site. These later buildings support the heritage setting of the church, but are not central to the understanding of the site as a place of Lutheran worship because they do not reflect the establishment of the Lutheran church in the region (core heritage value).

Marker stone also located adjacent the church, memorialising "Vectis Lutheran School 898 :1879 - 1890 & 1909 - 1975"

Physical Condition

The 1907 Church is in fair condition - given the reactive nature of local soils. Wall cracking is evident to all facades, typically from eave to window head and then sill to footing - cracks are in the order of 2-10mm wide. Steel tie rods and rail lines have been fitted to the building at some time. Several leaded glass windows have become dislodged within openings, with flashings compromised as a result. Glazing remains intact. Perimeter of building is paved, assisting in limiting structural movement and any rising damp issues. Timber entry doors and rear doors are simple in profile and are in average condition.

Interior is in good condition, with some wall cracking evident.

Sunday school hall and shelter shed are in average-to-good condition.

Pollarded sugar gums to perimeter of site are in fair condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (illustrates the settlement and growth of the German Lutheran community in the Vectis region of Horsham Shire. German Lutherans were one of the predominant settlement groups in the Shire, farming, developing towns and holding positions of civic importance in the Shire during the early settlement period in the mid 19th Century. Church illustrates the migrant group's specific religious needs/ community focus)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (The church is 'gothic revival' in style, constructed of local face brick, with well-resolved proportions, feature buttresses and leaded windows of note, but is a simple chapel type in form, with few architectural embellishments - common in style for Lutheran churches of the period.)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. (church reflects importance of Lutheran worship within agricultural life of initial (German) Lutheran settlers in the district.)

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Comparative Analysis

Vectis East Methodist Church, Three Mile Road, Vectis, hermes no. 186228: Church Hall - 1880; Church - 1912 - similar restrained design, smaller buildings

St Paul's Lutheran Church, 92 Main St, Natimuk, hermes no. 191713: Contemporary church - illustrates on-going Lutheran community, but not early establishment of the community.

Holy Trinity Lutheran Church, 102-104 Baillie St, Horsham, hermes no.186085: 1950-70s church in Horsham - contemporary and compromised in part. Again, only illustrates on-going growth/ needs of Lutheran community.

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and aesthetic significance of the 1907 Vectis Zion Lutheran Church, Vectis include:

- . External form of the 1907 church building and vestry, CGI clad roof, face brick walling, leaded glass windows. Perimeter sugar trees dating from 1912 also contribute to the heritage value of the place. Adjacent Sunday school hall and shelter shed excluded. Memorial 'school' plaque and sign excluded.

How is it Significant?

The 1907 Vectis Zion Lutheran Church, Vectis is of historic and aesthetic significance to Horsham Rural City Council.

Why is it Significant?

The 1907 Vectis Zion Lutheran Church, Vectis is:

- . of local historical significance, illustrating the settlement and growth of the German Lutheran community in the Vectis region of Horsham Shire. German Lutherans were one of the predominant settlement groups in the Shire, farming, developing towns and holding positions of civic importance in the Shire during the early settlement period in the mid 19th Century. The 1907 Zion Lutheran Church and associated 1912 sugar gum plantings illustrate the Lutheran settlers' specific religious needs/ community focus. (Criterion A & G)

- . of local aesthetic significance, representing the architectural style of the Lutheran community during the period of settlement of the area. The church is 'gothic revival' in style, constructed of local face brick, with well-resolved proportions, feature buttresses and leaded windows of note, but is a simple chapel type in form, with few architectural embellishments - common in style for Lutheran churches of the period. (Criterion D)

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Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes 1912 Sugar Gum perimeter plantings
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: **Yearbook of the Lutheran Church of Australia**

Literature type: General Reference

Literature author: Wiebusch, E.W. (ed.)

Literature publisher: Adelaide: The Lutheran Publishing House

Literature year: 1972

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: **Mail-Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

3 Heritage Precinct Citation Reports

The following Heritage Citation Reports propose HO Precincts with places of contributory heritage significance. These places illustrate important historic themes as identified in the TEH and are collectively considered of sufficient integrity to illustrate the stories of Horsham.

HERITAGE CITATION REPORT

Name Firebrace HO Precinct
Address Firebrace Street HORSHAM Pynsent Street HORSHAM Wilson Street HORSHAM
Significance Level Local
Place Type Commercial Precinct
Citation Date 2014



Firebrace Street precinct map

Recommended Heritage Protection VHR - HI - PS Yes

HERITAGE CITATION REPORT

Integrity

High - 70% of streetscape of heritage value

History and Historical Context

Firebrace Street was named after Major William Firebrace, an early squatter of NSW and Victoria, who took up the Vectis pastoral run in the Wimmera in the early 1840s. With Langlands Store and a police presence already established here by 1849, it is possible that Firebrace Street loosely followed a pre-existing route taken by pastoralists and others, who used the Wimmera River as a convenient stop-over point.

Firebrace Street was marked out in the first town survey of Horsham in 1849, as a central roadway running north-south through the centre of the town. Because it was the main thoroughfare through the township, Firebrace Street was established early on as the most desirable location for much needed goods and services to those who were becoming established as settlers, such as provision stores (grocers, butchers, bakers, etc), stables, blacksmiths, farming supplies, agricultural machinery manufacturers, lodging houses, and later, hotels. Initially, these were simple, single-storey premises, mostly built of timber. By the 1870s, when Horsham experienced significant growth on account of the attractions of land selection in the area, Firebrace Street had become a major commercial centre that served a growing farming district. By the early 1880s Horsham was also serving the needs of two municipalities: both the Shire of Wimmera and the Borough of Horsham, established in 1882, in which the town centre was located.

Firebrace Street continued to develop as the spine of the township, with development generally spreading from the southern to the northern end. As a regular transport route for graziers, drovers and others, it was an important supply stop and the many varied stores experienced good trade. Early photographs of Firebrace Street in the late 1800s and early 1900s show a concentration of shops along both sides of the street, mostly with pitched verandahs on posts that came to the edge of the footpath. Many build double-storey premises and built in brick rather than timber. Considerable development of the precinct took place in the period from the 1870s until the early 1900s, when elaborate Victorian and Federation-era shopfronts were constructed, with deep verandahs edged with decorative cast iron. Shop rows were given a uniform decorative treatment, which is evident in surviving first-floor facades. Several larger buildings defined the corners with imposing double-storey edifices, such as the White Hart Hotel, erected 1883, the Wimmera Shire offices (1875) and the Horsham Post Office (1878-80). St John's Anglican Church in Baillie Street, erected in the late 1870s, was a prominent feature that marked the culmination of Firebrace at its northern end. Some of the simple earlier structures also remained at this time, such as the Wimmera Times office, which commenced in the early 1870s in a log hut.[1] The wide, street-lined street with its dominant Victorian/Edwardian character, that was also a regular thoroughfare for drovers and their livestock, had a rough elegance in the late nineteenth and early twentieth century. By the late nineteenth century Firebrace Street boasted a wide range of commercial premises, with the addition of such things as drapers and furniture stores, and other suppliers of domestic accoutrements for the home, reflecting the permanency of settlement.

The local council was concerned to beautify Firebrace Street, on account of it being the main face of Horsham to visitors and was much used by local people. Street trees were planted as early as the 1870s by the Wimmera Shire Council, which can be seen in early surviving photographs of Firebrace Street. A photograph taken in c.1870s, for example, shows young street trees protected by tree guards. Further street tree planting was undertaken in the 1880s by the newly established Borough of Horsham, and again in the early 1900s. There was on-going tension surrounding tree-planting in Firebrace Street. Whilst making the street more attractive was appealing, local business interests did not want Firebrace developed as an avenue in case it might impede business and trade in the street.[2]

As the population of Horsham and its outlying townships continued to grow, the commercial centre in Firebrace Street developed to serve a wider population. From the late 1800s and into the twentieth century, local farming families from

HERITAGE CITATION REPORT

around Horsham and the outlying towns would travel to Firebrace Street on a Friday (the traditional 'market day') to do their weekly shopping. This weekly chore also provided otherwise relatively isolated settlers with the opportunity for social interaction, and the chance to catch up with friends, and Firebrace Street was the site for this. From the 1920s and 30s, the motor car era brought cars into the city on a Friday night, drawn by late-night shopping, cafes, coffee lounges, and the various entertainments on offer. In the 1930s, for example, Friday-night shoppers were treated to a pipe band.[3]

As Horsham's principal thoroughfare, Firebrace Street also served as a public precinct for the town and wider district, a role probably aided by the location of several of the chief public buildings - for example, the first Horsham mechanics institute (1872), the Horsham Post Office (1878-80), and the new municipal building for the Shire of Wimmera (1875).[4] The corner of Firebrace and Wilson Streets was ornamented with the May and Miller fountain in 1901. Firebrace Street has been used for various public parades and processions, such as the annual horse parade, which ran from the 1870s until the 1930s, and also the large-scale 'Back to Horsham' parade in 1951.

There was further development in the street during the interwar period when there was substantial growth in Horsham. New shopfronts were often built in rows with uniform glazing treatment and parapets. A new row of shops adjoining the Albion Hotel, for example, was erected in 1919.[5] A branch of the ES&A Bank opened in 1928 and Langlands Store erected a prominent tower above their premises in 1937 to serve as a marker for aircraft, but which provided a landmark for the town. The construction of the T & G Building in 1940 added an imposing Art Deco structure to Firebrace Street that signalled the arrival of modernity. The street trees were largely gone by the 1920s, victims of motor traffic and commercial development.

The widespread adoption of motor vehicles by the 1920s and 1930s meant the dearth of horse-drawn vehicles, and of the horse market that had long characterised Horsham's commercial life. This impacted on some of the traditional traders in Firebrace Street, such as blacksmiths and stables. It also led to the removal of hitching posts and horse troughs, and the eventual introduction in the postwar period of concrete kerbing, road signs, traffic lights, parking meters and roundabouts. The May and Miller fountain was relocated to better accommodate motor traffic in 1947.[6] Many of the older structures in Firebrace Street were replaced during this period by modern shop buildings. A redeveloped St John's Church, completed in 1957, retained the church view with the addition of a prominent spire that dominated the north end of Firebrace Street.

[1] *Horsham in Focus*, 1999, p. 44.

[2] *Horsham Times*, 30 April 1901.

[3] *Horsham Times*, 29 May 1931.

[4] *Horsham in Focus*, 1999, p. 32.

[5] *Horsham Times*, 19 January 1919.

[6] *Horsham in Focus*, 1999, p. 15.

Description

Physical Description

HERITAGE CITATION REPORT

High number of 1880 - 1945 buildings, of one and two storeys typically - centred along the main commercial/ civic street of the city of Horsham. Buildings vary in date from the early 1880s (none survive from the early settlement period (1849-1880)) with many of the city's 1880s hotels centred around the Wilson St corner. Hamilton Street was the early focus of horse and stock yards and the area around Roberts Avenue contained many of the civic buildings - such as Council offices and the nearby (now demolished) post office and court house. Single storey shops of the early 20thC to interwar period line the west side of Firebrace Street, at the Baillee St end. Of particular note is the dominant landmark at the north end of Firebrace Street, St John the Divine church. This church visually dominates the street and defines the north end of the Precinct. The most intact area of interest is the Firebrace/ Wilson St corner, illustrating pre 1920 development in the street. 'moderne' era buildings such as the Town Hall, the landmark tower of the T&G building and the former Wimmera Shire offices illustrate the prosperous 20thC inter-war period of development within the town.

Physical Condition

Fair condition. Most buildings have lost early verandahs and ground floor openings of commercial premises all replaced.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (early buildings remaining illustrate the settlement and early physical of the district due to pastoral and agricultural prosperity)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (substantial regional centre in Victoria - illustrating the settlement and growth of post-contact Victoria in western Victoria)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (late 19thC buildings of design merit. Inter-war buildings of design merit. Further, built form representation of early grid plan for city)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (several 'moderne' buildings extant of design merit)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (regional centre for the farming community of the Wimmera - and at least the surrounding Horsham rural community)

Statement of Significance

What is Significant?

The elements of heritage value representing the historic, social and aesthetic significance of the Firebrace Street HO Precinct, Horsham, include:

- . Buildings as identified as 'contributory', or 'HO, Individual, or entered on the Victorian Heritage Register on the attached 'Firebrace Street Precinct' map

HERITAGE CITATION REPORT

. All buildings, verandahs, shopfronts and outbuildings that illustrate the Statement of Significance, as identified on the attached 'Firebrace Street Precinct' Map

How is it Significant?

The Firebrace Street HO Precinct, Horsham, is of local historic, social and aesthetic significance to the Horsham Rural City Council.

Why is it Significant?

The Firebrace Street HO Precinct , Horsham, is of local historic, social and aesthetic significance, illustrating:

. the remnant, early commercial and civic Horsham, settled from 1849. The extant 1880 -1915 era buildings along Firebrace St illustrate the scale, prosperity and needs of the mid-late 19th century town and the surrounding agricultural community, as pastoralism gave way to closer settlement and high yield grain production. Horsham grew from an 1851 survey to become a substantial town in the Wimmera district by the end of the 19th century, known by many locals as the 'centre of the Wimmera'. Few buildings of heritage value remain from this period though, due to the structural failure of so many because of Horsham's highly reactive soil. Further, many of these buildings were replaced in the boom times of the inter-war period.

. the substantial redevelopment of the town during the 20th century inter-war period. The Wimmera region underwent a substantial economic boom during this period, due to improvements in farming technology, soil management, transport and several very good harvest years. A substantial part of the 19th century civic and commercial heart of the town was rebuilt during this period, as the buildings were either structurally failing (due to notoriously reactive soils) or no longer suited the needs of the growing community. These new 'Art Deco', or 'moderne' styled buildings are of heritage significance as they illustrate the emergent modern and prosperous aspirations of the community during this period.

Recommendations 2014

External Paint Controls

Yes

Internal Alteration Controls

No

Tree Controls

No

Fences & Outbuildings

No

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place

No

References

Literature title: **A story of Horsham : a municipal century**

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: **Horsham in focus: 1849-1999**

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author: Foley, Marie. & Jenkinson, Noelene M. & Horsham Historical Society

Literature publisher: Horsham Historical Society Horsham, Vic

Literature year: 1999

Literature title: **Horsham Times Newspaper**

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

Firebrace HO Precinct

Name	Address	Place Type	Era/Style	Grading	Heritage Status	Heritage Overlay	Property No
Royal Hotel	132 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Hotel			Rec for HO area contributory		
Exchange Hotel	100 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Hotel			Rec for HO area contributory		
Commercial Hotel	68-70 Wilson Street HORSHAM, HORSHAM RURAL CITY	Hotel			Rec for HO area contributory		
Wilsons Hotel	67 Wilson Street HORSHAM, HORSHAM RURAL CITY	Hotel			Rec for HO area contributory		
Bull and Mouth Hotel	83 Wilson Street HORSHAM, HORSHAM RURAL CITY	Hotel			Rec for HO area contributory		

Firebrace HO Precinct

Shops	19 & 1/19 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Row of six shops	14-30 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Shops	23-27 Firebrace Street and 36A McLachlan HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Row of shops (Cooks)	32 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop	Rec for HO area contributory	
Row of shops (Horsham Sewing)	34 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	





Firebrace HO Precinct

Row of three shops	54,56,58 Firebrace Street and 2&4 Bradburys Lane HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Shop (Fig Tree Cafe)	59 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Restaurant (food outlet) Cafe	Rec for HO area contributory	
Shop (Audene's)	62 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Shop (Imelda Shoes & Accessories)	60 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Shop (Whites)	70 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	

Firebrace HO Precinct

Shop (Miss Horsham)	1/78 & 2/78 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Shop (Athlete's Foot)	86 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Shop (16 Plus)	84 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Glasgow House	85-87 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Shop (Urban 9)	94 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	

Firebrace HO Precinct

Beaurepairs	99-103 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Vehicle Manufacturing & Servicing Other - Commercial	Rec for HO area contributory	
Austral Buildings (Shops)	102,104-106,108-110 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Shop (Laundromat)	105 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Laundry	Rec for HO area contributory	
Shop	107 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Langlands building	122-128 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Shop Advertising Sign Shop	Rec for HO area contributory	






Firebrace HO Precinct

Commerical building (Green Taylor Partners)	43-45 Pynsent Street HORSHAM, HORSHAM RURAL CITY	Commercial Office/Building	Rec for HO area contributory	
WB Motors	47-49 Pynsent Street HORSHAM, HORSHAM RURAL CITY	Shop Petrol Station/Service Station Shop	Rec for HO area contributory	
Shop (Complete Garden)	42a Wilson Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Shop (vacant)	42 Wilson Street HORSHAM, HORSHAM RURAL CITY	Shop	Rec for HO area contributory	
Former J. Langlands & Co store (Sass / Watts Price Accountants)	44-46 Wilson Street HORSHAM, HORSHAM RURAL CITY	Commercial Office/Building Department Store Shop	Rec for HO area contributory	

Firebrace HO Precinct

Shop (Horsham Colour)	45 Wilson Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Former Bank (Oasis of Wellbeing)	48 Wilson Street HORSHAM, HORSHAM RURAL CITY	Bank Cafe	Rec for HO area contributory	
Shop (Lattanzio's)	50-52 Wilson Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Victoria Buildings (former Picture Hall)	58, 60, 62, 64 Wilson Street HORSHAM, HORSHAM RURAL CITY	Theatre Shop	Rec for HO area contributory	
Shelton and Lane Stationary	59 Wilson Street HORSHAM, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	

Firebrace HO Precinct

Former Wimmera Shire Offices	51,49,47,45,43,41,39,37,35,33 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Office building			Included in Heritage Overlay	
White Hart Hotel	55 Firebrace Street HORSHAM, HORSHAM RURAL CITY	Hotel	Local		Included in Heritage Overlay	
T & G Building	48,40,38,3/38,2/38,1/38 Firebrace Street and 46,44,42 McLachlan Street HORSHAM, HORSHAM RURAL CITY	Commercial Office/Building	Local		Included in Heritage Overlay	
RSSILA Building	34-36 McLachlan Street HORSHAM, HORSHAM RURAL CITY	Commercial Office/Building War Memorial	Local		Included in Heritage Overlay	
Horsham Historical Society and Legacy Rooms	33 Pynsent Street HORSHAM, HORSHAM RURAL CITY	Community Club/ Clubhouse			Included in Heritage Overlay	

HERITAGE CITATION REPORT

Name	Horsham Residential HO Precinct		
Address	Albert Street HORSHAM	Bowden Street HORSHAM	Significance Level Local
	Bowen Street HORSHAM	Edward Street HORSHAM	
	Railway Avenue HORSHAM	Searle Street HORSHAM	
Place Type	Residence		
Citation Date	2014		



Horsham Residential HO Precinct, map

Recommended Heritage Protection VHR - HI - PS Yes

HERITAGE CITATION REPORT

Integrity

High integrity - refer map for contributory items

History and Historical Context

The residential streets of Railway Avenue, Bowden Street, Albert Street and Edward Street were largely developed in the late 1890s to 1930s, during a period of expansion in greater Horsham. The suburban area between Baillie Street and the railway reserve was subdivided and developed after the establishment of the railway in 1879 - generally known at the time as 'Church Hill', subdivided 1883[1]. Housing stock was a mix of railway cottages and larger speculative and purpose-built villas of the 1890-1920 period. A reasonable number of larger scale Federation era villa style dwellings remain in the residential areas south of the railway reserve. Of note is the misalignment of streets behind the prestigious Baillie Street - evidence of separate Church Hill area subdivisions by Gillies (1883) and Bowden (1880).

There is a predominance of inter-war period housing in suburban streets north of the railway reserve. Most are modest, timber clad interpretations of 'Californian Bungalow' or 'villa' style dwellings of two-bedrooms, sometimes with the addition of a lean-to or detached sleep-out providing an extra bedroom. Some dwellings were potentially built with the assistance of building societies, or the State Bank of Victoria, which was established in Horsham by the early 1900s and helped to finance new home buyers.

The streets north of the railway line would have been considered the outskirts of Horsham when they were first developed, with the intention of creating a pleasant suburban area of detached dwellings and gardens situated at a distance away from the central 'City' of Horsham. Many had garages, indicating the car ownership was becoming common during the period.

Railway Avenue: The area is situated immediately south of the (now) Melbourne-Adelaide railway line, initially laid to Horsham in 1879. The area was subdivided by J Gillies in 1883, after the establishment of the rail line, when considerable residential growth was anticipated. The remaining dwellings of interest within the proposed precinct are mostly single-storey timber cottages, many of which are 'late-Victorian' or 'Federation' period in style. These are located along John and David Streets (names of Gillies sons) and Wawunna Road. Housing is only located along the south side of Railway Avenue, with the north side of the road maintained as railway reserve. There was considerable status associated with living alongside a railway line in the late nineteenth century, and as such these homes were generally built to a relatively high standard. There were efforts made to beautify Railway Avenue and surrounding streets with tree-planting, which was attempted with varying success at different times. Dwellings such as 23 David Street provide insight into Federation era design ideals and the aspirations of new residents at the time - the dwelling is large in scale, features two projecting gables, substantial decorative timberwork and a wide, wrap-around verandah.

Searle/ Bowden Street: The Precinct is also situated immediately south of the (now) Melbourne-Adelaide railway line and was subdivided by JS Bowden in 1880. The remaining dwellings of interest within the proposed precinct are typically single-storey timber villas and bungalows, many of which are 'late-Victorian', 'Federation' or 'California Bungalow' in style and substantial in scale. These are mostly located along Searle & Bowden Sts and are, on average, larger than dwellings in Edward and Albert parts of the proposed precinct. Seale Street in particular features substantial street trees, framing a streetscape of intact 'garden suburb' style heritage character. Dwellings at 8 and 10 Urquhart Street are included in the Precinct, as notable examples of "Federation" and 'Californian Bungalow' style dwellings of the 1900-1930s period. Dwellings along Searle Street illustrate the Federation era design ideals and the aspirations of new residents at the time and are of reasonable scale, feature projecting gables, substantial decorative timberwork and a bull-nose or return verandah.

Edward Street: is located further north of the railway corridor, in an area generally known as 'Oatlands Park'. The

HERITAGE CITATION REPORT

allotments along Edward and Frederick Streets and Wawunna Road were developed from approximately 1900 to 1930s, mostly with modest timber villas and bungalows. There is a general uniformity in the scale of dwellings, setbacks, design types and front fencing. In 1937, steps were taken to have Edward Street 'metalled', as it was one of the few streets left in Horsham at that time that had been left unmade. This went ahead despite the protestations of some home owners in Edward Street who said they couldn't afford to pay their share of the cost.

Bowen Street: is located on the east side of McPherson Street, near the hospital. The allotments in this area were developed in the 1920 -30s and the streetscape is consistent in character, lined with high quality examples of timber weatherboard 'Californian Bungalow' style dwellings. In 1927 it was report to Council that a number of residents in Bowen Street owned motor cars and it was recommended that the road be formed to make it more advantageous to these residents. In 1934, 38 street trees were planted by the local residents in an effort to beautify the street. Several of the houses in Bowen Street are of a higher quality than many others in the precinct, suggesting that they may have been model designs of the State Bank of Victoria. Surrounding streets have since been redeveloped to such an extent that only the pocket of housing in Bowen Street remains from the inter-war period.

Albert Street: was developed from the mid-1920-1930s - from an early Uebergang subdivision. In 1923 an area of land was sold for housing subdivision; this comprised 67 quarter-acre blocks. In 1927 the road was metalled, indicating that it had been developed for housing by that time. Albert Street was originally known as McPherson Street North, being an extension of that street, but its name was officially changed in 1949. Many of the houses reflect inter-war 'Californian Bungalow' styles, but are smaller in scale than those of the Searle/Bowden Street Precinct - suggesting speculative ventures for lower-income housing. Houses feature timber cladding and shingles, steep corrugated iron sheet roofs, decorative timber fretwork and front verandahs.

[1] Reynolds, E. Vivian.and Horsham Historical Society. *Naming Horsham streets 1849 - 1998 / researched and written by E. Vivian Reynolds* Horsham Historical Society Inc Horsham, Vic 2003, pg 54

Description

Physical Description

Bowden / Searle Streets:

1 Bowden Street 2A Bowden Street 13 Urquhart Street 30 Searle Street 39 Searle Street

5 Bowden Street 4 Bowden Street 6A McPherson Street 32 Searle Street 45 Searle Street

7 Bowden Street 13 Bowden Street 8 McPherson Street 34 Searle Street

9 Bowden Street 12 Bowden Street 18 McPherson Street 36 Searle Street

15 Bowden Street 14 Bowden Street 20 McPherson Street 38 Searle Street

21 Bowden Street 16 Bowden Street 15 McPherson Street 27 Searle Street

25 Bowden Street 18 Bowden Street 17 McPherson Street 31 Searle Street

27 Bowden Street 8 Urquhart Street 19 McPherson Street 33 Searle Street 29 Bowden Street 10 Urquhart Street 24 Searle Street 35 Searle Street

HERITAGE CITATION REPORT

2 Bowden Street 20 Urquhart Street 26 Searle Street 37 Searle Street

Albert Street: .

5 Albert Street 13 Albert Street 14 Albert Street 55 Lynott Street

5A Albert Street 15 Albert Street 24 Albert Street 57 Lynott Street

9 Albert Street 10 Albert Street 28 Albert Street 1 Anderson Street

11 Albert Street 12 Albert Street 30 Albert Street 1A Anderson Street

2 Anderson Street

Bowen Street: .

1 Bowen Street 6 Bowen Street 8 Bowen Street 13 Bowen Street

4 Bowen Street 7 Bowen Street 11 Bowen Street 14 Bowen Street

5 Bowen Street 8 Bowen Street 12 Bowen Street 16 Bowen Street

Edward Street: .

1 Edward Street 3 Frederick Street 25 Frederick Street 53 Wawunna Road

2 Edward Street 5 Frederick Street 26 Frederick Street 53A Wawunna Road

3 Edward Street 7 Frederick Street 27 Frederick Street 55 Wawunna Road

4 Edward Street 9 Frederick Street 28 Frederick Street 57 Wawunna Road

5 Edward Street 11 Frederick Street 29 Frederick Street 59 Wawunna Road

8 Edward Street 13 Frederick Street 31 Frederick Street 61B Wawunna Road

9 Edward Street 14 Frederick Street 33 Frederick Street 65-67 Wawunna Road

10 Edward Street 17 Frederick Street 35 Frederick Street 69 Wawunna Road

12 Edward Street 18 Frederick Street 37 Frederick Street 71 Wawunna Road

13 Edward Street 19 Frederick Street 22 Wawunna Road 73 Wawunna Road

14 Edward Street 20 Frederick Street 26 Wawunna Road 75 Wawunna Road

16 Edward Street 21 Frederick Street 28 Wawunna Road 77 Wawunna Road

18 Edward Street 22 Frederick Street 43 Wawunna Road 79 Wawunna Road

HERITAGE CITATION REPORT

20 Edward Street 23 Frederick Street 47 Wawunna Road 81 Wawunna Road

Railway Avenue:

23 David Street 3 John Street 8 Wawunna Road 21 Wawunna Road

25 David Street 9 John Street 10a Wawunna Road 23 Wawunna Road

28 David Street 11 John Street 12 Wawunna Road 25 Wawunna Road

30 David Street 4 Railway Avenue 13 Wawunna Road 27 Wawunna Road

34 David Street 8 Railway Avenue 15 Wawunna Road 31 Wawunna Road

10 Railway Avenue 19 Wawunna Road 33 Wawunna Road

Physical Condition

Good condition - evidence of cracking of masonry buildings common. Some buildings in good repair, others require maintenance.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (residential buildings illustrate the pattern of development of inner suburban sections of the Horsham township from the 1880s through to the interwar period)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrating the settlement and growth in a regional centre of post-contact period in western Victoria)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (late 19thC and early 20thC buildings of design merit and moderate to high integrity)

Statement of Significance

What is Significant?

The elements of heritage value representing the historic and aesthetic significance of the Horsham Residential HO Precinct, include:

- . Buildings as identified as 'contributory' on the attached 'Horsham Residential HO Precinct' map
- . All buildings, verandahs and front fencing that illustrates the Statement of Significance, as identified on the attached 'Horsham Residential HO Precinct' Map

HERITAGE CITATION REPORT

How is it Significant?

The Horsham Residential HO Precinct is of local historic and aesthetic significance to Horsham Rural City Council.

Why is it Significant?

The Horsham Residential HO Precinct is of local historic and aesthetic significance, illustrating:

. consistent streetscapes of 1890-1920 era 'Federation' style dwellings which illustrate the scale, prosperity and accommodation needs of the late 19th century town, as pastoralism gave way to closer settlement and high yield grain production. The population of the town grew rapidly during this period and the resultant housing illustrates the demand and aspirations of residents of the period.

. the substantial development of suburbs within Horsham during the 20th century inter-war period. The Wimmera region underwent a substantial economic boom during this period, due to improvements in farming technology, soil management, transport and several very good harvest years. A substantial part of the Precinct contains inter-war 'California Bungalow' style dwellings from this period, in streetscapes of high integrity.

Recommendations 2014**External Paint Controls**

Yes

Internal Alteration Controls

No

Tree ControlsYes Marri gum (*Corymbia calophylla*) at 7 Bowen Street**Fences & Outbuildings**

Yes fences to property frontages and back to building line

Prohibited Uses May Be Permitted

No

Incorporated Plan

-

Aboriginal Heritage Place



No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

Horsham Residential HO Precinct

Name	Address	Place Type	Era/Style	Grading	Heritage Status	Heritage Overlay	Property No
Dwelling	9 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		
Dwelling	23 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		
Former Cobb and Co Building (unverified)	20 Urquhart Street (at rear) HORSHAM, HORSHAM RURAL CITY	Stage Coach Stables			Rec for HO area contributory		
Dwelling	5a Albert Street HORSHAM, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		
Dwelling	5 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		

Horsham Residential HO Precinct

Dwelling	9 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	10 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	11 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	12 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	13 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	15 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	14 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	24 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	28 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	30 Albert Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	1A Anderson Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	1 Anderson Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	2 Anderson Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	55 Lynott Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	57 Lynott Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	1 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	4 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	5 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	6 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	7 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	8 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	11 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	12 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	13 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	14 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	16 Bowen Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	1 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	2 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	3 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	4 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	5 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	8 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	10 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	12 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	13 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	14 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	16 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	18 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	20 Edward Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	3 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	5 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	7 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	9 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	11 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	13 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	14 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	17 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	19 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	18 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	20 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	21 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	22 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	25 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	26 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	27 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	28 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	29 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	31 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	33 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	35 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	37 Frederick Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	22 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	26 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	28 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	43 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	47 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	53 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	53A Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	55 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	57 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	59 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	61B Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	65-67 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	69 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	71 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	73 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	75 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	77 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	79 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	81 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	4 Railway Avenue HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	8 Railway Avenue HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	10 Railway Avenue HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Former residence now part of Grampians Community Health	23 David Street HORSHAM, HORSHAM RURAL CITY	Residence Health Office	Rec for HO area contributory	
Grampians Community Health (formerly Palm Lodge guest house)	25 David Street HORSHAM, HORSHAM RURAL CITY	Health Office House	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	28 David Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	30 David Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	34 David Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	3 John Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	9 John Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	11 John Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	8 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	10A Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	12 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	13 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	15 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	19 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	21 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	23 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	25 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	27 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	31 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	33 Wawunna Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	1 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	2 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	2A Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	4 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	5 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	7 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	9 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	12 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	14 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	15 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	16 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	18 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	21 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	25 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	27 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	29 Bowden Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	6A McPherson Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	8 McPherson Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	15 McPherson Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	18 McPherson Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	17 McPherson Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	19 McPherson HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	20 McPherson Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	24 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	26 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	27 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	30 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	




Horsham Residential HO Precinct

Dwelling	31 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	32 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	33 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	34 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	35 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	36 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	37 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	38 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	39 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	45 Searle Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Horsham Residential HO Precinct

Dwelling	8 Urquart Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	10 Urquart Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	13 Urquart Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

HERITAGE CITATION REPORT

Name	Natimuk and Dooen Road HO Precinct		
Address	Dooen Road HORSHAM Natimuk Road HORSHAM	Significance Level	Local
Place Type	Residential Precinct		
Citation Date	2014		



Natimuk Road, Horsham

Recommended Heritage Protection	VHR - HI - PS Yes
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Integrity

Relatively high integrity - refer map for contributory items.

History and Historical Context

Natimuk Road was an early established route between Horsham and the smaller not too distant township of Natimuk. From around the 1880s, Natimuk Road became a desirable address for Horshamites, and the number of surviving double-fronted Victorian suburban residences reflects this. Obtaining a building allotment on Natimuk Road was desirable because it was an attractive wide roadway and was sufficiently distant from the centre of town to give it a suburban character. Dooen Road would develop a similar character in the early 1900s, appealing to those who were seeking a more salubrious address, at a comfortable distance from the town centre, and having the means to do so.

With Horsham showing signs of greater prosperity in the early twentieth century, there began a period of significant building development on the Dooen Road of high-quality suburban homes, or suburban villas. In 1908 the *Horsham Times* noted the 'active state of the building trade', declaring: 'In every street the sound of the carpenters hammer may be heard, and our columns containing notices from architects calling for tenders for both residences and business establishments'. One of the buildings it noted was the 'fine new weatherboard residence for Mr R.W. Puls'.^[1] The allotments in these streets were part of a recent subdivision in Horsham that provided new building sites for larger homes.

HERITAGE CITATION REPORT

Many of those who built new homes in these areas in the period from the early 1900s and into the late 1920s were from prominent or affluent local families, like the Bleakleys (who seem to have represented Horsham 'society') and who appear to have owned several homes in the street. Dooen Road offered those seeking to build a new villa or modern home a more superior building allotment. At that time there was considerable social status associated with living on a main road.

In 1912, David Harper was also building a new residence on Dooen Road designed by local architect Mr Smith; the builder was W.F. Allan.[2] Two years later, an established home on Dooen Road that belonged to successful farmer Samuel and his wife Sophia Bleakley was renovated. The house, known as 'Cavan' after Bleakley's birthplace, was 'a very old landmark in Horsham' and in 1912 it was entirely rebuilt, with the front portion of the house considerably enlarged and a new verandah erected all around the building.[3] The house had a substantial garden, planted with numerous exotic trees.

By 1919, there were signs of 'an approaching building revival in Horsham'. In Dooen Road, three new residences were being erected: one was for Frank Young; a 'hardwood bungalow villa' was being built for Messrs Newton and Fartch; while J.C. Dripps had let a contract for a 'modern home'.[4]

New building continued through the 1920s with a large number of well-built Californian Bungalows being erected. In 1923 it was reported that there were 'many new residences erected on the Dooen Rd'. Some of these would appear to be architect-designed, judging from the finishing details to the exteriors and in some cases, a superior mix of materials, including stone, rather than the more run-of-the-mill weatherboards. Some other interwar styles, were also built included English Tudor Revival. In 1924 tenders were called for the purchase of J A Millar's 'modern villa, with all conveniences, ideally situated on the Dooen Road'.[5]

[1] *Horsham Times*, 13 March 1908.

[2] *Horsham Times*, 1912.

[3] *Horsham Times*, 20 January 1914

[4] *Horsham Times*, 1919.

[5] *Horsham Times*, 1923 and 1924.

Reference:

Horsham Times Newspaper

Description

Physical Description

Natimuk Road:

North and south sides of Natimuk Road, consisting of c1920s - 1940s dwellings. Includes eucalypts in median strip.

HERITAGE CITATION REPORT

Generally consistent setbacks and allotment sizes, with little subdivision having occurred to date. Fencing to north side is generally low, picket or cyclone wire fence with some hedge and other styles. South side fencing is more mixed with some higher fencing.

Dwellings are almost all timber framed, weatherboard clad bungalow style dwellings. Verandahs are generally incorporated under the main roof and retain decorative timber fretwork in differing styles. Roof pitches are generally 30 degrees or higher.

Masonry bases to verandah piers are seen to several dwellings, often replicating surface treatments to chimneys, which are otherwise face or painted brick. Dwellings to the south side are slightly larger and more distinctive.

Several established gardens exist as well as a few significant date palms. The median strip contains a row of established eucalypts.

2 Natimuk Road 34 Natimuk Road

4 Natimuk Road 38 Natimuk Road

6 Natimuk Road 53 Natimuk Road

12 Natimuk Road 57 Natimuk Road

16 Natimuk Road 59 Natimuk Road

18 Natimuk Road 61 Natimuk Road

20 Natimuk Road 63 Natimuk Road

22 Natimuk Road 65 Natimuk Road

26 Natimuk Road 67 Natimuk Road

30 Natimuk Road 69 Natimuk Road

32 Natimuk Road 81 Natimuk Road

80-82 Bennett Road

Dooen Road:

North and south sides of Dooen Road, consisting of early twentieth century - Interwar dwellings, including fencing and streetscape elements.

Generally consistent setbacks and allotment sizes, with little subdivision having occurred to date. Some larger (double) allotments within precinct. Fencing to north side is generally lower, picket or cyclone wire fence with some hedge and other styles. South side fencing is more mixed with a greater proportion of higher fencing.

HERITAGE CITATION REPORT

Dwellings are timber framed, weatherboard clad bungalow style dwellings or masonry residences. Verandahs are generally incorporated under the main roof and retain decorative timber fretwork in differing styles. Roof pitches are generally 30 degrees or higher.

Masonry bases to verandah piers are seen to several dwellings, often replicating surface treatments to chimneys, which are otherwise face or painted brick.

Dwellings to the south side are slightly larger and more distinctive.

1 Dooen Rd

6 Dooen Rd

7 Dooen Rd

11 Dooen Rd

14 Dooen Rd

16 Dooen Rd

17 Dooen Rd

18 Dooen Rd

19 Dooen Rd

20 Dooen Rd

22 Dooen Rd

23 Dooen Rd

24 Dooen Rd

25 Dooen Rd

29 Dooen Rd

39 Dooen Rd

41 Dooen Rd

45 Dooen Rd

46 Dooen Rd

HERITAGE CITATION REPORT

47 Dooen Rd

50 Dooen Rd

54 Dooen Rd

58 Dooen Rd

60 Dooen Rd

62 Dooen Rd

68 Dooen Rd

74 Dooen Rd

76 Dooen Rd

78 Dooen Rd

80 Dooen Rd

29 Palk St

31 Palk St

33 Palk St

35 Palk St

Physical Condition

Fair to good condition - evidence of cracking of masonry buildings common.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (buildings illustrate the pattern of development of Horsham township from the 1880s through to the interwar period)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrating the settlement and growth in a regional centre of post-contact period in western Victoria)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (late 19thC and early 20thC buildings of design merit and moderate integrity)

HERITAGE CITATION REPORT

Statement of Significance**What is Significant?**

The elements of heritage value representing the historic, social and aesthetic significance of the c1880 - 1940 Natimuk and Dooen Roads HO Precinct, Horsham, include:

- . Buildings as identified as 'contributory' on the attached 'Natimuk and Dooen Roads HO Precinct' map
- . All residential buildings, fences, and other elements that illustrate the Statement of Significance, as identified on the attached 'Natimuk and Dooen Roads HO Precinct' map

How is it Significant?

The c1880 - 1940 Natimuk and Dooen Roads HO Precinct, Horsham, is of local historic, social and aesthetic significance to Horsham Rural City Council.

Why is it Significant?

The c1880-1940 Natimuk and Dooen Roads HO Precinct, Horsham, is of local historic, social and aesthetic significance, illustrating:

Residential growth and development of suburban Horsham from the 1880s to the interwar period. The extant residential buildings along Natimuk and Dooen Roads illustrate the scale, prosperity and needs of the late 19th century town as it grew and developed into a city.

The scale and design merit of a collection of buildings in the precinct demonstrate the increasing prosperity of the city in the late 19th century and affluence of a larger proportion of its residents. A number of buildings in the precinct are of aesthetic interest individually, and collectively present a cohesive streetscape.



Recommendations 2014

	Yes
External Paint Controls	-
Internal Alteration Controls	Yes Canary Island Palms (<i>Phoenix canariensis</i>) and mature Bunya Bunya pine (<i>Araucaria bidwillii</i>) at 39 Dooen Road, Horsham
Tree Controls	Yes fencing along streetscape frontages, to depth of front of existing dwellings
Fences & Outbuildings	-
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	No

Natimuk and Dooen Road HO Precinct

Name	Address	Place Type	Era/Style	Grading	Heritage Status	Heritage Overlay	Property No
Dwelling	1 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		
Dwelling	6 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		
Dwelling	7 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		
Dwelling	11 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		
Dwelling	14 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		

Natimuk and Dooen Road HO Precinct

Dwelling	16 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	17 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	18 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	19-21 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	20 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Natimuk and Dooen Road HO Precinct

Dwelling	22 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	23 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	24-26 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	25 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	29 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	


Natimuk and Dooen Road HO Precinct

Dwelling	41-43 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	45 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	46 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	47 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	50-52 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	



Natimuk and Dooen Road HO Precinct

Dwelling	54-56 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	58 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	60 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	62 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	68 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Natimuk and Dooen Road HO Precinct

Dwelling	74 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Incl in HO area contributory	
Dwelling	76 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	78 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	80 Dooen Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	29 Palk Street HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Natimuk and Dooen Road HO Precinct

Dwelling	31 Palk Street HORSHAM, HORSHAM RURAL CITY	Residence		Rec for HO area contributory	
Dwelling	33 Palk Street HORSHAM, HORSHAM RURAL CITY	Residence		Rec for HO area contributory	
Dwelling	35 Palk Street HORSHAM, HORSHAM RURAL CITY	Residence		Rec for HO area contributory	
Dwelling	2 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Local	Rec for HO area contributory	
Dwelling	4 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence		Rec for HO area contributory	

Natimuk and Dooen Road HO Precinct

Dwelling	6 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Incl in HO area contributory	
Dwelling	12 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	16 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	18 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	20 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	






Natimuk and Dooen Road HO Precinct

Dwelling	22 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	26 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	30 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	32 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	34 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	




Natimuk and Dooen Road HO Precinct

Dwelling	38 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	53 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	57 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	59 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	61 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Natimuk and Dooen Road HO Precinct

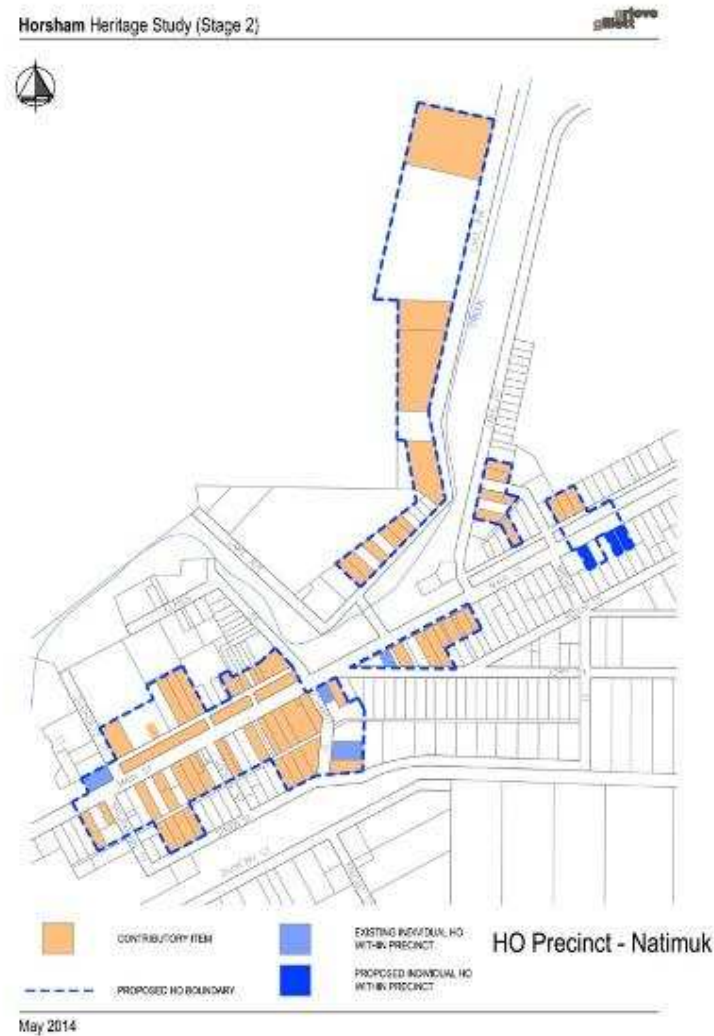
Dwelling	63 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	65 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Incl in HO area contributory	
Dwelling	67 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	69 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	81 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Natimuk and Dooen Road HO Precinct

Dwelling	80-82 Bennetts Road HORSHAM, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		
Glen Logan	39 Dooen Road (crn Palk Street) HORSHAM, HORSHAM RURAL CITY	Residence	Local		Included in Heritage Overlay	Ind HO1	
Leamont	27 Natimuk Road HORSHAM, HORSHAM RURAL CITY	Bungalow			Included in Heritage Overlay		

HERITAGE CITATION REPORT

Name Natimuk HO Precinct
Address Lake Avenue NATIMUK Lake Road NATIMUK
 Main Street NATIMUK Schmidt Street NATIMUK
 Station Street HORSHAM **Significance Level** Local
Place Type Commercial Precinct
Citation Date 2014



Natimuk HO Precinct map

Recommended Heritage Protection VHR - HI - PS Yes

HERITAGE CITATION REPORT

Integrity

High - intact town - 80% of places of heritage value within proposed Precinct boundary

History and Historical Context

Following the opening up of new farming land for selection under the selection acts in the late 1860s, a large number of new settlers arrived in the district around Natimuk in 1870-71, many of whom were Germans (Lutherans from Silesia and Saxony) who had travelled across from earlier established farming areas of western Victoria, from Mount Gambier, and from the German settlements such as the Barossa, Hahndorf, Lobethal and Mallee districts in South Australia. It became clear that a service township was required to satisfy the needs of the growing number of settlers. A survey of the town was prepared in 1874 by surveyor Eastone Johnstone, but this first site was abandoned in favour of an alternative site set aside the following year several miles east of the first site, and closer to Lake Natimuk, where there was a pre-existing store built in 1873. The central road, named Main Street, provided the spine of the township. Stores of various kinds emerged slowly along this strip, mainly serving the immediate neighbourhood of selectors. By 1880, Natimuk was described as a 'pretty, prosperous village'.

The elongated town plan provided essentially one main road, running in a south-east to north-west direction. Small building allotments were provided on the south-west side of the road, which were all taken up after the first land sales in 1875. These blocks correspond to Section I and Section 2 in the Parish of Natimuk, and contained respectively 19 and 17 town allotments. With the exception of for the irregularly shaped corner blocks, these all had frontages of 100ft, making them suitable for shops or dwellings. Amongst the first purchasers of these town blocks are several German names, including Schmidt, Schumann, Sudholtz, Finnberg and Bretag. Larger allotments were provided on the north-east side of the road, suggesting that there was initially no intention of developing this side of the road for commercial or residential purposes.

Prominent early buildings in Main Street, Natimuk, included the first store opened in 1873, the Natimuk Hotel built by Sudholtz in 1876 from limestone, and the double-storey Colonial Bank, also built of stone in 1876. A second hotel in Main Street, the two storey National, initially with extensive front verandahs, was erected in 1887 by Hinneberg. Other early shop buildings were rough constructions that used bush poles and local timber. Vernacular building methods were probably employed, especially by the German settlers, who are estimated to have made up about 50 per cent of the population during the early period of development of Natimuk township. Dwellings in Schmidt Street and Main Street are mud in construction, probably dating from this period.

There was a strong church presence in Main Street, Natimuk, from the late nineteenth century. Significantly, there were two German Lutheran churches, St Paul's Lutheran Church, built in 1876, and St James Lutheran Church built in 1890. Other churches were St John's Catholic Church built in 1889 (but rebuilt in 1916), and St Aidan's Anglican Church, built in 1890. The Natimuk Methodist Church was built close to the butcher shop in 1890. There were also parish halls and other structures associated with these buildings, for example St James Lutheran Church also operated a pre-school group.

Other public services established in Main Street included a police reserve set aside in 1880 on the south side of High Street. The court house was erected 1891. The police building was erected in 1877, and Mechanic Institute in 1909 (now Memorial Hall). The Shire of Arapiles, which was established in the 1880s, used Natimuk as its administrative centre which gave the town additional local importance and encouraged further development. Also in Main Street was the office of the *West Wimmera Mail* the local newspaper established in xxx, and the local Masonic hall.

The arrival of the railway and the establishment of a creamery by the early 1890s, did much to advance development in Natimuk, with the town extended in 1888 and High Street being further developed in this period. Several new buildings

HERITAGE CITATION REPORT

were erected in Main Street in the late 1890s and early 1900s, including the impressive new double-storey building of the Natimuk branch of the National Bank of Australia in 1908. New public buildings included a mechanics institute, a single-storey brick post and telegraph office (1899) and a court house (1891). This collection of public buildings, although small-scale, but well-designed, intermixed with the single-storey timber shopfronts and the double-storey Colonial Bank, added some solidity, but at the same a modest elegance, to the developing streetscape.

It is difficult to discern a particular 'German' character to the streetscape, with the physical appearance of the individual buildings being constrained by the standard designs and building regulations relating to public buildings, hotels, etc. The names for streets and commercial premises provided the best clue as to the cultural origins of the townspeople of Natimuk.

In the 1920s efforts were made to beautify Main Street, Natimuk. The road was ornamented with a street tree plantation on the centre of the road reserve; there were presumably already street trees by this time. Opposite the post office was the Memorial Band Rotunda erected in 1920-21, which created a civic precinct. The safety of pedestrians and vehicles was improved with the street lighting being converted to electricity, which was introduced in 1927 (very early for a small country town). The 1920s (up until 1929) was a period of prosperity for Natimuk, reflecting the overall rural prosperity.

Natimuk was well provided for in terms of quality eating establishments, which can probably be attributed to the strong German influence in the town. There were a number of cafes and bakeries that were operated by those with a German background. In the 1930s places to eat included Dulcette's Café operated by D J Weidner, as well as a wine saloon.

Main Street, Natimuk, continued to serve as the main service and commercial centre for a wide rural area into the twentieth century. Whereas in the nineteenth century many settlers relied on hawkers and deliveries, the advent of motor cars in the 1920s and 1930s encouraged more people to do their shopping in town. Demand increased commercial activity during this period so that by the 1940s and 1950s Main Street, Natimuk, was a busy and prosperous commercial centre. Several car service centres were also established. Many of the early settlement and early 20th century buildings of the town remain today, probably due to a lack of development pressure (Horsham is in close proximity). The town stands as evidence of an intact, late 19th and early 20th century regional town, with a community with strong Germanic ancestral roots.

REFERENCES

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Horsham Times.

Smith, James. *Cyclopedia of Victoria*. 1903.

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HERITAGE CITATION REPORT

Description

Physical Description

High number of 1880 - 1920 era buildings along Main Street, between Shurmann Street and Mitchell Street. Buildings vary in scale from one to double storey and most are concentrated on the south side of Main Street. The early and now lost mill, later saleyards the public school were located on the north side of Main Street. Development also centred around Station Street after the arrival of the railway by 1890. A store/ goods building remains today near the Schmidt St corner. The railway station and rail line is now removed, but the 'cement' silos remain within the rail reserve as a landmark feature of the area. Lake Road and Lake Avenue feature late 19th and early 20th Century villas and 'arts-and-crafts style dwellings, most set on generous allotments. Timber churches (Anglican, Uniting and Roman Catholic) are also located in this area. A memorial rotunda is featured in the road verge of Main Street and remains a key early 20th Century landscape feature within the streetscape. Of note is the high historic integrity of many of the extant buildings of Natimuk - contributing to the historic streetscape setting of the place.

Other dwellings of architectural interest (outside the period of significance of the Precinct) include to fire station (with its butterfly roof) and the current Catholic Church (with its portal 'squashed A-frame' roof form).

Physical Condition

Fair condition. Most buildings have lost early verandahs. Many late 19thC shops still retain early shopfronts.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (early buildings remaining illustrate the settlement and early physical of the Horsham district due to pastoral and agricultural prosperity)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (intact late 19thC town for Horsham shire - illustrating the settlement and growth of post-contact period in western Victoria)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (late 19thC buildings of design merit and moderate integrity)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (local centre for the early German/ Lutheran farming community of the Wimmera - within the context of the Shire)

Statement of Significance

What is Significant?

The elements of heritage value representing the historic, social and aesthetic significance of the 1875-1920 Natimuk HO Precinct, Horsham Shire, include:

HERITAGE CITATION REPORT

. Buildings as identified as 'contributory', or 'HO, Individual' on the attached 'Natimuk Precinct' map

. All buildings, verandahs, shopfronts and outbuildings that illustrate the Statement of Significance, as identified on the attached 'Natimuk Precinct' Map

How is it Significant?

The 1875-1920 Natimuk HO Precinct, Horsham Rural City, is of local historic, social and aesthetic significance to Horsham Rural City Council.

Why is it Significant?

The 1875-1920 Natimuk HO Precinct, Horsham Rural City, is of local historic, social and aesthetic significance, illustrating:

. remnant, early commercial, civic and residential Natimuk, settled from 1875. The extant 1880 -1920 era buildings along Main Street, Schmidt Street, Lake Road and Lake Avenue illustrate the scale, prosperity and needs of the late 19th century town and the surrounding agricultural community, as pastoralism gave way to closer settlement and high yield grain production. Natimuk grew from an 1875 survey to become a substantial town in the Horsham district by the end of the 19th century, home to many German/Silesian settlers from South Australia and other parts of Western Victoria. While there are no 'German style' buildings in the town, the names of streets and of most local residents reflect their collective origins in Silesia/ Saxony. Many buildings of historic and architectural interest survive from this early period, marking the scale, activities, prosperity and aspirations of the town during this time. Buildings of historic and architectural merit include: a primary school, two hotels, several churches, shops and dwellings from both the early and post WW1 period. At least two early dwellings are pise in construction. Alternately, several substantial early 20th Century residences were constructed out of bricks manufactured in the local area.

Recommendations 2014

External Paint Controls

Yes

Internal Alteration Controls

No

Tree Controls

No

Fences & Outbuildings

Yes Fencing along streetscape frontages, to depth of front of dwellings

Prohibited Uses May Be Permitted

-

Incorporated Plan

-

Aboriginal Heritage Place


No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.






Natimuk HO Precinct

Name	Address	Place Type	Era/Style	Grading	Heritage Status	Heritage Overlay	Property No
Wahroonga	73 Lake Road NATIMUK, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		
Natimuk Uniting Church	33-35 Main Street NATIMUK, HORSHAM RURAL CITY	Church			Rec for HO area contributory		
Former St Johns Catholic Church	27-29 Main Street NATIMUK, HORSHAM RURAL CITY	Church Residence		Local	Recommended for Heritage Overlay		
'Parklands' homestead	77 Lake Avenue NATIMUK, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		
'Fairview'	2 Lake Avenue NATIMUK, HORSHAM RURAL CITY	Residence			Rec for HO area contributory		


Natimuk HO Precinct

Dwelling	75 Lake Avenue NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	14 Lake Road NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	8 Lake Road NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	12 Lake Road NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	16 Lake Road NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	



Natimuk HO Precinct

Dwelling	33 Lake Avenue NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	35 Lake Avenue NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	39 Lake Avenue NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	43 Lake Avenue NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	45 Lake Avenue NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Natimuk HO Precinct

Dwelling	47 Lake Avenue NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	59 Lake Avenue NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
St Aidan's Anglican Church	38 Main Street NATIMUK, HORSHAM RURAL CITY	Church	Rec for HO area contributory	
Former Dr Bird's Home & Surgery	40 Main Street NATIMUK, HORSHAM RURAL CITY	Residence Doctor's Surgery	Rec for HO area contributory	
Shop	61 Main Street NATIMUK, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	

Natimuk HO Precinct

National Hotel	63-65 Main Street NATIMUK, HORSHAM RURAL CITY	Hotel	Rec for HO area contributory	
Memorial Rotunda	in reserve (Main Street) NATIMUK, HORSHAM RURAL CITY	Memorial	Rec for HO area contributory	
Dwelling (Former Hotel)	64-66 Main Street NATIMUK, HORSHAM RURAL CITY	Residence Hotel	Rec for HO area contributory	
Natimuk Pharmacy	69 Main Street NATIMUK, HORSHAM RURAL CITY	Shop Other - Health Services	Rec for HO area contributory	
Lone Pine (Pinus brutia)	70 Main Street NATIMUK, HORSHAM RURAL CITY	Tree War Memorial	Rec for HO area contributory	

Natimuk HO Precinct

Dwelling	73 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Shop & attached dwelling	75-79 Main Street NATIMUK, HORSHAM RURAL CITY	Shop Residence	Rec for HO area contributory	
Pair shops	72-74 Main Street NATIMUK, HORSHAM RURAL CITY	Shop	Rec for HO area contributory	
Former Colonial Bank	83 Main Street NATIMUK, HORSHAM RURAL CITY	Bank Residence	Rec for HO area contributory	
Former Wool Shed	84 Main Street NATIMUK, HORSHAM RURAL CITY	Shop Other - Farming & Grazing	Rec for HO area contributory	


Natimuk HO Precinct

Dwelling	86 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Pair shops	87 Main Street NATIMUK, HORSHAM RURAL CITY	Shop	Rec for HO area contributory	
Dwelling	88 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Band Hall & cottage at rear	91 Main Street NATIMUK, HORSHAM RURAL CITY	Hall Concert	Rec for HO area contributory	
Former Bank	93 Main Street NATIMUK, HORSHAM RURAL CITY	Bank Residence	Rec for HO area contributory	






Natimuk HO Precinct

Shop	95 Main Street NATIMUK, HORSHAM RURAL CITY	Shop Shop	Rec for HO area contributory	
Dwelling	96 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Shop	99 Main Street NATIMUK, HORSHAM RURAL CITY	Shop	Rec for HO area contributory	
Natimuk Soldiers Memorial Hall	101 Main Street NATIMUK, HORSHAM RURAL CITY	Hall Public War Memorial	Rec for HO area contributory	
Dwelling (former police station & lock up at rear)	103 Main Street NATIMUK, HORSHAM RURAL CITY	Residence Police station Gaol/Lock-up	Rec for HO area contributory	





Natimuk HO Precinct

Former Bank & attached residence	109 Main Street NATIMUK, HORSHAM RURAL CITY	Bank Residence	Rec for HO area contributory	
Dwelling	113 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	115 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Shop & attached residence	117 Main Street NATIMUK, HORSHAM RURAL CITY	Shop Residence	Rec for HO area contributory	
Dwelling	125 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	





Natimuk HO Precinct

Dwelling	131 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	135 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	121 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Median strip planting Cupressus	Main Street NATIMUK, HORSHAM RURAL CITY	Planting groups	Rec for HO area contributory	
Former Bakery	Depot Lane (rear of 95 Main Street) NATIMUK, HORSHAM RURAL CITY	Bakery	Rec for HO area contributory	

Natimuk HO Precinct

Dwelling + palm	48 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Woomer's buildings & dwelling	4 Schmidt Street NATIMUK, HORSHAM RURAL CITY	Vehicle Manufacturing & Servicing Residence	Rec for HO area contributory	
Dwelling	1 Sisson Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Industrial sheds	42-44 Station Street NATIMUK, HORSHAM RURAL CITY	Other - Manufacturing & Processing	Rec for HO area contributory	
Dwelling	62 Station Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

Natimuk HO Precinct

Dwelling	64 Station Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	66-68 Station Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	70 Station Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	
Dwelling	76 Main Street NATIMUK, HORSHAM RURAL CITY	Residence	Rec for HO area contributory	

4 Schedule 43.1 – Schedule to the Heritage Overlay

The following Schedule to the Heritage Overlay incorporates existing HO places included in the Horsham Planning Scheme and also proposed HO Places and HO Precincts as recommended by this Heritage Study (Stage 2).

HORSHAM PLANNING SCHEME

14/03/2013 SCHEDULE TO THE HERITAGE OVERLAY

Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?	
Victorian Heritage Register									
HO25	Former Wimmera Stock Bazaar, 71-81 Hamilton Street, Horsham	-	-	-	-	Yes Ref No H1985	No	No	
HO21	Mount Talbot Homestead, 1 Mt Talbot Road, Toolondo	-	-	-	-	Yes Ref No H468	No	No	
HO26	Pavilion Classroom, 38 Old Noradjuha Road, Natimuk	-	-	-	-	Yes Ref No H2051	No	No	
HO27	Horsham Theatre, 37-41 Pynsent Street, Horsham	-	-	-	-	Yes Ref No H2225	No	No	
HO22	Fulham, 29 Walcott Road, Kanagulk	-	-	-	-	Yes Ref No H476	No	No	
HO28	Horsham Town Hall, 78 Wilson Street, Horsham	-	-	-	-	Yes Ref No H2279	No	No	
Local Significance									
HO1	"Glen Logan" Cnr. Dooen Road and Park Street, Horsham	Yes	No	Yes	No	No	No	n/a	No
HO2	"White Hart" Hotel, 55 Firebrace Street, Horsham	Yes	No	No	No	No	No	n/a	No
HO3	Former Shire of Horsham Offices, 35-51 Firebrace Street, Horsham	Yes	Yes	No	No	No	No	n/a	No
HO4	T & G Building, Cnr. Firebrace & McLachlan Streets, Horsham	Yes	No	No	No	No	No	n/a	No
HO5	"Leamont" 29 Natimuk Road, Horsham	Yes	No	No	Yes fence	No	No	n/a	No
HO6	"Como Lodge", 83 Natimuk Road, Horsham	Yes	No	No	No	No	No	n/a	No
HO7	Former Mechanics Institute, 33-35 Pynsent Street, Horsham	Yes	Yes	No	No	No	No	n/a	No
HO8	St Michaels and St Johns, former Brigidene Convent,	Yes	No	No	No	No	No	n/a	No

Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?	
HO9	Roberts Ave, Horsham Former Methodist Church Cnr. Urquhart & Roberts Avenue, Horsham	Yes	No	No	Yes Hall	No	No	n/a	No
HO10	Former Police Station, Roberts Avenue, Horsham	Yes	No	No	No	No	No	n/a	No
HO11	RSSILA building, McLachlan Street, Horsham	Yes	No	No	No	No	No	n/a	No
HO12	Masonic Temple, Urquhart Street, Horsham	Yes	No	No	No	No	No	n/a	No
HO13	James Millar drinking fountain May Park, Horsham	Yes	No	No	No	No	No	n/a	No
HO14	Former Wilson's Store, Main Street, Natimuk	Yes	Yes	No	No	No	No	n/a	No
HO15	Post Office, 85 Main Street, Natimuk	Yes	Yes	No	No	No	No	n/a	No
HO16	Former Court House, Main Street, Natimuk	Yes	Yes	No	Yes toilet	No	No	n/a	No
HO17	"Flowerdale" Schmidt Street, Natimuk	Yes	Yes	No	No	No	No	n/a	No
HO18	Former School Main Street, Natimuk	Yes	Yes	No	No	No	No	n/a	No
HO19	"Dooen" Hotel Henty Highway, Dooen	Yes	Yes	No	No	No	No	n/a	No
HO20	Former Post Office and Store, Henty Highway, Dooen	Yes	No	No	No	No	No	n/a	No
HO24	London Plane tree, Horsham House 27-29 Roberts Ave Horsham (suggest removing this and replacing with entry (below) Horsham House, inc. London Plane Tree)	No	No	Yes	No	No	No	n/a	No
New HO Individual Places proposed for Horsham Planning Scheme (Stage 2) Heritage Study (note, some Stage 2 Places already entered as Local Significance Places, so not repeated below)									
	Brimpaen Hall and Memorial Gates, 157 Brimpaen – Laharum Road, Brimpaen	No	No	No	Yes – Memorial Gates – granite pillars and wrought iron gates	No	No	n/a	No
	Former Clear Lake State School, 4006 Jallumba – Clear Lake Road, Clear Lake	Yes	No	No	No	No	No	n/a	No
	Mud Brick Farm Complex, Wards Road, Haven	No	No	No	No	No	No	n/a	No
	"Droylesden", 143-145 Baillie Street, Horsham	Yes	No	No	No	No	No	n/a	No
	Church of Jesus Christ of Latter-Day Saints, 154 Baillie Street, Horsham	Yes	No	No	No	No	No	n/a	No
	Church of St John the Divine, 162 Baillie Street, Horsham	Yes	No	No	No	No	No	n/a	No
	Horsham Botanic Gardens, Firebrace Street, Horsham	No	No	Yes	No	No	No	n/a	No
	"Kalimna", 18-24 Kalimna Avenue, Horsham	Yes	No	Yes – palm (Washington)	Yes – perimeter hedge	No	No	n/a	No

Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
			nia robusta) and perimeter hedge					
Showgrounds – J M Power Memorial Gates, McBryde Street, Horsham	Yes	No	No	Yes – Memorial Gates	No	No	n/a	No
Water Tower, Mill Street, corner Gertrude Street, Horsham	Yes	No	No	No	No	No	n/a	No
Horsham Railway Station and Goods Shed, Railway Avenue, Horsham	yes	No	No	No	No	No	n/a	No
Roberts Avenue Memorial Avenue of Honour (<i>Ulmus procera</i>), Roberts Avenue, Horsham	No	No	Yes	No	No	No	n/a	No
Horsham House, 27 Roberts Avenue, Horsham (including <i>Platanus X acerifolia</i> , London Plane Tree)	Yes	No	Yes	No	No	No	n/a	No
St Andrew's Uniting Church, 8-10 Pynsent Street, Horsham	Yes	yes	No	No	No	No	n/a	No
Timber Trestle Railway Bridge over Glenelg River, Glenelg River Floodplain off Natimuk – Hamilton Road, Kanagulk	No	No	No	No	No	No	n/a	No
Kewell Park, 2991 Henty Highway, Kewell	No	No	No	No	No	No	n/a	No
Mitre Public Hall, 1429 Natimuk – Frances Road, Mitre	Yes	No	No	No	No	No	n/a	No
Sailors Home Public Hall, 2537 Blue Ribbon Road, Murra Warra	Yes	No	No	No	No	No	n/a	No
Former St John's Catholic Church, 27-29 Main Street, Natimuk	Yes	No	No	No	No	No	n/a	No
Behlen Grain Silo, 44 Noradjuha – Tooan East Road, Noradjuha	Yes	Yes	No	No	No	No	n/a	No
Former Polkemmet State School, 196 Polkemmet East School Road, Pimpinio	Yes	No	No	No	No	No	n/a	No
Timber Trestle Railway Bridge over Wimmera River, spanning Wimmera River adjacent to Wimmera Highway, Quantong	No	No	No	No	No	No	n/a	No
Wimmera Inlet Channel, off Gorton Road, St Helens Plains	No	No	No	No	No	No	n/a	No
"Oakville Park' Homestead Complex, Vectis Station	Yes	No	Yes – 2 x	No	No	No	n/a	No

Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
Road, Vectis			<i>washingtonia palms</i>					
Vectis Zion Lutheran Church, Vectis Station Road, Vectis	Yes	No	Yes – 1912 Sugar Gum perimeter planting	No	No	No	n/a	No
Polkemmet Homestead Complex and Burial Site, 1614 Polkemmet Road, Vectis	Yes	No	Yes – kurrajong trees	No	No	No	n/a	No
Former Thomas Young Stables, (rear of) 79 Wilson Street, Horsham	Yes	Yes	No	No	No	No	n/a	No
Horsham Silo Complex, 35-39 Wawunna Road, Horsham	Yes	No	No	No	No	No	n/a	No
Thatched Barn, 1665 O'Brees Road, Vectis	No	No	No	No	No	No	n/a	No
Jung Public Memorial Hall, 28 Baker Street, Jung	Yes	Yes	No	No	No	No	N/a	No
New HO Precincts proposed for Horsham Planning Scheme (Stage 2) Heritage Study								
Horsham Residential Precinct (Albert Street, Bowden Street, Bowen Street, Edward Street, Searle Street, Railway Avenue)	Yes	No	No	Yes – from front boundary to front facade of dwellings	no	no	no	no
Dooen Rd and Natimuk Rd Precinct (residential)	Yes	No	Only where noted	Yes – from front boundary to front facade of dwellings	no	no	no	no
Firebrace St Precinct (commercial)	Yes	No	Only where noted	No	no	no	no	no
Natimuk HO Precinct (township)	Yes	No	Central road reserve only	Yes – from front boundary to front facade of dwellings	no	no	no	no

5 Heritage Policy framework

Current heritage related policies in the Horsham Planning Scheme are limited to Section 43 – Heritage and Built Form Overlays. Built heritage is not included in Council's current Municipal Strategic Statement (MSS) (clause 21). Clause 43 requirements are sufficient to manage development associated with a HO place or HO Precinct. Permit triggers and Exemptions are listed with clarity.

Council was consulted and they required policy which identified and justified the value of cultural heritage in Horsham. More importantly, Council required policy which gave statutory guidance/procedures for Planning Officers when assessing the impact of development on a place identified as a Heritage Overlay, or a place within an Heritage Overlay Precinct. This could be strengthened in their MSS.

The following is proposed:

- addition of policy to Clause 21 (MSS) referring to the value of cultural heritage within Horsham
- inclusion of the Heritage Overlay Schedule within the Horsham Planning Scheme

Clause 21 (MSS) – Heritage Policy additions

The Horsham Heritage Study 2014 (Grieve Gillett, 2014) identifies places of post contact cultural significance. The study recommends a number of places for inclusion in the Heritage Overlay, as well as recommends a number of places for inclusion on the Victorian Heritage Register. The Horsham Heritage Study 2014 is a reference document in this Planning Scheme.

- **Objective:** Conserve the post-contact built heritage of cultural heritage value within the Horsham municipality Encourage the retention, restoration and sustainable adaptation of all significant heritage places and contributory heritage places and enhance the built heritage character of Horsham – city and surrounding towns. Promote the tourism and economic benefits of heritage protection within the Shire
 - **Strategy** – undertake periodic municipal projects/ policy document reviews to encompass this objective
 - **Strategy** - Require that new development associated with a Heritage Overlay is compatible with existing built form and its heritage significance
 - **Strategy** - Discourage the demolition of buildings and other elements of identified local and state heritage significance.
 - **Strategy** - Require that new development is consistent with the Statement of Significance of the relevant heritage place and/or precinct as listed in the 'Horsham Rural City Council Heritage Study (Stage 2)'
 - **Strategy** - Grant permits for demolition only where a permit has already been granted for the development of the land, or is to be simultaneously granted for the development of the land.
 - **Strategy** - Require alterations to heritage places to be carried out in a compatible manner with consideration to the 'Australian ICOMOS The Burra Charter (The Australian ICOMOS charter for places of cultural significance 2013)
- **Objective:** Review and document places of cultural heritage significance as a basis for their inclusion in the planning scheme.
 - **Strategy** - Complete the Horsham Heritage Study 2014 and implement its recommendations.
 - **Strategy** - Undertake periodic review of the Horsham Heritage Study 2014 to maintain its accuracy and relevance.

- **Objective:** Identify places of natural and cultural heritage significance for their inclusion in the Horsham Planning Scheme.
 - **Strategy** - Facilitate the implementation of the recommendations from the Horsham heritage Study 2014.

Other matters

We further suggest consideration of the following:

- Where no Statement of Significance is provided for a HO place or HO Precinct, the assessment of the impact of proposed work on the heritage values of the place/ precinct should require assessment by a suitably qualified/ experienced Heritage Adviser. This will allow Planning Officers to receive informed assessment of the impact of proposals on identified heritage values.
- Where proposed works may impact on parts of a HO place/ precinct which has not been considered in the Statement of Significance for the place (and not listed in Exclusions), the advice of a suitably qualified/ experienced Heritage Adviser is recommended. This will allow informed assessment of impact on heritage value.

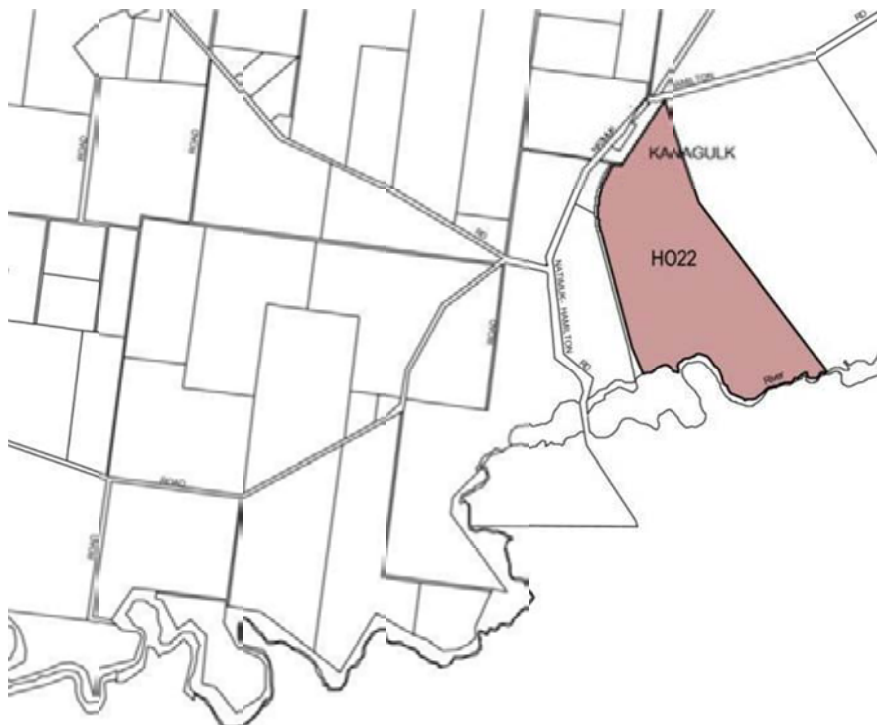
the development of a suite of Heritage 'design guidelines' brochures may provide guidance to applicants when considering works to HO places or within HO Precincts. Guidelines would reference PS policy, but provide further illustration of design intent and 'do's and don'ts' for owners/ applicants. Guidelines would cover subdivision, restoration works, alterations, additions, new buildings in HO Precincts, external painting, fencing and verandahs, carports and garages.

Appendix - Mapping associated with Proposed HO Places and Precincts

The following maps provide guidance regarding locations of proposed HO places.

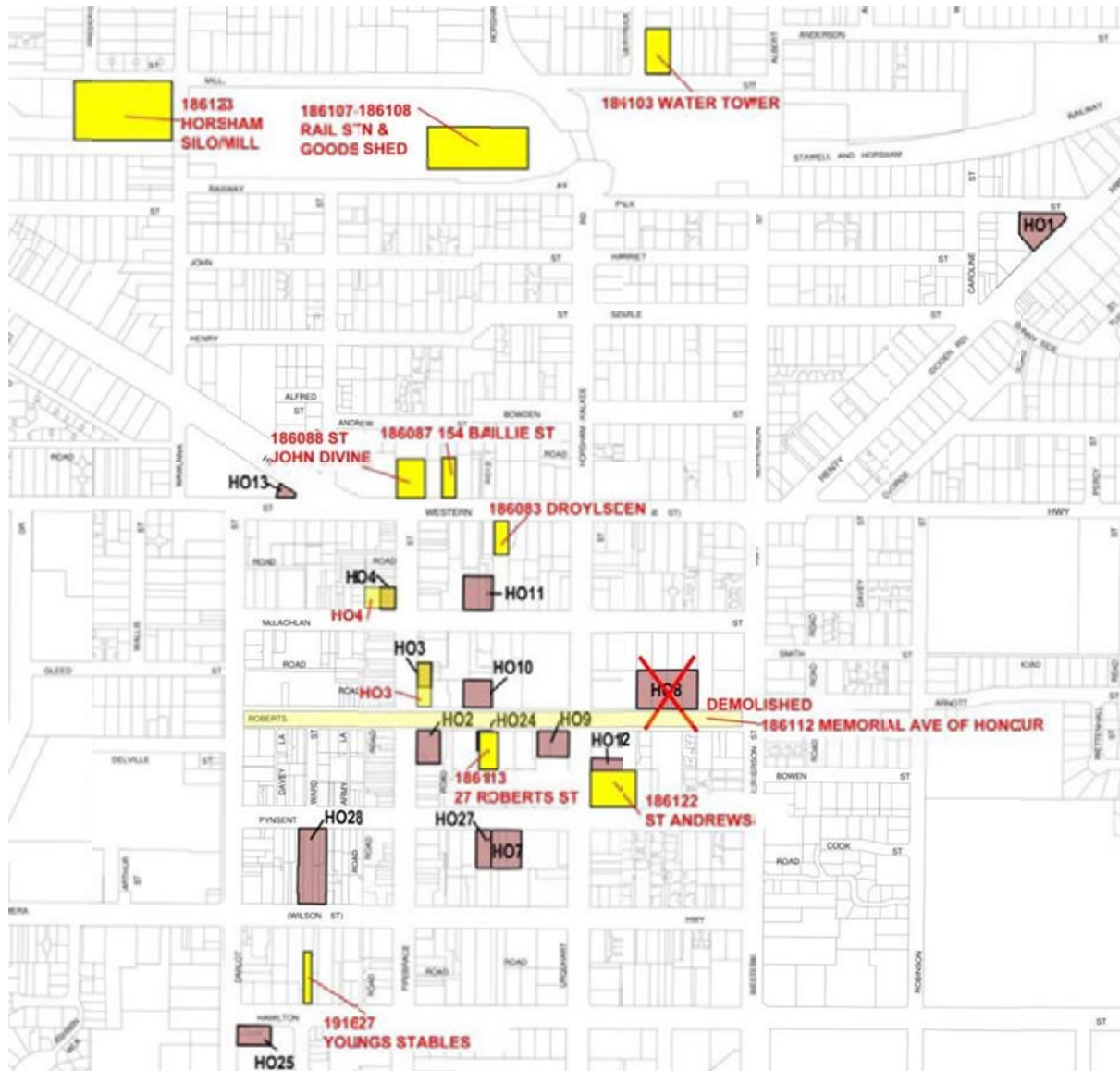


598	Mount Talbot Homestead		Mt Talbot Road	Toolondo	dwelling	HO21	H468
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609	Fulham		Natimuk-Hamilton Rd	Kangagulk		HO22	H476
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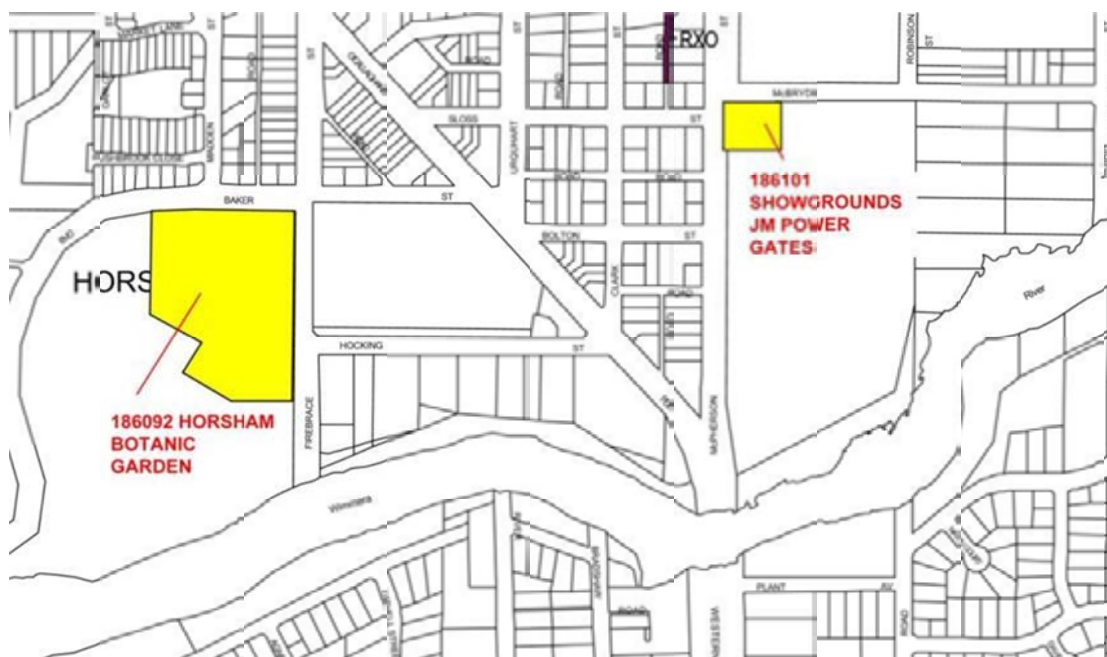
Horsham Heritage Study (Stage 2)



12284	Former Wimmera Stock Bazaar	79	Hamilton Street	Horsham		HO25	H1985
112817	Horsham Theatre	37-41	Pynsent Street	Horsham		HO27	H2225
146361	Horsham Town Hall	78-80	Wilson Street	Horsham	Hall	HO28	H2279
197098	Dwelling, 'Glen Logan'	37-39	Dooen Road	Horsham	Dwelling	HO1	
155884	White Hart Hotel	55	Firebrace Street	Horsham	Hotel	HO2	
155883	Former Shire of Horsham Offices	35-51	Firebrace Street	Horsham	shire hall	HO3	C
155885	T&G Building	36	Firebrace Street	Horsham	commercial	HO4	
155889	Former Mechanics Institute	33-35	Pynsent Street	Horsham	Hall	HO7	
-	Convent - now demolished		Roberts Avenue	Horsham		HO8	
155892	Former Methodist Church (Wesley Performing Arts Centre)	17A	Roberts Avenue	Horsham	theatre	HO9	
155891	Former Police Station	24B	Roberts Avenue	Horsham	police station	HO10	
155610	RSSILA Building (RSL Club)	34-36	McLachlan Street	Horsham	community	HO11	
155894	Masonic Temple	31	Urquhart Street	Horsham	masonic hall	HO12	
155882	James Millar Drinking Fountain		May Park	Horsham	drinking fountain	HO13	
71547	London Plane Tree	29	Roberts Avenue	Horsham	Tree	HO24	
186083	'Droylsden'	143-145	Baillie Street	Horsham	dwelling		
186087	Church of Jesus Christ of	154	Baillie Street	Horsham	church		

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	Latter-Day Saints				
186088	Church of St John the Divine	162	Baillie Street	Horsham	church
186103	Water tower		Mill Street corner Gertrude Street	Horsham	Water Tower
186107/ 186108	Horsham Railway Station + Goods Shed	21	Railway Avenue	Horsham	Railway Station
186112	Roberts Ave Memorial Avenue of Honour (Ulmus)		Roberts Ave	Horsham	Tree, memorial oak
186113	Horsham House (including London Plane tree)	27	Roberts Avenue	Horsham	dwelling
186122	St Andrews Uniting Church	8	Pynsent Street	Horsham	church
191627	Former Thomas Young Stables	79	Wilson Street	Horsham	
186123	Horsham Silo / Noske Mill Complex	35-39	Wawunna Road	Horsham	Silo



(enlargement of Botanic Gardens extent)

186092	Horsham Botanic Gardens		Firebrace Street	Horsham	botanic gardens
186101	Showgrounds – J M Power Memorial Gates		McBryde Street	Horsham	Recreation/ industry

Horsham Heritage Study (Stage 2)



155888	Dwelling, 'Como Lodge'	83-89	Natimuk Road	Horsham	dwelling	HO6	C
186094	'Kalimna' dwelling	18-24	Kalimna Avenue	Horsham	dwelling		



155887	Dwelling, 'Leamont'	27-29	Natimuk Road	Horsham	dwelling	HO5	C
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4371	Pavilion Classroom	38	Old Noradjuha Road	Natimuk	school building	HO26	H2051
191703	Former Wilson's Store		Main Street	Natimuk		HO14	
76746	Post Office	85	Main Street	Natimuk	Post Office	HO15	C
75657	Former Court house		Main Street	Natimuk	Court House	HO16	C
11476	'Flowerdale'	5	Schmidt Street	Natimuk	Dwelling - pise/ timber construction	HO17	C
83036	School #1548		Main Street	Natimuk	school building	HO18	C
186173	St John's Catholic Church	27-29	Main Street	Natimuk	Church (now Dwelling)		



155895	Dooen Hotel		Henty Highway	Dooen	Hotel	HO19	
155896	Former Post Office and Store		Henty Highway	Dooen	Post Office	HO20	demolished
186071	Dooen silo complex (serial HO listing)		Henty Highway	Dooen	Silo		



186055	Brimpaen Hall and WW Memorial Gates	157	Brimpaen - Laharum Road	Brimpaen	hall, marker
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186065	Former Clear Lake State School	lot 4006	Jallumba - Clear Lake Road	Clear Lake	school
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186079	Mud brick farm complex		Wards Road	Haven	farm buildings (mud brick)
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<i>Location</i>		<i>closer scale</i>			
191235	Timber Trestle Railway Bridge over Glenelg River	Glenelg River Floodplain off Natimuk - Hamilton Rd	Kanagulk	bridge	



186137	Kewell Park	2991	Henty Highway	Kewell	Farm house / homestead
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186146	Mitre Public Hall	1429	Natimuk-Francis Road	Mitre	hall
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Horsham Heritage Study (Stage 2)



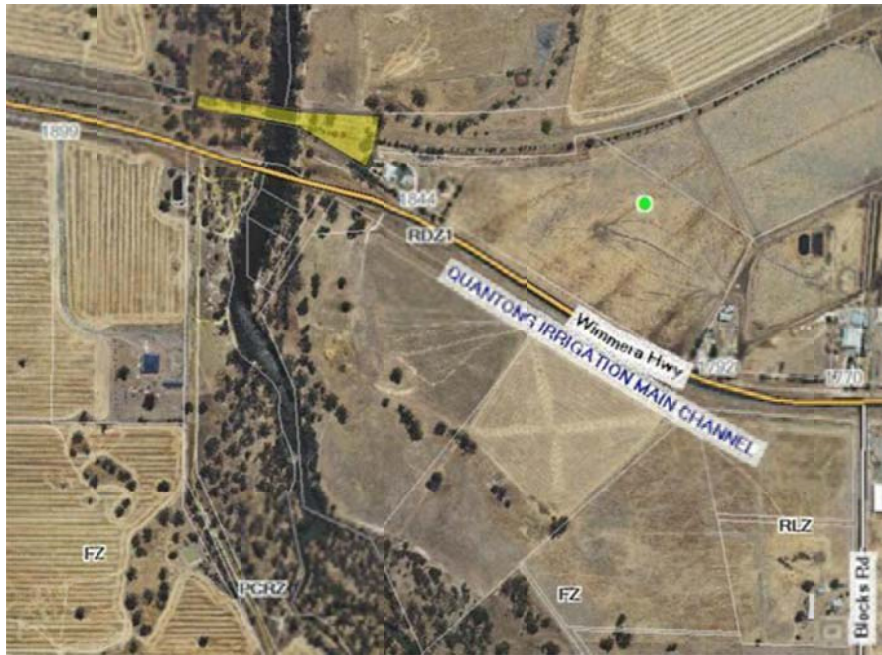
186149	Sailors Home Public Hall	2537	Blue Ribbon Road (near crn Old Minyip Road)	Murray Warra	Corrugated clad Hall
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186190	Behlen Grain Silo	44	Noradjuha - Toon East Road	Noradjuha	industry
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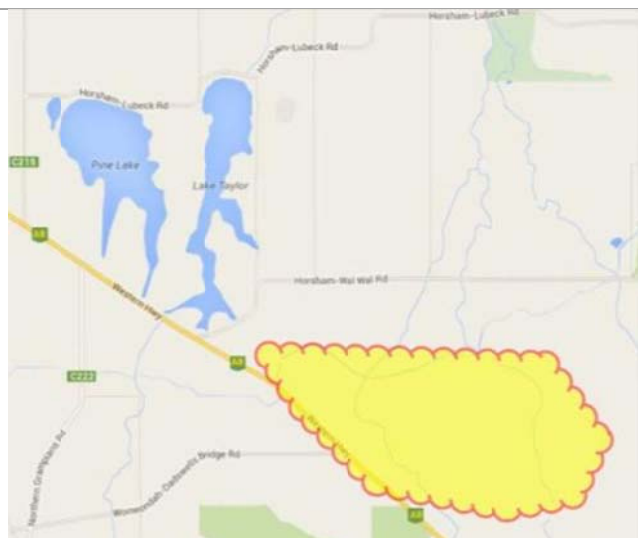
186210	Former Polkemmet State School	196	Polkemmet East School Road	Pimpinio	School
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186214	Timber trestle railway bridge over Wimmera River		Nr Wimmera Highway / Wimmera River crossing	Quantong	bridge
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191677	Wimmera Inlet Channel - water supply Off Gorton Road St Helens Plains
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location



186224	Oakville Park' homestead complex	246	Quantong Cemetery Road	Vectis	dwelling
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186226	Vectis Lutheran Church and Hall		Vectis Station Road	Vectis	church and hall
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186209	Polkemmet homestead complex and burial site	1614	Polkemmet Road	Polkemmet	Station
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197083	Thatched Barn	1665	O'Brees Road	Vectis	Thatched barn
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186130	Jung Memorial Hall	28	Baker Street	Jung	Hall
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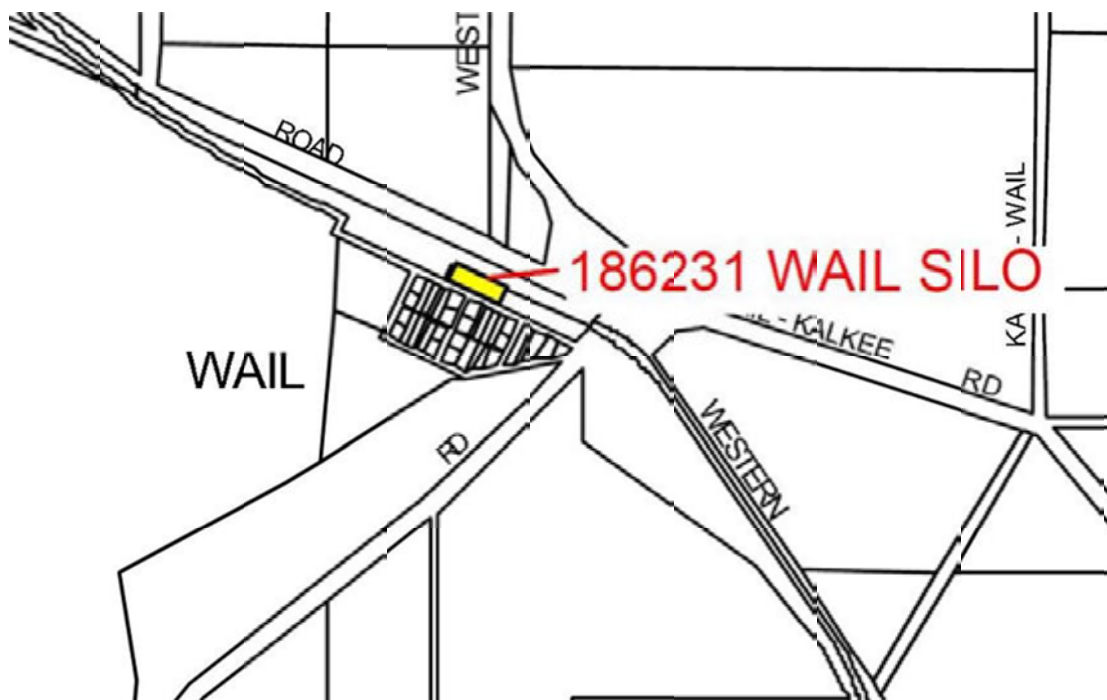
191398	Jung silo (serial HO listing)		Railway Street	Jung	Silo
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186198	Pimpinio Silo (serial HO listing)		Station Street	Pimpinio	Silo
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186225	Vectis Silo (serial HO listing)	off Vectis Station Road (cr Remlaw Road)	Vectis	Silo
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186231	Wail silo (serial HO listing)	Wail nursery rd	Wail	Silo
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Warning: There may be some language used which refers to quotes that are deemed as culturally insensitive by current standards.

Horsham Heritage Study (Stage 2)

August 2012 (St 1)

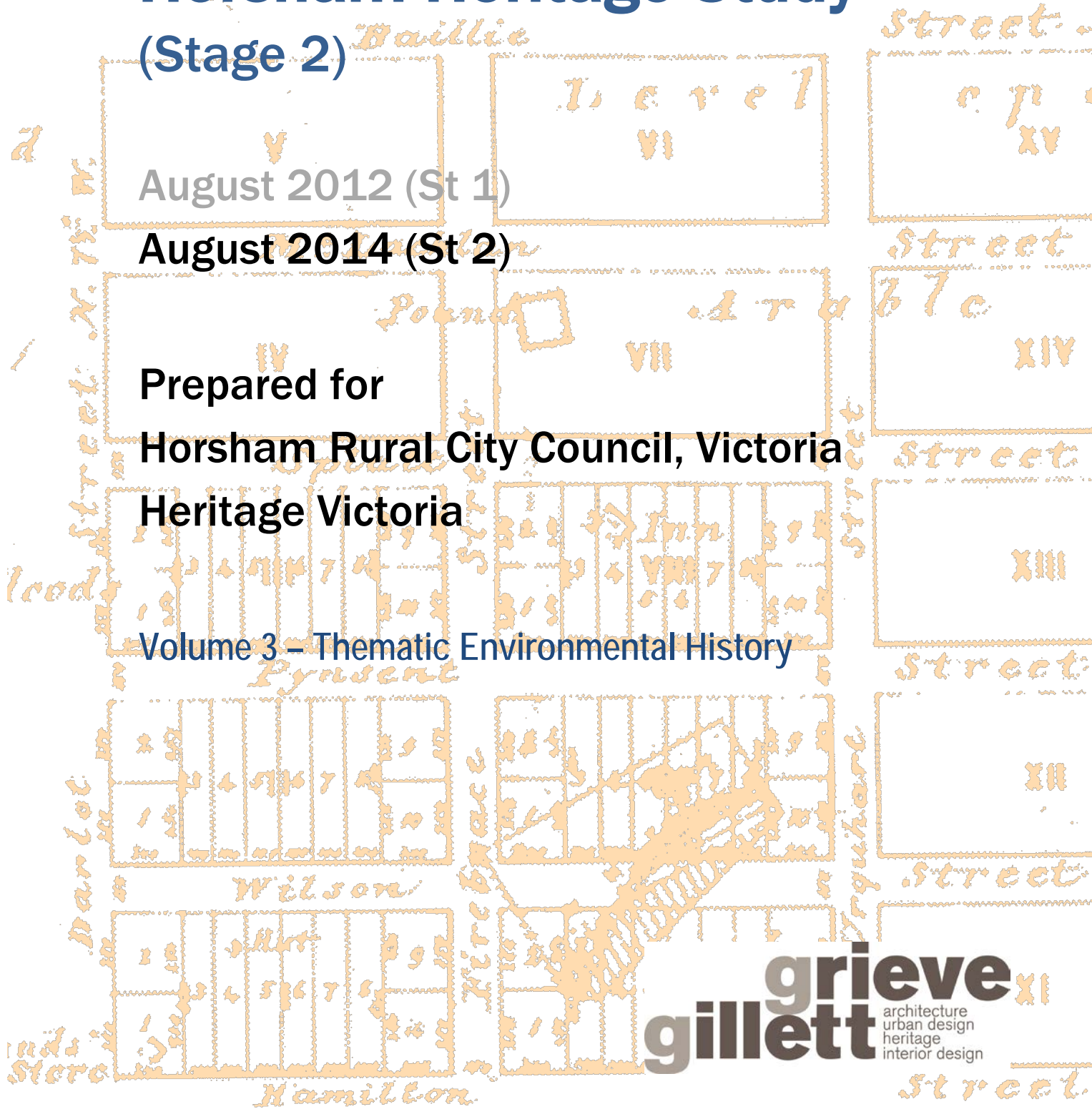
August 2014 (St 2)

Prepared for

Horsham Rural City Council, Victoria

Heritage Victoria

Volume 3 – Thematic Environmental History



grieve **gillett** **xi**
architecture
urban design
heritage
interior design

1 Thematic Environmental History – Horsham Shire



Horsham Rural City, 2014

Prepared by

Dr Helen Doyle,

&

Grieve Gillett Pty Ltd

With assistance from

Horsham Historical Society

Thematic Environmental History – Horsham

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Abbreviations

ANA	Australian Natives Association
CWA	Country Women's Association
DSE	Department of Sustainability and Environment
GGNSW	<i>Government Gazette of New South Wales</i>
LCC	Land Conservation Council
MS	Manuscript
NLA	National Library of Australia
PR	Pre-emptive Right
PROV	Public Record Office of Victoria
RSL	Returned Servicemen's League
SLV	State Library of Victoria
SRWSC	State Rivers and Water Supply Commission
S.S.	State School
VPRS	Victorian Public Record Series
VHM, VHJ	<i>Victorian Historical Magazine; Victorian Historical Journal</i>
VGG	<i>Victorian Government Gazette</i>
VMD	<i>Victorian Municipal Directory</i>

Chapter 1

Exploring, surveying and mapping new country

Discovering 'Australia Felix'

During the winter of 1836, Major Thomas Livingstone Mitchell, the Scottish-born surveyor-general for the Colony of New South Wales, led an expedition through western Victoria, across country that included what is now Horsham Rural City. Mitchell was under instructions from Governor Richard Bourke to find the junction of the Darling with the Murray, when he decided instead to cross the Murray River and explore the promising country to the south. The newly arrived British colonists had classified this as the Port Phillip District in the Colony of New South Wales. As Mitchell headed south–south-west, he passed the impressive rocky mountain range that he named the Grampians (after a range in his native Scotland) and headed towards the Wimmera plains. The recent high levels of rainfall had left the ground sodden and soft and the country abundant with vegetation. The wet conditions caused Mitchell's ox carts and heavy whaleboat carriage to leave deep wheel ruts. These ruts, known as the Major's Line or the Major's Track, were a known landmark in the district and were still visible many years later.¹ Marvelling at the grandness of the landscape and the richness of the country he had encountered, Mitchell bestowed the name 'Australia Felix', and penned this much-quoted passage:

At length we had discovered a country ready for the immediate reception of civilised man, and destined, perhaps, eventually to become a portion of a great empire. Unencumbered by too much wood, it yet possessed enough for all purposes . . . Of this Eden, I was the first European to explore its mountains and streams, to behold its scenery, to investigate its geological character, and by my survey to develop [sic] those natural advantages, certain to become, at no distant date, of vast importance to a new people.²

After climbing Mt William, Mitchell reached the northernmost end of the Grampians (now also known as Gariwerd). He skirted around its northern face, moving westwards through what is now the Horsham area. He reached a 'wide river', which, on consulting with his Aboriginal guide, John Piper, he determined should be named 'Wimmera'.³ In his journal Mitchell recorded that this part of the country was rich and fertile, and that there was abundant water.⁴ He declared that 'the richness of the soil and verdure on its banks and the natural beauty of the scenery could scarcely be surpassed in any country'.⁵ Mitchell's party then climbed the solitary peak that he named Mount Arapiles, and camped at its base for three days. From its summit he counted a total of 27 circular lakes. Then, turning southwards, the party made tracks towards Portland Bay.⁶

¹ LCC, *Historic Places: South West Victoria*, 1996, p. 28. The wheel ruts left in the ground are mentioned in c.1837, also in c.1845 near the Wimmera River, see article in *Portland Guardian*, 8 October 1890; also mentioned in Samuel Carter's *Reminiscences* (1911), recalling his arrival in the district in 1842. See also Jean Field, *Waggon Wheels Thro' the Wild Flowers*, 1977, p. 10. The track was still visible in the early 1850s in some parts.

² T.L. Mitchell, vol. ii, p. 171, quoted in Howitt, *The History of Discovery in Australia, Tasmania and New Zealand*, vol. 1, 1865, p. 302.

³ Les Blake, *Wimmera: A regional history*, Cypress Books, 1973, p. 18.

⁴ Frank Hutchinson, *Beginnings A brief account of some of the first Europeans to explore or settle in Victoria*, Prahran Mechanics Institute Press, Windsor, 2011, p. 51.

⁵ Quoted in Helen Coulson, *Horsham Centenary Souvenir Booklet*, 1950, p. 3.

⁶ Field, *Waggon Wheels Thro' the Wildflowers*, 1977, p. 745; Hutchinson, 2011, p. 51.



1.1 Sketch of the Wimmera River, 1845, unknown artist (National Library of Australia)

Other exploratory expeditions

In early 1838 another British explorer, Edward John Eyre, led an expedition from Sydney to Adelaide, taking with him 300 head of cattle. He followed the course of the Wimmera River for some time, passing the site of present-day Horsham and finishing up at Lake Hindmarsh.⁷

As settlers became established in the 1850s, many took trips into the nearby Grampians and to Mount Arapiles to familiarise themselves with the terrain and to assess any possibilities for timber-cutting or quarrying.

In 1860 the celebrated explorers Robert O'Hara Burke and William John Wills, and their cavalcade of camels passed through Horsham at the beginning of their ill-fated Victorian Expedition to north central Australia. They made camp near the Wimmera Bridge and drew crowds of eager onlookers who flocked to watch them pass through the town.⁸

Naming places

Major Mitchell, who was responsible for suggesting a great many placenames across western Victoria, had a preference for choosing Aboriginal names for places if and when they could be ascertained. Mitchell was also fond of adopting Old World names, especially where a likeness to an Old World place could be seen. He took some names from the events of the recent Peninsula Wars in Spain, and some from famous or influential Englishmen.⁹ He chose the name Mt Arapiles to mark the anniversary of the Battle of Salamanca that had taken place in July 1812.¹⁰

Water features, such as lakes, rivers, swamps and springs, were usually given Aboriginal names — for example, Wimmera, meaning 'woomera'; Natimuk, meaning 'little lake';¹¹ Wartook meaning 'big swamp'; Brim 'a spring'; Dooen 'swamp';¹² Longerenong 'the dividing of the waters'; Walmer 'the water of the visitor'; and Bungalally (also a parish name). Aboriginal words were nearly always used for parish names.¹³

⁷ Hutchinson, *Beginnings*, 2011, pp. 51–52; Arapiles.net website: <http://www.arapiles.net/history.html>

⁸ Coulson, *Horsham Centenary Souvenir Booklet: One hundred years of progress*, Horsham, 1950, p. 7.

⁹ Bassett, *The Hentys*, 1962 edn, p. 396; see also *Home to Horsham*, 1929.

¹⁰ Marcus Clarke, *History of the Continent of Australia and Island of Tasmania*, Melbourne, 1877, p. 87. See also Calder, 1987, p. 174; see also Keith Lockwood, *Arapiles: A million mountains*, Skink Press, Natimuk, 2007, p. 21.

¹¹ 'Natimuk' refers to Lake Natimuk, which is located just to the north of town.

¹² Calder, *The Grampians*, 1987, pp. 171, 176.

¹³ See, for example, Robert Brough Smyth, *The Aborigines of Victoria*, 1878, vol. 2, pp. 177–78, 205, for an extensive listing of Aboriginal place names, and also Aldo Massola, *Journey to Aboriginal Victoria*, 1969.

Chapter 2

Living as First Australians

Maintaining traditional life

When the first Europeans ventured into the Horsham area, the land had been long occupied by Aboriginal people. There are five groups that represent the traditional owners of the Horsham municipality: the Wotjobaluk, Wergaia (to the north), Jupagalk, Jaadwa, and Jardwadjali (Jadawadjali). The Aboriginal people drew on a rich food supply, especially along the Wimmera River and other streams, and relied on seasonal variability to shape their diet of plants, birds and animals. While much of the country could be dry for a large part of the year, and sometimes for several years at a time, Aboriginal people used their intimate knowledge of the country to find water in 'native wells'. They also built elaborate fish traps — for example at Toolondo.¹⁴ The large swamps, such as Dooen Swamp, and seasonal billabongs also provided a variety of food and became important camp sites. To the south-east of the study area, the majestic peaks of Gariwerd—the Grampians dominated the landscape and this was an important place for sourcing food, and for cultural ceremonies. The Wimmera River was the life force of the district, providing not only rich food supply in fish and bird life, but serving as a means of transportation. Aborigines cut bark from the majestic River Red Gums (*Eucalyptus camaldulensis*) that lined its banks, in order to make canoes. The Wimmera River was a central element to the ancient Dreaming stories which provided the rich cultural and spiritual meanings that wove together the land and its people.

Numerous camp sites have been identified by the discovery of ovens and stone artefacts – the variety and quantity of items revealing the extent of tribal relations, especially regarding trading. Camping sites include the site of Horsham itself, which was a stopping place on the way to Lake Hindmarsh, and the bend in the Wimmera River at Dimboola.

With little tree cover or other natural occurring shelter in parts of the Wimmera plains, Aboriginal people built huts of timber and grass, which they plastered with mud or clay. During the winter of 1836, while camping on the western slope of Mt Arapiles, Major Mitchell had observed 'bark and grass huts coated with clay'.¹⁵ On 26 July 1836, he had noted 'aboriginal huts' which he described as 'superior accommodation'.¹⁶ Mitchell had noticed similar huts in the vicinity of the Grampians. Other early European visitors observed similar huts around Ararat.

While the Wimmera still remained largely an unknown place to Europeans in the late 1830s, British colonisation was well established in Victoria by that time and the effects of European settlement, although many miles distant, was already being felt. From 1834, when white settlers settled at Portland Bay to the south, the traditional owners of the Wimmera country would have heard about, and possibly anticipated, their arrival. They had also possibly gleaned information from people in the Murray River area to the north about the earlier settlement in Sydney. It is also likely that from as early as the 1820s some Aboriginal people suffered from introduced diseases such as smallpox, which were passed unknowingly along trade routes.¹⁷

Cultural survival

In the face of the great onslaught to their traditional way of life, and the massive loss of life amongst them — due to frontier conflict, introduced disease, loss of traditional food sources, and general malaise — many Aboriginal people survived colonisation, holding on to their cultural traditions when and where they could. Some groups managed to continue to live a semi-traditional life by combining traditional food gathering where they could, with rations and other sources. For example, some could

¹⁴ Aldo Massola reported on a fish trap system at Toolondo in the 1970s.

¹⁵ <http://www.arapiles.net/history.html>; accessed 23 July 2011; Keith Lockwood, pers. com., May 2012.

¹⁶ Jean Field, *Waggon Wheels Thru' the Wildflowers*, 1977.

¹⁷ While the claim of smallpox affecting Aborigines in Victoria is accepted by some historians, including Richard Broome, *Arriving* (1984), the late Diane Barwick disputed this assertion; see 'Changes in the Aboriginal population in Victoria 1836–1966' in Mulvaney and Golson (eds), *Aboriginal Man and Environment in Australia*, ANU Press, Canberra, 1971.

by camping on river reserves or on their traditional land on pastoral estates, and helping themselves to whiteman's food, by taking the rations offered by local protectors, and employment on stations (but rarely for wages) or in town. In the 1840s the pioneering Horsham shopkeeper George Langlands bartered with local Aborigines for 'wild game'.¹⁸

With time, some Aboriginal people found a way of staying on their traditional land, either by working for a local pastoralist for rations (but rarely for wages) or taking the rations offered by the local protectors, which they supplemented with other food sources.

Aborigines worked as shearers, stockmen and general hands on pastoral stations, or on the railways. They also worked (though possibly with little remuneration) as trackers, most famously in the case of Jungunjinauke (also known as Dick-a-Dick or 'King Richard'), who found the three Duff children who were lost in the bush in 1864.¹⁹ By the 1880s it was noted that the Aborigines at nearby Ebenezer Station 'can now make fair wages among the selectors, at fencing, clearing, etc.'.²⁰



2.1 Droylsden in Baillie Street, built in 1930, later became the Goolum Goolum Aboriginal Co-operative (National Library of Australia)

Under the Board for the Protection of the Aborigines established in 1860, locally based protectors were also appointed, who distributed clothes and rations, and kept a register of Aborigines living in particular localities. Local protectors in the 1860s included Charles Wilson of Walmer station and Samuel Carter.

Some sites have retained an association with their Aboriginal owners. Perhaps because the Horsham district was settled relatively late, and that settlement was not dense, stories about a number of places have survived in the folk memory of the settlers. Ashens Station is remembered as having been 'a camp for 150 blacks'.²¹ Another site was a group of 'native pines' at the 'pound corner' at Haven, south of Horsham, which was known as an Aboriginal camping ground. The site was for many years called by its Aboriginal name, Wanpinbolongo, which was thought to mean 'place of pines'.²²

¹⁸ L.J. Blake, 'Langlands, George (1803–1861)', *Australian Dictionary of Biography*: vol. 5, 1974.

¹⁹ Jungunjinauke was also a member of the First XI Aboriginal cricket team that toured England in 1868.

²⁰ *Victorian Naturalist*, vol. 5, 1889–89, p. 38. Ebenezer Station, located near Lake Hindmarsh, operated between c.1861 and 1904.

²¹ Coulson, *Horsham Centenary*, 1950, p. 40.

²² *Our Haven*, Back to Haven Committee, 1978, p. 45.

Chapter 3

Fighting for land

When I was passing with the cattle over the Eastern Wimmera, a shepherd came up and entered into conversation with me. He held a carbine in the place of a crook, and an old regulation pistol was stuck in his belt, instead of the more classic pastoral pipe — pastoral pursuits in Australia being attended, at this time, with circumstances more calculated to foster a spirit of war than one of music.

Charles Browning Hall, 6 September 1853.²³

Time and civilisation are fast effacing the old landmarks and there are so few of the native tribes left.

Samuel Carter, 1911.²⁴

Dispossession

In laying claim to vast acreages of land in the Wimmera, speculative pastoral capitalists effectively evicted the traditional owners from their land. Few negotiations or agreements are known to have been made. The Jardwadjali suffered grave injustices and inhumane treatment at the hands of white settlers as did Aboriginal people across the newly settled districts of south-eastern Australia. They were pushed aside and forced to exist on the fringes of the new settlements. Their traditional lifestyle, so delicately balanced with nature, was irreparably damaged, and the world they knew so intimately was changed utterly. They lost land and shelter, and their traditional sources of food and water. The means of maintaining many cultural traditions was jeopardised, on account of their close integration of land with culture, and this contributed to a breakdown in cultural life. The Aborigines also suffered from introduced diseases for which they had no resistance and which led to high mortality rates.

Guerilla warfare

One squatter at Geelong, Thomas Learmonth, claimed that relations with the Aborigines were such in the late 1830s that settlers were 'afraid to penetrate into the interior to take up runs'. It was not until the early 1840s that intending squatters braved the 'emptiness' of the inland of the Port Phillip District.²⁵ As pastoralists penetrated into the Horsham district they met with hostility. Some erected defensive structures, for example on the Brighton run, where the Carters' 'fortified hut' had port holes with sliding doors so that they 'could shoot from all sides'.²⁶

There were many reported instances of racial conflict during this early contact period, including attacks on stations by Aborigines and numerous reprisals by settlers. Attacks on Aborigines included the murder of an Aboriginal boy at Mount Talbot (presumably Wonwondah) station in 1847 and the attack by Dana on a group of Aborigines near Mount Zero in 1843.²⁷ In 1845, when the Native Police were stationed at William Firebrace's Vectis station, a conflict erupted at Polkemmet station.²⁸

The hostilities meted out by the Aborigines during this early contact period in the Wimmera have been described as particularly intense.²⁹ They stole sheep, often by breaking their legs so that the animals could not return to the flock. They used Mt Arapiles as a strategic base from which to launch attacks

²³ Quoted in T.F. Bride (ed.), *Letters from Victorian Pioneers*, 1983 (1898), p. 269.

²⁴ Samuel Carter, *Reminiscences of the Early Days of the Wimmera*, Norman Bros, Melbourne, 1911, p. 7.

²⁵ Thomas Learmonth, Buninyong, 11 August 1853, quoted in Bride (ed.), *Letters from Victorian Pioneers*, 1983 (1898), p.94.

²⁶ Carter, *Reminiscences*, 1911, p. 14.

²⁷ Ian Clark, *Scars in the Landscape*, 1991, pp. 161–62, 166.

²⁸ Clark, *Scars in the Landscape*, 1991, pp. 164–65.

²⁹ James Jupp, *The Australian People*, 1988, p. 11.

and to harbour stolen sheep.³⁰ One squatter's wife, Thomasina Carter, deterred a potential attack by Aborigines on the homestead while she was home alone with her children by dressing up in a man's clothing and impersonating her husband.³¹ The Jardwadjali put up a strong resistance. Local squatter Charles Hall referred to Aboriginal reprisals as producing 'a sort of guerrilla warfare'.³² Aboriginal attacks on settlers' stock and shepherds were, in turn, often followed by harsh retaliatory measures.

The Chief Protector of Aborigines, George Augustus Robinson, visited the Wimmera in the mid 1840s in order to file an official report to the Government on the situation of the Aborigines. He appointed an Assistant Protector, Charles Sievwright, to oversee the situation in the Western and Wimmera districts. The Native Police Corps was also brought in to help to try to prevent further attacks. The Native Police Corps was an adjunct police force based in Melbourne which was made up of Aboriginal men from across Victoria, but with a large proportion of Wurundjeri (from the Yarra River and Port Phillip Bay area) and also men from western Victoria. The task of the Native Police was to help to locate and sometimes conciliate the Aborigines involved in attacks on settlers. Historian Ian Clark explains that it was the deployment of detachments of the Native Police Corps to the Jardwadjali country in the mid-1840s that 'was instrumental to ending this resistance'.³³

The early settlers' active and on-going conflict with Aborigines in the 1840s was to some extent rewarded by the government, as Graeme Davison has pointed out: 'James Kirby, a pioneer of the Wimmera district in the 1840s, dwelt on the special hazards of warfare against the Aborigines, which had entitled him to an old age pension, as compared with the relatively easy life of those who arrived in the 1850s. "I cannot call those pioneers who came out to Melbourne to their homes and good situations", he insisted.'³⁴

Native title agreements

In 1970 the first case of Aboriginal land title was granted to the Gunditjmarra in western Victoria by the State of Victoria. The historic Mabo decision by the High Court of Australia in 1992 paved the way for effective legislation machinery, at both state and federal levels, to recognise Indigenous rights to land. In a historic decision by the Victorian Federal Court in 2005, the traditional owners were granted native title to land mainly along the Wimmera River, including fishing rights. This was the first successful native title claim in Victoria.

³⁰ Edward Bell, in T.F. Bride (ed.), 1898, p. 179.

³¹ Carter, *Reminiscences*, 1911, pp. 30–31.

³² Bride (ed.), *Letters from Victorian Pioneers*, 1983 edition (1898), p. 274.

³³ Clark, *Scars in the Landscape*, 1991, p. 141.

³⁴ Graeme Davison, 'Our Youth is Spent, Our Backs Are Bent', *Australian Cultural History*, no. 14, 1995, p. 51; FN47: possibly quoting the Royal Commission into the old age pension at which Kirby gave evidence; was he also the author of *Old Times in the Bush of Australia*, 1895?]

Chapter 4

Developing pastoralism

It was like a vast open park, no fences outside the horse paddock to impede progress in any direction.

John Wallace, *Stawell Times*, 1888–90

There are not many of the old squatters left, and soon the old landmarks will be effaced.

Samuel Carter, *Reminiscences*, 1911

Establishing pastoral runs

When Europeans first settled in what was then known as the Port Phillip District of the Colony of New South Wales, the district of Horsham — as yet unnamed by the newcomers — was far distant from the known world. Small settlements had emerged along Victoria's south-western coast by the 1830s, but Horsham and the wider Wimmera district was as yet unoccupied by Europeans. Like the fertile Western District, which was laid claim by pastoralists from the late 1830s, the drier Wimmera plains were also looked on as potential grazing country. The imperial notion of this extensive country as 'unoccupied', which conveniently suited pastoral ventures, provided the basis for the expansion of Britain's colonial territories.

Intending squatters, who were keen to stake out a claim on suitable grazing land, arrived in the Wimmera with their stock from the early 1840s, accompanied by labourers and servants, and sometimes joined by their wives and children. Some travelled the 300 or so kilometres from Melbourne; others headed south from New South Wales. Some of these settlers, such as James Monckton Darlot, had already happened to pass through the district in the late 1830s on overlanding trips between Portland and New South Wales, and had liked what they had seen.

The first to take up a pastoral run in the area was Samuel Carter, acting in the capacity of agent for James Monckton Darlot, who took up a pastoral run on the Wimmera River in the vicinity of present-day Horsham in July 1843.³⁵ Darlot himself arrived in 1844 and occupied the Brighton pastoral run until 1851.³⁶ Others followed, including Dugald McPherson, Splatt and Pynsent (Wonwondah), William Taylor (Longerenong), Wilson brothers (Walmer), Charles Carter (Brim Springs), the Calder family (Polkemmet), and Captain Robert Firebrace (Vectis). Many of the squatters were Scottish or Protestant Northern Irish, with some English.

The land taken up by squatters remained Crown land, which was occupied on the basis of a leasehold under license from the Crown. This part of Victoria was classified as 'unsettled country', which meant that leases were only available for a 14-year period.³⁷ Tenure was insecure and runs frequently changed hands. Nevertheless, some pastoral ventures were successful, and squatters had built up large profitable estates by the early 1860s.

Pastoral place names

The settlement of Horsham and its first pastoral run, Brighton, were given English place names by early settler James Darlot — thus creating an association with the places of the Old World.³⁸ It was, however, more common in the study area for Indigenous placenames to be used. There are countless examples, including Brim, Dooen, Drung Drung, Jerro, Jung Jung, Longerenong, Natimuk, Noradjuha,

³⁵ Darlot, VHM, July 1940, p. 77; Carter, *Reminiscences*, 1911, pp. 10, 12.

³⁶ Darlot, VHM, July 1940, p. 77.

³⁷ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 25.

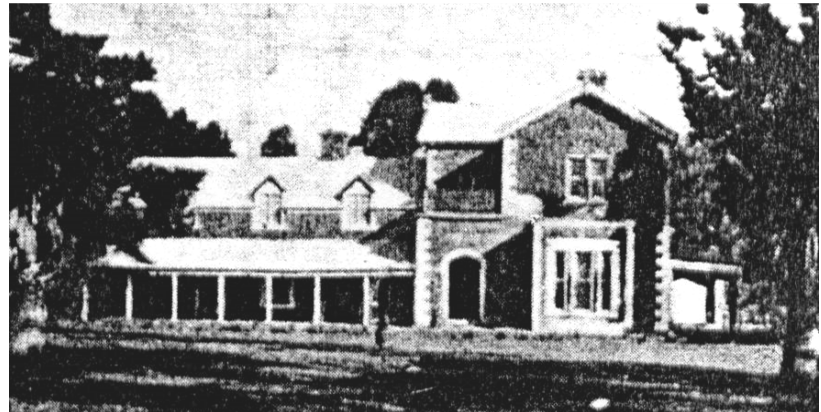
³⁸ Horsham was named after a town in West Sussex, England, the home town of James Darlot. The town of Horsham in England is also sited near a river.

Walmer, Wartook, Wonwondah, Quantong, Pimpinio, Tooan, and Lah Arum. The Aboriginal name for the site of Horsham was recorded as Bongambilor or Wopet-Bungindilar.³⁹ Some pastoral stations also took local Aboriginal names, such as Longerenong and Wonwondah.⁴⁰ Charles Carter's Brimpaen (originally Brim Springs) was unusual as a composite name of Indigenous and Old World origins — the Aboriginal word 'brim' meaning spring and the word 'paen' taken from Glenpaen in Scotland.⁴¹

Building large pastoral estates

The colonial government issued settlers with a Pre-emptive Right from 1852 onwards. For a minimal fee, this gave the successful applicant freehold title to an area of 640 acre (1 square mile) around the home station. These blocks usually comprised the best land of the run and generally fronted a watercourse; several were along the Wimmera River, including Polkemmet, Brighton and Vectis.

Initially, the home station was usually a rough-built hut of timber with an earthen floor and a bark roof, held down with logs. Mud or clay was often used as plaster to seal the walls. Once a Pre-Emptive Right was granted, squatters erected more permanent and substantial homesteads. Most of these were erected in the 1860s. An architect was sometimes employed — the firm of Crouch and Wilson erected a fine villa residence at Vectis for Alexander Wilson in 1861 and another for his brother Samuel at Longerenong the following year.⁴² Margaret Emily Brown visited the newly completed house that superseded the 'old bush homestead' and described it as 'a splendid large two-storey bluestone [sic.] house, newly furnished'.⁴³ Internally, there was a cedar staircase, marble fireplaces, stained glass windows and Italian tiles on the verandah.⁴⁴ Local historian C.E. Sayers more accurately states that the house was built of red brick, which were fired on the property.⁴⁵ Stone was rarely used in the construction of early homesteads in the district. An exception was Mount Talbot homestead (1866) (VHR H0468).



4.1 Vectis homestead, built in 1864 and demolished after Vectis was subdivided for soldier settlement (from <http://users.sa.chariot.net.au/~djenkins/Vectis%20Station.htm>)

³⁹ Coulson, *Horsham Centenary*, 1950, p. 6. Robert P. Whitworth records the Indigenous name as 'Wopet-Bungindilar', meaning 'house of feathers', in *Bailliere's Victorian Gazetteer*, 1879, p. 245.

⁴⁰ 'Wonwondah' was recorded as being an Aboriginal word for small shrub; from Calder, *The Grampians*, 1987, p. 176.

⁴¹ Calder, *The Grampians*, 1987, p. 171.

⁴² *Argus*, 12 December 1861; Heritage Victoria, citation for 'Longerenong' [VHR H0290].

⁴³ Brown, 'Memoirs', MS 11619./P0000/134, SLV, p. 48.

⁴⁴ Sayers, *Lost in the Bush*, 1964, p. 6.

⁴⁵ Sayers, *Lost in the Bush*, 1964, p. 6.



4.2 Walmer homestead, 1900 (Museum of Victoria)

In addition to the main house at the home station, there were various other buildings, including huts, or out-stations, for the single male workers (sometimes married quarters were also provided), accommodation for the station cook, store house, stables, and woolshed. At Polkemmet the gardener also had his own hut, and at Rutherford's station there was a separate school house. The station workers' huts were built of rough logs with a bark roof and a floor of trampled (i.e. compressed) earth.⁴⁶

The large pastoral estates were greatly diminished following land selection and closer settlement (discussed in Chapter 5), but even into the early twentieth century there remained some large holdings where pastoral pursuits continued to generate wealth. Wool and fat lambs remained a lucrative market.



4.3 Wonwondah North homestead, painted in 1888 (State Library of Victoria)

⁴⁶ Sayers, *Lost in the Bush*, 1964, p. 9.



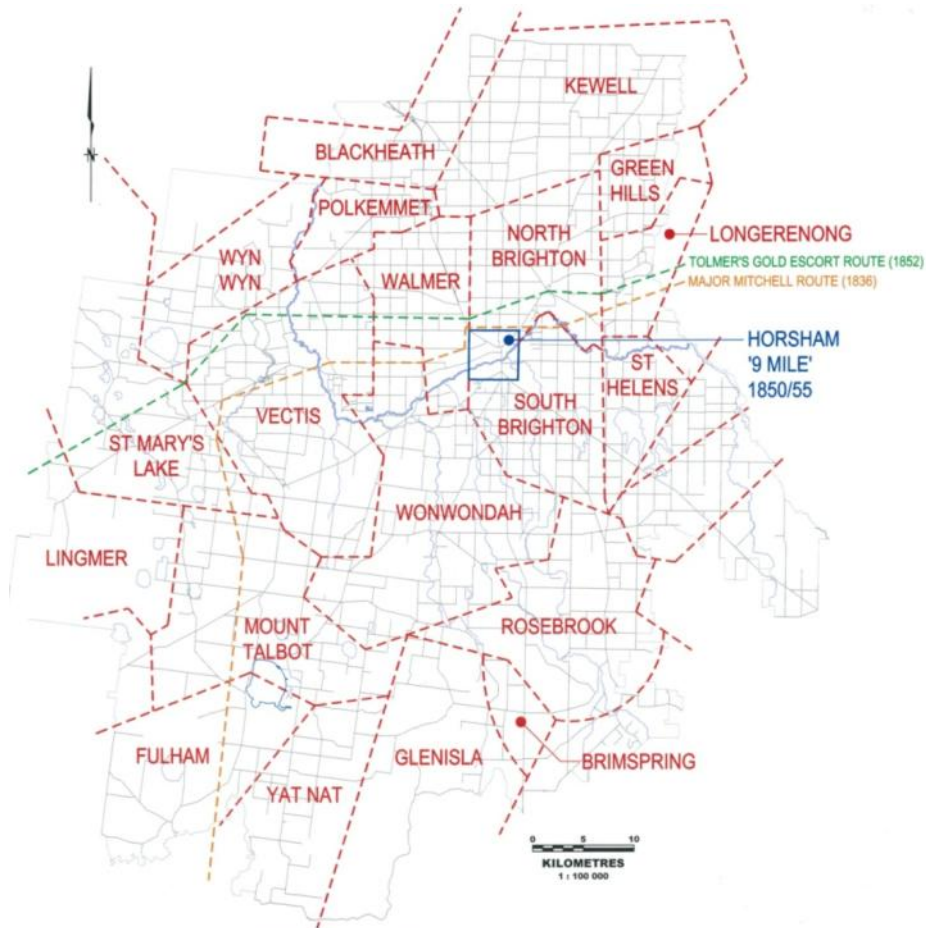
4.4 South Wonwondah Homestead, c 1860s (image 2014) – established from the former Wonwondah estate



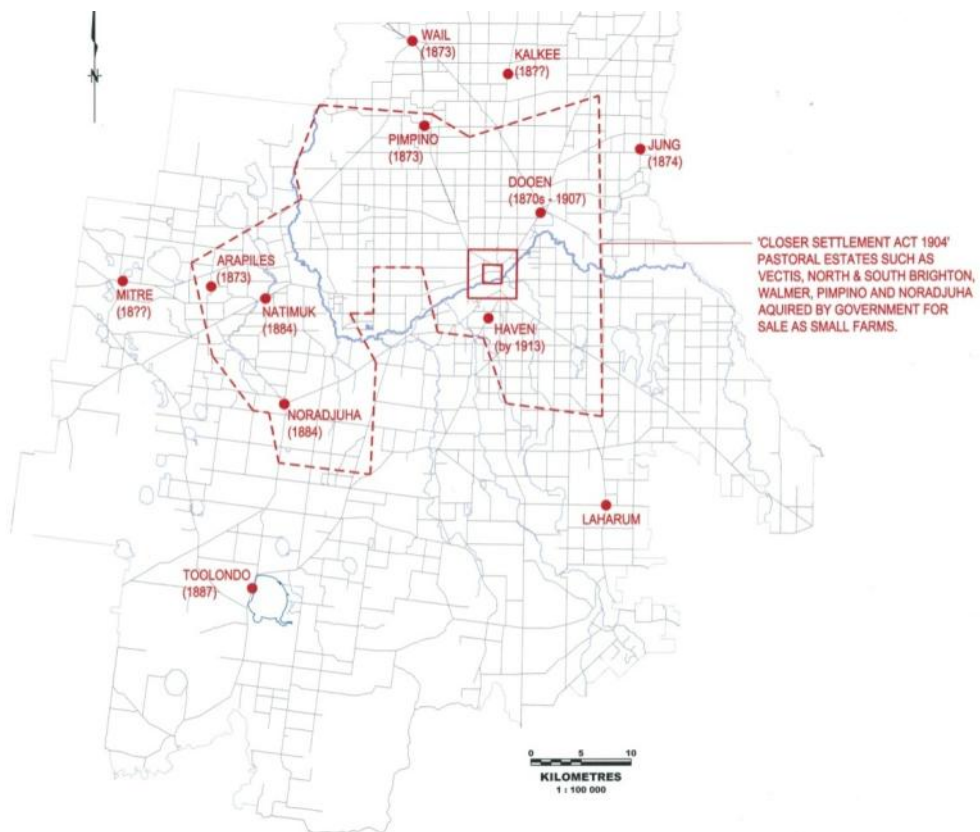
4.5 South Wonwondah Woolshed, c 1860s (image 2014)



4.5 South Wonwondah Woolshed, c 1860s (image 2014)

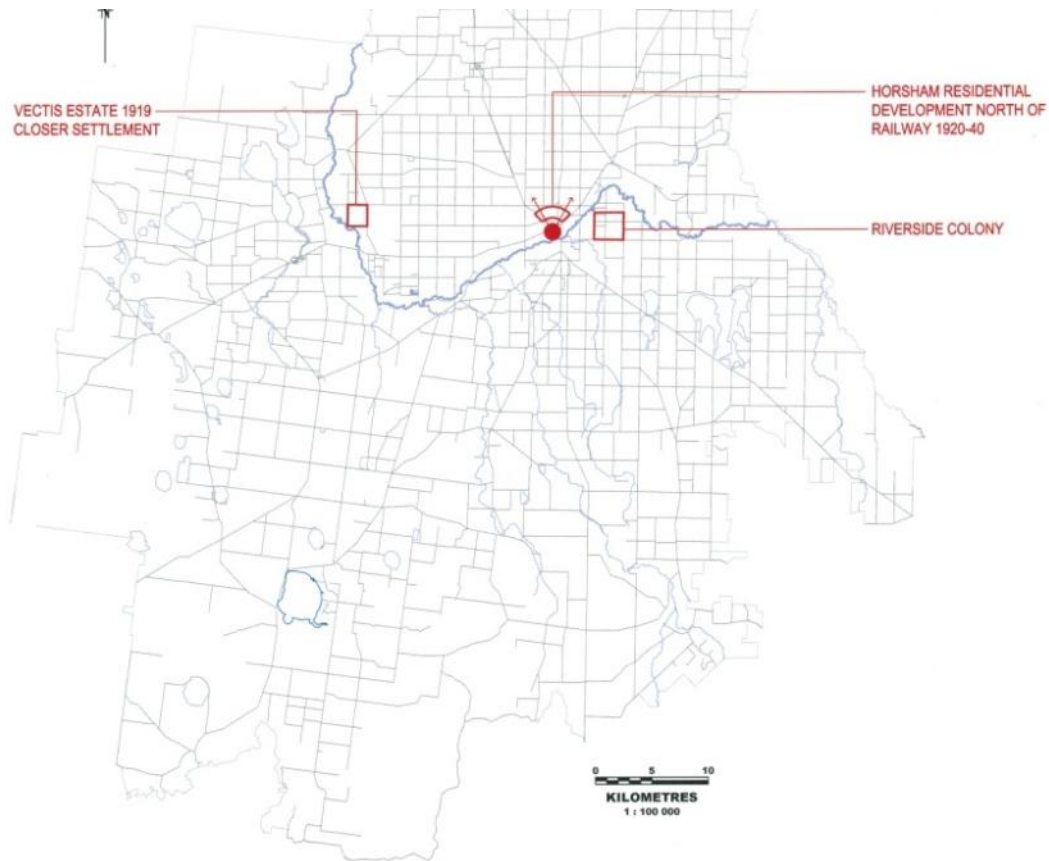


SETTLEMENT 1840-1870

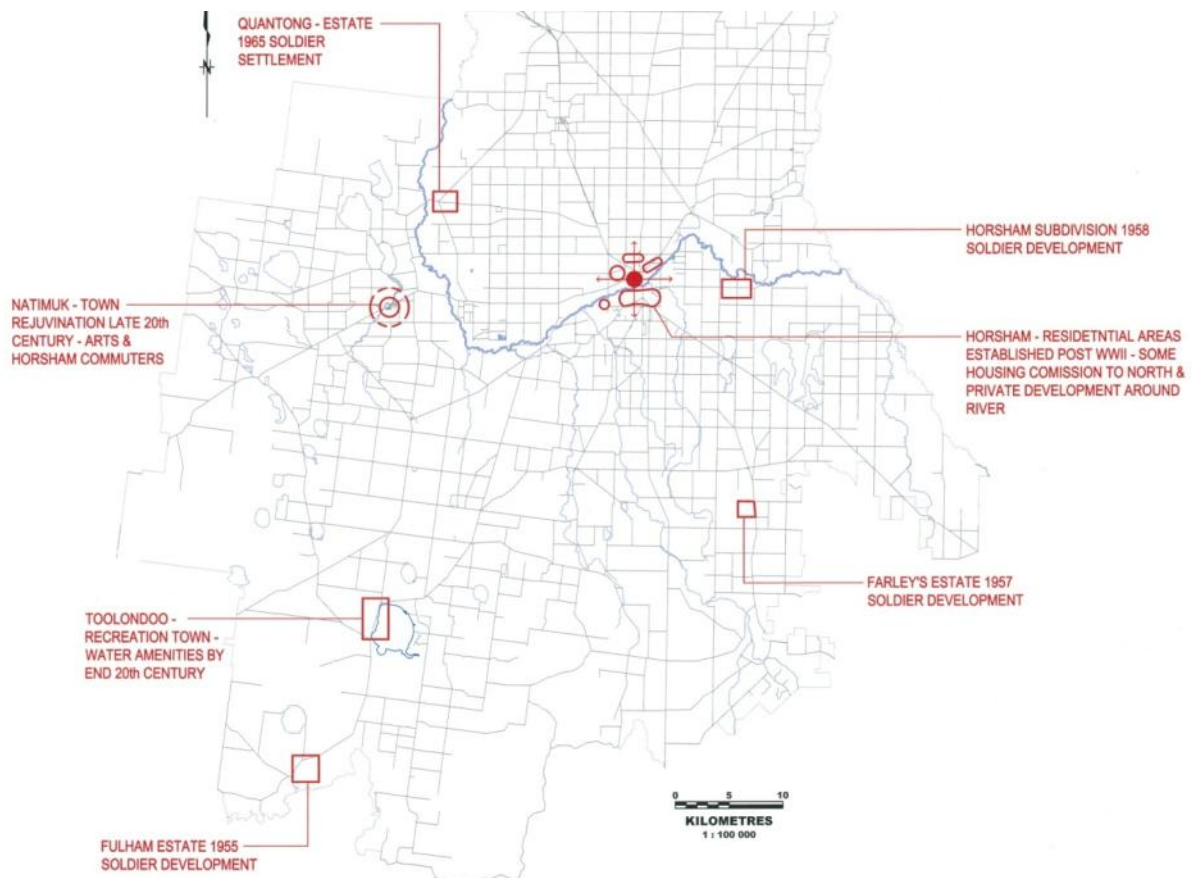


SETTLEMENT 1870-1915

Horsham Heritage Study (Stage 2)



SETTLEMENT 1915-1945



SETTLEMENT 1945-2012

Chapter 5

Settling on the land

It became known that the treeless plains of this district were easy to work and fruitful in crop. Population thronged hither, and thousands now occupy the land once in the possession of a few squatters.

'The Vagabond', *Leader*, 17 February 1894.

It is wonderful to note the changes than have taken place in our midst since 1874 when the selectors first wended their weary way to this then waterless plain. The land has changed hands and there are very few of the original settlers left. Where calico houses once stood and water tanks in waggon or dray told all 'too plainly' of long journeys for water, now are good homes, underground tanks and every convenience. We old hands often speak of the terrible experiences we had, but pluck and perseverance won the day. We were met by men who told us that we were mad going to the Wimmera plains — no water and no feed for man or beast — but we had no time for such talk, our cry was excelsior, but at times their words would come to our minds with such terrible force.

'Kalkee', *Horsham Times*, 22 February 1910.

Selecting land

Following the gold rushes in Victoria, a large population of ex-miners, most of them still recent immigrants, were eager for the opportunity to take up land for farming. There were mounting calls for the Government to 'unlock the lands' from the squatters' stronghold, and growing support for the 'yeoman ideal', whereby each man and his family would farm a small block. The democratic reforms introduced in Victoria during the 1850s, such as male suffrage and the secret ballot, were part of a larger push for change that sought to create a fairer and more equitable society. The cause for land reform was enthusiastically taken up by the Minister of Lands, James Macpherson Grant.

Generally, the first land selection acts in Victoria were passed in 1860, 1862 and 1865, but these were largely ineffective in achieving the objective of settling a large number of people on the land. The intention of the legislation was thwarted by the shrewd practices of the squatters, who took advantage of various loopholes in these acts to maximise their acquisition of freehold land. Some squatters employed professional agents to acquire blocks on their behalf. As one of the critical requirements for selection was for *occupation* of the land, wily advertisers spruiked mobile 'dummy huts', which could be wheeled from block to block to fool local government inspectors that a selector was bonafide. A local example of such a structure was Mott's dummy hut at Natimuk, which does not survive today. (see fig 5.1).

It was not until the passage of revised and improved legislation in 1869, drafted by James Macpherson Grant and duly named the Grant Act, that a large number of settlers could successfully take up selections in the study area. Under the Grant Act, Crown land was sold for £1 per acre. The requirements of the selectors were residence, cultivation and improvement of the land, with a yearly rent paid to the government of 2 shillings per acre. Selections could be up to 320 acres in size (equivalent to half a square mile), and were available both to men (married or single) and to unmarried women.

Hopeful farmers eagerly anticipated the passage of the new acts. In 1860 it was reported that 'several families from South Australia have already crossed the border, and have squatted down in the neighbourhood of Horsham, in order to await the passing of our Land Bill, and then to select farms under its provisions'.⁴⁷ Streams of covered wagons that arrived in the district from the 1870s presented something of a land rush.

⁴⁷ *Argus*, 21 August 1860.

Relations between selectors and the local squatters became tense and acrimonious. The squatting class, who sought to retain as much of their holdings as possible, derided the selectors, sometimes dubbing them as 'cockies', and expressed strong doubts that the Wimmera could indeed support a large agricultural population, as the government hoped. The squatters countered the positive message of land selection promoted by the colonial government, declaring that the country was best suited to sheep and was in fact too arid to support a large population. At a gathering of 'squatters and principal residents of the district' in 1873, for example, the speakers all defended the pastoral interest and argued that 'the prospects of agriculture did not meet with very glowing treatment'.⁴⁸ Some squatters took positive, indeed radical, action to deter selectors. In one locality, squatters purchased numerous blocks themselves, including a block where a selector has built a flour mill. They demolished the mill, thus destroying any immediate plans for successful cereal cropping in the area. There were other such stories — the stuff of rumour and hearsay. As Garnet Walch observed:

*for many years, popular belief set down this neighbourhood as a howling wilderness, an impression fostered by the first squatter resident here, who reported that his run would not carry a single sheep to fifty acres. Whether it is true that sheep were occasionally slaughtered and shown to intending selectors as having died of starvation, and whether, also, "neat" grog was really served round as proof of the waterless condition of the estate, are questions not within our power to settle . . .*⁴⁹

Squatters were quietly disgruntled. The Calder family of Polkemmet returned home from a visit to Scotland in 1873 to find that 'nearly all their best land had been taken up by selectors, leaving only an area of 3000 acres to go with the homestead'.⁵⁰ Alexander Wilson's family fared better, selecting numerous blocks themselves of the original Vectis station between 1869 and 1876.⁵¹ Despite their best efforts, it was impossible for squatters to do much to prevent the large number of selectors arriving to peg out land. A local land office was established in Horsham in the early 1870s to administer and regulate the process of land selection. Disputes between parties, and cases of non-compliance with the legislation, were heard through a local Land Board.

The many small selections were regimented in squares and rectangles, and were mapped onto a landscape of only mild undulations. There was a flatness and monotony in this new land-use pattern. In some parts, such as around Laharum, the land available for selection was heavily timbered, as the more sparsely timbered country had been deftly retained by the squatters.⁵² As farmers cleared the land of trees, they left an even more featureless landscape. With the dramatic change in land usage over a period of around twenty years, the pastoral interest was largely eroded, and as a result there are only a few examples of intact early pastoral buildings that survive in the study area; Walmer and Mount Talbot [VHR H0468] are rare examples.

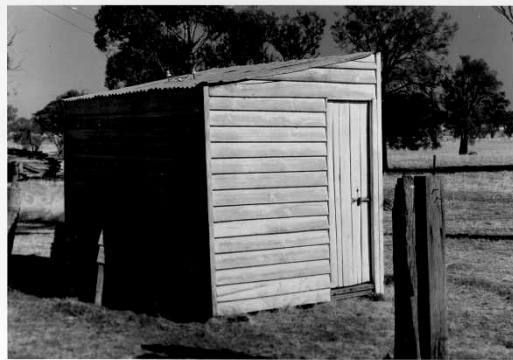
⁴⁸ *Argus*, 6 March 1873.

⁴⁹ Walch, *Victoria in 1880*, 1881, p. 109.

⁵⁰ Coulson, *Horsham Centenary*, 1950, p. 4. See also Miss Calder's Memoirs in the *Argus*, June 1933.

⁵¹ See 'Quantong, County of Borung', 1895 (SLV Map Collection).

⁵² *Lah Arum*, 1987.



5.1 former Mott's Dummy Hut (State Library of Victoria)



5.2 Greenhills homestead at Jung, from subdivision of Longerenong estate, photographed by John Collins in 1979 (State Library of Victoria)



South Wonwondah Homestead c 1860s (2014)

The selectors' farmhouses were generally modest timber dwellings of four or five rooms, and the necessary out-buildings. The farmhouse and its immediate surrounds might be improved in accordance with the prosperity of the selection. Large, elaborate gardens were uncommon in the Wimmera. George Seddon noted that windbreaks were hardly planted, much less a garden.⁵³

As an adjunct provision of land selection, the government set aside Crown reserves known as town commons or farmers' commons in the 1860s, which provided land in common to be used by local selectors for the grazing of stock and other purposes. A town common was reserved at Horsham in 1861; this was altered in 1863.⁵⁴ Haven also featured a common. Later, settlers lost out when the original Horsham common was acquired privately under the free selection acts. This resulted in a local petition for access to a second common of 4000 acres on the Wimmera River.⁵⁵

Many selections were later consolidated in order to make more viable properties. As farming properties were made larger in the earlier twentieth century, there was to some extent a return to wool-growing. In the 1930s 1940s and 1950s — the period of the 'wool boom' — when Australia (and specifically the Australian economy) still 'rode on the sheep's back', Horsham was well positioned to benefit from good wool prices and a ready market.

⁵³ Seddon, *Landprints: Reflections on place and landscape*, Cambridge University Press, 1998.

⁵⁴ VGG, 17 November 1863, p. 2561; *Argus*, 9 September 1864.

⁵⁵ *Argus*, 25 June 1872.

Closer settlement

As part of the Victorian Government's push to further develop the land for its maximum potential for economic productivity, legislation was passed in 1904, which enabled the government's compulsory purchase of large and poorly utilised pastoral estates for the purpose of creating smaller, more productive holdings.⁵⁶ This coincided with dramatic improvements to wheat production, namely super-phosphate and the new Federation strain. Large estates in the study area that were subdivided under the Closer Settlement Act included Walmer; South Brighton; North Brighton; Vectis; Pimpinio; and Noradjuha.⁵⁷ The Closer Settlement Board, which administered the Act, built rudimentary timber cottages on the blocks, according to the Board's own pattern-book designs, fenced the holdings, and provided expert advice.⁵⁸ As a result, there was a broad uniformity in the design of settlers' homes across an estate. By the early 1900s, farmers in the district generally had larger and more comfortable homesteads.⁵⁹ For the wider Wimmera district, it was reported in 1908 that '... during the past few years 20 estates, aggregating nearly 150,000 acres, occupied by 20 owners, or say 100 people, have been subdivided into 192 farms, with an average of 700 acres, on which are settled 192 farmers, or about 960 persons.'⁶⁰

Soldier settlement

The Closer Settlement Board made blocks available to ex-soldiers under the Discharged Serviceman's Act of 1917. It was desirable for applicants to have some farming experience.⁶¹ Mostly, it was single farming blocks that were made available to individual soldiers in the study area. One large estate comprised over 5000 acres at Drung (on a property known as Ballyglunin Park estate). By 1921 the estate was 'fairly well established' with soldier settlers.⁶²

Soldier settlement blocks were also made available in the study area after World War II. Some examples were: Farley's, Laharum, 8 blocks; Monterenz, Horsham, 1 block; former Quantong college reserve, 1 block.⁶³ On Farley's estate, the houses were designed by Geelong architects, Buchan Laird and Buchan. Other estates that were cut up following World War II included Kanagulk (former Fulham estate), and the Wilson's Vectis station (here, the homestead was demolished following subdivision for soldier settlement blocks).⁶⁴

A large soldier settlement in the Drung area (Parishes of Horsham and Bungalaly) was established after World War II. This had previously been a wheat-growing area, but was planned as an irrigated settlement that would support dairying. A comprehensive soil assessment was carried out in 1953 to ensure its suitability for intense farming.⁶⁵ This became a highly productive area for several decades, but water shortages later posed a problem.⁶⁶ Remnants of former soldier settlement blocks around Drung are evident today.

⁵⁶ Dingle, *Settling*, 1984.

⁵⁷ *Horsham Times*, 28 August 1908.

⁵⁸ SRWSC, *The Irrigated Areas*, Government Printer, Melbourne [1910], p. 16.

⁵⁹ *Horsham Times*, 28 August 1908.

⁶⁰ *Horsham Times*, 28 August 1908.

⁶¹ See A.V. Jochinke & Co.: <http://www.jochinke.com.au/location.htm>

⁶² Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 100.

⁶³ Rosalind Small, *Hard to Go Bung*, 1992, pp. 244–47; Farley's was settled in 1956 (Lah Arum, 1987, p. 25).

⁶⁴ For Fulham, see National Trust of Australia (Vic.), 'Fulham Homestead'; for Vectis Station, see <http://users.sa.chariot.net.au/~djenkins/Vectis%20Station.htm>, extract from George Gates, 'The Early Colourful History', [*Wimmera Mail?*], 6 May 1948.

⁶⁵ J.K.M. Skene, 'Report on Soils of the Horsham Soldier Settlement Project', 1959.

⁶⁶ Blake and Lovett, *Wimmera Shire Centenary*, 1962, pp. 100–101.

Establishing Village Settlements

A number of 'village settlements' were established in the Wimmera in the early 1890s in accordance with the *Village Settlements Act* 1893. This legislation was passed in Victoria in response to a shift in interest towards co-operative rural settlement and the urgent need for unemployment relief for large numbers of men in Melbourne.⁶⁷ Other colonies passed similar legislation.

The Reverend Horace Finn Tucker, Anglican minister at Christ Church, South Yarra, founded several village settlements in the Horsham district, including those at Wonwondah East, Moora Moora, and Dooen. The object of these settlements was to provide a means of living with a view towards settlers acquiring their own blocks and becoming independent rural settlers. Tucker established the village settlement at Wonwondah in 1892, a year before the *Village Settlements Act* was passed. The applicants were selected from the inner-city working-class suburbs of Melbourne. Settlers lived in huts in close proximity in a 'village' arrangement, but farmed on designated blocks outside of this village. A newspaper report of 1893 described the rudimentary construction of the dwellings:

*The houses completed, which in comparison with the cold tents are paradises of comfort, have been built at a minimum of costs with the labor of the settlers and of material produced by that labor. One of the most comfortable of the cottages is thatched: with reeds brought by their occupier from a considerable distance close to Wartook, we understand, and is plastered inside and out with mud from the bed of the creek hard by.*⁶⁸

Yet despite the initial enthusiasm for these settlements, they were founded on an idealised, even a romantic, utopian notion, and ultimately they were not sustainable. Life on the settlements was primitive and involved long hours of hard labour, and few settlers were able to make a success of it. In some cases the land proved unsuitable for small-scale farming.⁶⁹ There is scant evidence remaining today of the group of village settlements established near Horsham.

Establishing irrigation colonies

In the early 1890s a number of irrigation colonies were established in the study area. Prominent local stock and station agent Thomas Young, developed **Young's Irrigation Colony on Dooen Road** as a successful private venture in a bid to produce fat lambs and fruit on blocks close to Horsham.⁷⁰ The water engineer John Dickson Derry, who had previously designed the Lake Wartook reservoir water supply scheme, applied his talents to the development of irrigated blocks for intensive food production. Derry joined a private syndicate that developed the **Burnlea estate** in c.1891–93. The estate covered 500 acres south of the Wimmera River, and provided villa allotments of one-half an acre to willing settlers. Young, Derry and Brake Streets are remnants of this development.⁷¹

Another entrepreneurial irrigator was Abel F. Spawn, a former president of the American Colonizing Company and an expert in the dehydrating of fruit. Spawn organised the **Riverside** Irrigation Company project upstream from the **Burnlea** Irrigation Company. This company had sold 430 acres by 1892 (in 10-acre lots), and had planted out 150 acres with fruit trees and vines. The names of the original streets laid out at Riverside — for example, Citrus, Vine, and Walnut Streets — are a vestige of this development. Some years later, Spawn recruited 100 people in Britain for the purpose of forming an irrigation colony at Mt Arapiles. Remnant almond trees and building footings mark the site of this former settlement.⁷²

⁶⁷ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 96.

⁶⁸ *Horsham Times*, 26 May 1893.

⁶⁹ Blake, *Wimmera*, 1973; see also 'Co-operative settlements' in Graeme Davison et al. (eds), *Oxford Companion to Australian History* (1998), p. 159.

⁷⁰ Reynolds, *Naming Horsham's Streets*, 2003, p. 106; *Horsham Times*, 8 November 1892.

⁷¹ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 2.

⁷² Reynolds, *Naming Horsham's Streets*, 2003, p. 91; Keith Lockwood, pers. com., May 2012.

An area of 3000 acres of the Vectis pastoral property was acquired for a fruit-growing colony named **Quantong**, which was established by the Co-operative Irrigation Company in 1892. A variety of crops were planned, including a large quantity of fruit. By May 1892 it was reported that extensive clearing had been carried out and that 'already six or seven comfortable houses have been erected and others are in course of erection'.⁷³ **Quantong** became a thriving fruit-growing community from the early 1900s, with 80 growers operating at its peak. Here, apples were grown for export.⁷⁴ Fruit-growing ceased on account of the development of new orchards along the River Murray in the 1950s the drought in the 1990s.

The optimistically named settlement of **Haven** (occupying the former town common that was once the haven of rabbits) was commenced in the early 1900s with promises that blocks would be irrigated. Here, orchard and vines were planted, and other crops grown. Growers enjoyed some seasonal success but also faced periodic water shortages and restrictions, and ongoing negotiations with the SRWSC over water rates.⁷⁵

Settlers at the various irrigation colonies relied on an irrigation permit from the Wimmera Shire Waterworks Trust, which allowed them to draw an allocated amount of water from the various channels. There were periodic problems for growers with the water supply being inadequate, for example in the drought of 1914–15, and again in 1929–30. Much later, following World War II, an irrigation colony near **Drung**, was developed for soldier settlers. The promise of increased water supply with the completion of new water storages (eg Rocklands Dam) no doubt contributed to its success. Arapiles Shire Councillor Harrie Walter Wade proposed another irrigation scheme around Lake Natimuk for returned soldiers in 1945, but this did not eventuate.⁷⁶

Fruit-growers suffered with the developmwn of alternative supplier in the Murray River irrigation area in the 1950s and gradually left the industry. In the 1990s, the irrigation system at Horsham ceased operations.⁷⁷

⁷³ *Horsham Times*, 24 May 1892; see also 'A Trip to Quantong', *Horsham Times*, 6 February 1894.

⁷⁴ Young, *Pioneer Station Owners of the Wimmera*, 1926, p. 9.

⁷⁵ See, for example, *Horsham Times*, 26 January 1915.

⁷⁶ See Kathleen Dermody 'Wade, Harrie Walter (1905–1964)', in *Australian Dictionary of Biography: vol. 16* (MUP, 2002).

⁷⁷ Laura Poole, 'Irrigation in the Wimmera: An old industry remembered', ABC Rural, 13 July 2010: <http://www.abc.net.au/rural/content/2010/s2952110.htm>

Chapter 6

Governing and administering

If a borough is formed, the rates locally raised will be expended locally and then no bickerings or jealousy can be engendered by rivalry or clash of interest between town and country.

Horsham Times, 11 August 1882

Regulating Aboriginal lives

The often unjust and unchecked treatment of Aborigines by early settlers prompted the colonial government to establish the Central Board for the Protection of the Aborigines in 1861. This system relied on locally appointed 'protectors' who provided rations of food and clothing to Aborigines in their locality and who maintained a register of the local Indigenous population. Local pastoralist Charles Wilson of Walmer was named as an honorary correspondent to the Board in 1861.⁷⁸ Walmer again served as an honorary correspondent in 1868 and distributed rations provided by the Board.⁷⁹

Establishing Horsham as a regional centre

Horsham developed from its early beginnings into an important town centre in the Wimmera. The first settler in Horsham was constable Thomas Halfpenny who arrived c. August 1847. He set up camp at the southern end of Darlot St and set up first Post Office. The Wimmera had been a recognised pastoral and electoral district since the early 1840s and Horsham quickly emerged as the central base for that activity. It represented the central administration of various regional government functions, such as police, postal services, and land settlement — hence its tag, 'the capital of the Wimmera'. In the mid-twentieth century Horsham was the seat of several state government agencies, including the Soldier Settlement Commission.⁸⁰

Geographical and other factors influenced this development. In the 1850s Horsham was the only sizeable town west of the Pleasant Creek (Stawell) diggings. It was relatively isolated from the other Western District towns to the south, such as Dunkeld and Hamilton, due to the Grampians, which posed as a physical obstacle to traffic heading south. Its mid-way position on the Melbourne–Adelaide transport route was also a key factor in Horsham's development. Its role as a service town for an extensive agricultural district, and as an important stock-selling centre, ensured the town's commercial viability. The government operated a land survey office at Horsham from the 1870s. Horsham was also a springboard for settlement of the Mallee in the early 1900s, during which time Horsham benefited as a trade and supply centre.⁸¹

Local government

The Horsham Road District was declared in 1862, and this area was later designated as the Shire of Wimmera in 1864.⁸² The Shire grew rapidly from the 1870s due to the large area thrown open for selection. Commodious shire offices were erected in Horsham in 1875, probably to a design by the Public Works Department (see illustration below). Soon after, Horsham town residents and business owners moved to have township area severed from the Shire of Wimmera to form a separate borough, as this they felt would better serve their interests. As a result, the new Borough of Horsham was constituted in 1882 and a town hall erected soon after was described as 'a lofty structure'.⁸³ The

⁷⁸ *First Report of the Central Board Appointed to Watch Over the Interests of the Aborigines in the Colony of Victoria*, Government Printer, Melbourne, 1861, p. 34.

⁷⁹ *Argus*, 21 August 1868.

⁸⁰ Osmar White, *Guide to Australia*, 1968, p. 162.

⁸¹ Blake, *Wimmera*, 1973, pp. 54–55.

⁸² VGG, 7 March 1862, p. 428; VGG, 4 March 1864, p. 524.

⁸³ Garran, *Picturesque Australasia*, vol. 1: Victoria, 1886–88, p. 276.

Wimmera Shire offices were demolished in 1936. The Wimmera Shire, which now surrounded the new Borough of Horsham, nevertheless continued to occupy shire offices located within the Borough.

The Shire of Arapiles was formed in the 1880s, taking with it the towns of Natimuk and Noradjuha. From the late 1890s until after the 1950s, the Shire of Arapiles council chambers was located at the small town of Noradjuha, which supported only about one-quarter the population of Natimuk.⁸⁴ The Arapiles Shire later moved its headquarters to Natimuk, where the former shire office still stands. In 1994, as part of the restructure of Victorian local government areas, the former shires of Wimmera and Arapiles were merged to create the new Horsham Rural City.



6.1 Wimmera Shire Offices, on the corner of Firebrace Street and Roberts Avenue, Horsham, erected in 1875 (Museum of Victoria)

Lands Office

The first local meeting of the Lands Board took place at Darlot's Brighton station in c.1847, when the boundaries of the various runs were drawn up. Local lands offices were established across Victoria in the 1860s to help process and administer the new land selection acts. A local Land Board sat regularly at the Horsham court house from the late 1860s to resolve disputes between parties arising from the selection of land in the district, and to enforce the compliance of selectors with the requirements of the selection acts. The first lands officer to serve the Horsham district was based some distance away in Ararat / Ballarat.⁸⁵ Stuart Bolton was appointed land officer at Horsham in 1866.⁸⁶ He served an extensive area to the north and west, extending past Warracknabeal in the north.⁸⁷ The first Lands and Survey Office was situated in Firebrace Street, Horsham and described in 1883 as a 'fine building'.⁸⁸

⁸⁴ VMD, 1898, p. 276; VMD, 1930, p. 302.

⁸⁵ Lah Arum, 1987.

⁸⁶ VGG, 27 February 1866, p. 477.

⁸⁷ Keith Hofmaier, *Brimful of Memories: Some folk and oral history of Brim and district*, p. 10.

⁸⁸ *Home to Horsham*, 1929, pp. 10, 26; *South Australian Register*, 18 January 1883.

Chapter 7

Forming townships

Horsham proper, a town of a few years' growth, ... is a bustling little go-ahead town at certain seasons of the year . . .

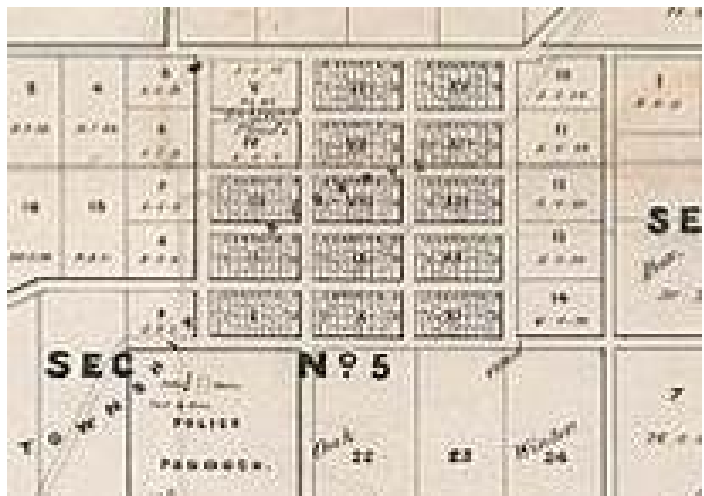
Garnet Walch, *Life in Victoria*, 1881, p. 108.

Horsham is the natural hub and capital of the Wimmera. Attractive homes flanking well-made roads, numerous modern business houses, and excellent hotels are concrete evidence of the prosperity of the district.

Horsham Times, 31 January 1930

Creating new towns

A site for a village at Horsham in the Port Phillip District, then part of the Colony of New South Wales, was selected in May 1850.⁸⁹ The colonial authorities recognised the makeshift efforts at a village already in evidence on Darlot's North Brighton run, and sought to make this permanent. Darlot's son, Philip Firebrace Darlot, later claimed that his father selected site of the Aborigines' corroboree ground⁹⁰ as the spot for a village.⁹¹ The first town plan was prepared by Edward de Little for the New South Wales government in 1849. This shows a handful of pre-existing buildings, including a police station, a store, an inn, and a pound. One visitor to Horsham in 1852 found 'One Publick House smithy store and 3 or 4 stone huts'.⁹² The 1850 plan largely disregarded any claims these early buildings had to the sites on which they stood, but it did permit the foundational Langlands store a block of its own. Local historian Vivian Reynolds suggests that the new survey of 1850 may have been shaped around existing roads or tracks.⁹³ There is a rough track shown, for example, that approximate the path of today's Henty Highway.



7.1 Horsham Township Reserve, 1855, from detail of James A. Shaw, 'Plan of Village and Nine Mile Reserve, Horsham' (National Library of Australia) and also 16 March 1850 map from PROV.

⁸⁹ VGG, 14 May 1850, p. 763; Reynolds, *Naming Horsham's Streets*, 2003, p. ix.

⁹⁰ Apparently incorrect – corroboree ground was in fact at the site of the current Horsham Weir – Horsham Historical Society, 2013.

⁹¹ Blake, *Wimmera*, 1973, p. 54.

⁹² Cornish in Victoria: http://www.cornishvic.org.au/overlandgold/downloads/Luke-Trip_text.pdf

⁹³ Reynolds, *Naming Horsham's Streets*, 2003, p. vii.

The village was officially surveyed by Assistant Surveyor James A. Shaw. His 'Plan of Village and Nine Mile Reserve, Horsham' is dated 1850. This shows a central grid of streets that formed the village centre, which was surrounded on all sides by larger allotments for farming. The roads are named after early settlers, for example 'Darlot Street'. The larger area sits within a nine mile block, which defined the extent of projected town development at that time. This measured nine square miles (i.e. three miles north–south by three miles east–west). The Nine Mile Reserve incorporated the existing 'Police Paddock' and provided a burial ground on the northern boundary.⁹⁴ The boundary of the reserve correlates to the area that is currently bounded by Cameron Road, Rasmussen Road, Curran Road, and Kenny Road.

In its early years, the village was home to only a small population of settlers, including bullock drivers and hoteliers. Through the 1850s and 1860s, the township slowly took shape, with town allotments sold off, and subdivided for commercial and residential purposes. The usual reservations were proclaimed for public buildings, public recreation grounds, churches and schools. In 1860, for example, a 5-acre site at Horsham was set aside for public buildings.⁹⁵

The rush to select land in the 1870s led to dramatic growth in Horsham itself and the development of other smaller centres in the district. By 1881, the broad Horsham district had reached a population of over 1600 people, which was five times greater than the population of 1871.⁹⁶ As the farming population grew and prospered, Horsham had become a much larger, well serviced and established town by the late 1880s and 1890s. In 1889, it was described as 'a well laid out and well built town'.⁹⁷ When American novelist Mark Twain visited Horsham in 1895 he described it as 'peaceful, inviting, full of snug homes, with garden plots and plenty of shrubbery and flowers'.⁹⁸

The town of Natimuk, west of Horsham, was surveyed in 1874 by Eastone Johnstone, but this plan was never laid out. An alternate site was selected the following year and a second survey prepared by Johnstone owing to the pre-existence of a store.⁹⁹ Within five years it was described as a 'pretty prosperous village'.¹⁰⁰ The township area was extended several times in the 1880s, and the extent of its commercial, retail and manufacturing activity expanded accordingly.

In the buoyant mood fuelled by land selection and the prospects of lucrative cereal-growing, a number of other new townships were gazetted in the early 1870s, including Arapiles, Kewell, Pimpinio, Wail and Jung. Some failed to prosper. Vectis, in the parish of Quantong on the Wimmera River, for example, was reserved in 1886, but experienced only limited growth.¹⁰¹ Another unnamed 'township' was surveyed just south-east of Vectis and reserved in 1893.¹⁰²

⁹⁴ Jean Field, *Waggon Wheels Thru' the Wildflowers*, 1977, p. 65; also Coulson, *Horsham Centenary*, 1950, p. 7; see 'Plan of Village and Nine Mile Reserve, Horsham', 1855, Nan Kivell Collection, held NLA.

⁹⁵ VGG, 18 September 1860, p. 1749.

⁹⁶ Susan Priestley, *Making Their Mark*, 1984, p. 75.

⁹⁷ Andrew Garran (ed.), *Picturesque Atlas of Australasia*, vol. 1: Victoria, p. 278, Archive CD Books, Disk 1, 2008 (first published in Sydney, 1886–88).

⁹⁸ Mark Twain, *Following the Equator: A journey around the world*, vol. 1, details, p. 242.

⁹⁹ Allan Lockwood, *Natimuk: The first 100 years*, 1972, no pages [p. 16].

¹⁰⁰ Walch, *Victoria in 1880, 1881*, p. 109.

¹⁰¹ VGG, 5 February 1886, p. 287; see Quantong Parish Plan, 1895 (SLV Map Collection).

¹⁰² Quantong Parish Plan, County of Borung, 1895 (SLV Map Collection).

Gazettal dates of new townships

Wail	1873
Arapiles	1873
Kewell	1873
Pimpinio	1873
Jung	1874
Kewell East, parish of (village)	1874
Natimuk	1874
Jerro	1880
Noradjuha	c.1880 or 1885
Wonwondah (village)	1884
Vectis	1886
Toolondo	1887
Nurrabiel	1889
Wonwondah East	1907
Dooen	1907
Haven	[1912]

Many of the smaller hamlets survived, for example Laharum, Dooen and Noradjuha, but these failed to develop into little more than modest concerns. Many small towns supported a small and scattered population, and generally provided little more than the basic services, such as a store, hotel, and state school; other slightly larger towns might also support a public hall, and one or two churches¹⁰³. The township of Jung, north of Horsham, supported a modest number of public buildings in the 1930s, including a public hall (known as the Federal Hall), a state school, a church, and post office, and was important on account of its railway reservoir.¹⁰⁴ Nearby, there is little left to distinguish the former town of Jerro, except for the town cemetery.¹⁰⁵ At both towns a number of buildings have been demolished, relocated, or left derelict.

Horsham continued to develop through the late-nineteenth century and into the twentieth. The original village layout was soon enlarged, making way for new residential and commercial developments. The southern entrance to the town, along O'Callaghan's Parade, for example, was subdivided for shops and houses in 1881–82.¹⁰⁶ The arrival of the railway in 1879 was a major boost to the town, improving the marketing of primary produce, but also reinforcing Horsham's role as a central transport hub and, with this, bringing new commercial activity and a diverse range of services. The population of the town had grown dramatically over the ten-year period from 1881 to 1891, increasing from 294 to 2678.¹⁰⁷

Town buildings

Some of Horsham's large public buildings and bank buildings were built of bluestone in the late nineteenth century, but in general building stone remained rare commodity. Where a stronger construction was required, and one probably more fire resistant, other materials were used. Commercial brickworks were operating in Horsham from the 1870s. The Sawyer family established brickworks¹⁰⁸ in 1874, in anticipation of winning considerable future contracts erecting public buildings in the growing township. They dug clay pits close to the river and built large kilns. Up until the

¹⁰³ See map of Jerro, parish of Jung Jung. Gazetted 1880 (2547). Township began where cemetery is today.

¹⁰⁴ *VMD*, 1930, p. 745.

¹⁰⁵ 'Jung': <http://www.repertoire.com.au/tree/jung.htm>; accessed October 2011.

¹⁰⁶ See Plan of Horsham, 1882, NLA.

¹⁰⁷ Blake, Wimmera, 1973, p. 73.

¹⁰⁸ Now the site of Sawyer Park, Horsham

introduction of new machinery in the 1930s, the Sawyer bricks were hand-moulded and hand-fired.¹⁰⁹ Bricks were used in the construction of public buildings, commercial buildings and better quality homes, but were rarely used in the construction of farm buildings. In 1870, the Langlands family built a large (17-room) private residence in Darlot Street, Horsham, constructed of concrete, which they named 'Wotonga'.¹¹⁰

Interwar development

Horsham grew prodigiously following the First World War and up until the Depression, owing largely to rural prosperity. The town 'extended in every direction in a manner unparalleled in Victorian town development. Here, bare paddocks had given way to populous quarters, built over with handsome residences, suggestive of metropolitan suburban style and opulence'.¹¹¹ A number of subdivisions in the 1920s further enlarged the town. These were largely residential, including Kalimna Park on the Natimuk Road.¹¹² The greatest spread of new development has been to the north and west, which could be partly explained by the fact that the areas to the south and east of town had richer soil. The river formed a natural boundary to the original ('Nine Mile') village reserve, though later development encroached across the river. By 1930, Horsham boasted a cement works, two plaster factories and three brick kilns, which indicates a significant level of local building activity at that time.¹¹³

As well as general agricultural prosperity through the interwar period, Horsham was thriving as a service centre for the wider district and as probably the most important stopping place on the Melbourne–Adelaide road. It was a bustling place on a Friday when farmers would come to town for the weekly shopping trip. Horsham was a progressive town, with a great array of stores, businesses and services.¹¹⁴ Its growth between the wars is reflected in the rich collection of Art Deco buildings in the town, and to a lesser extent in the smaller hamlets — for example, the radio wireless station at Doon (demolished), the former Wimmera Stock Bazaar (1936), the now demolished Twentieth Century Picture Theatre, the imposing new Horsham Masonic Lodge (1937), the 'T and G' Building (1940), and a number of individual shops. In 1939, a new concrete bridge was built over the Wimmera River and the new Horsham Town Hall was opened. The Langlands illuminated beacon stood as a symbol of prosperity. In 1949, amidst the flurry of postwar growth and rural prosperity, Horsham celebrated its centenary. Its continued growth in the second half of the twentieth century came at the cost of many small centres. As transport improved and commercial interests were consolidated at Horsham, the offerings of the smaller hamlets were generally insufficient to sustain much of a population.

Essential services

Critical to improving life in the towns was through the provision of essential services. The local council carried the main burden of this work, but private organisations also contributed. A chief responsibility of the local council was the maintenance of roads, footpaths and drains. By the late 1880s stone for road-making was brought to Horsham by tramway from the Mackenzie Creek Quarries.¹¹⁵ The footpaths were paved in asphalt in the early 1880s. [*Horsham Times*, c.1882]

¹⁰⁹ James Cowell, 'Pioneers of Brickmaking: History of Horsham Works – 94 year old industry', *Horsham Times*, 23 June 1936, cited in Horsham & District Historical Society, *Memories of Green Park*, 1992, pp. 96–97.

¹¹⁰ Reynolds, *Naming Horsham's Streets*, 2003, p. 105.

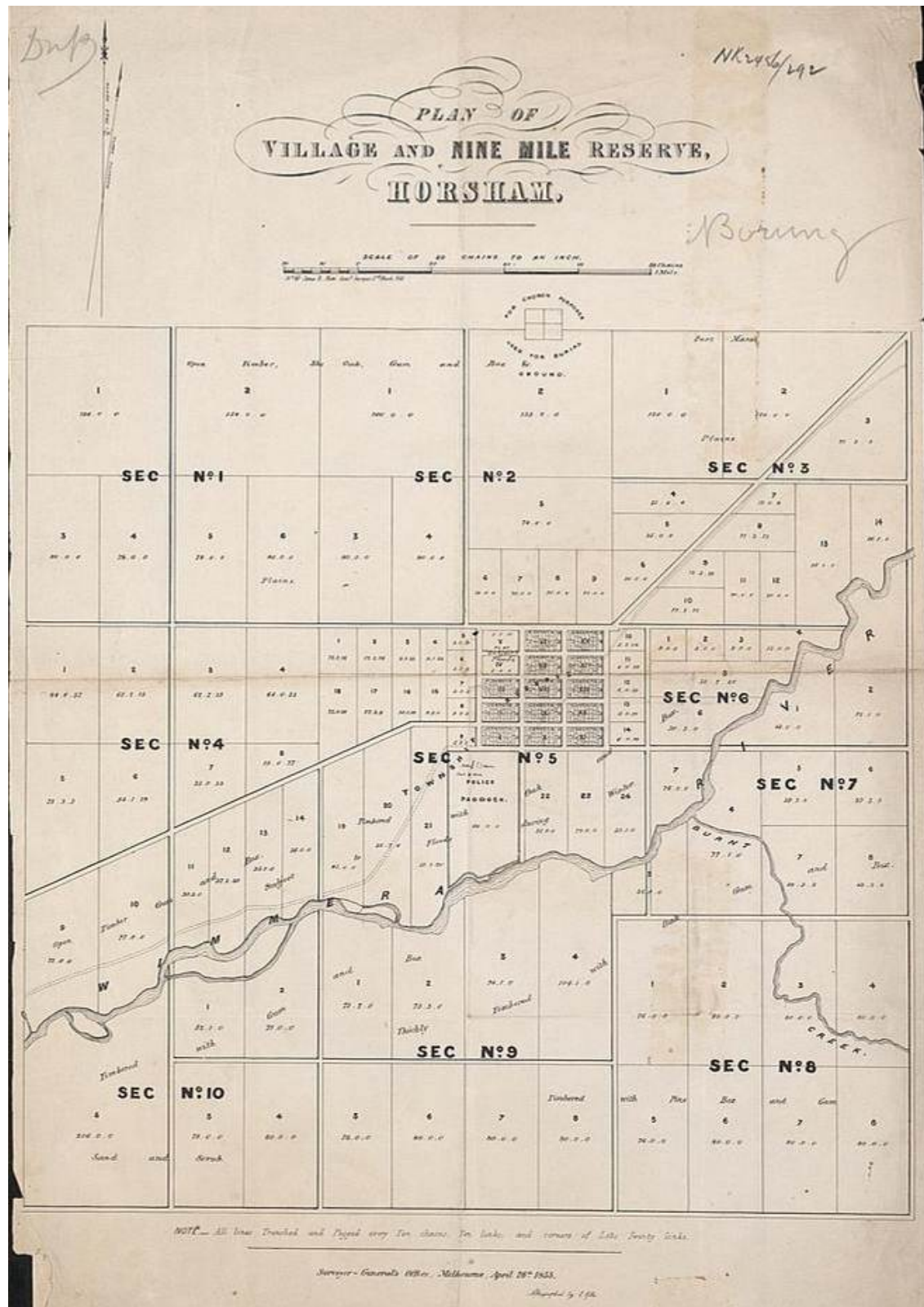
¹¹¹ *Home to Horsham*, 1929, p. 12.

¹¹² *Home to Horsham*, 1929, p. 14. Additional examples of 1920s subdivisions are given in Reynolds, *Naming Horsham's Streets*, 2003.

¹¹³ *VMD*, 1930, p. 388.

¹¹⁴ See chapter on shops in Brooke and Finch, *Horsham*, 1982.

¹¹⁵ *Home to Horsham*, 1929.



7.2 Plan of the 'Nine Mile Reserve', Horsham, 1855 (National Museum of Australia)

The Horsham Gas Company operated the Horsham gasworks from 1882, which enabled the lighting of street lamps at night.¹¹⁶ Horsham later introduced electric lighting. Electric street lights arrived in Natimuk in 1927. The Natimuk Electric Supply joined with the SEC in late 1956. [www.arapiles.net]

By 1929 a sewerage scheme had been passed by the Borough Council and surveys prepared. The Horsham Sewerage Authority was formed in 1934. It was charged with the task of compulsorily acquiring land and to build channels, sluices, drains, treatment tanks, filters and water service for the treatment of sewerage.¹¹⁷

Promoting public health

The first health services were provided by family and friends in the early isolated settlements within the study area. Medical doctors, and possibly midwives, were operating in the area by the 1860s.¹¹⁸ An early hospital was owned by Richard Spry, probably in the 1860s; this is thought to have been on the south-eastern corner of Baillie and McPherson Streets.¹¹⁹ A site was set aside for a public hospital in 1874, and tenders were called for brick and stone work at the site the following year.¹²⁰ The hospital was extended with a new wing in 1881,¹²¹ and extensive private gardens, and the building was gradually added to over the years. The Horsham Hospital opened new buildings in 1927 and in 1938 was re-named the Wimmera Base Hospital.¹²² There were also several private hospitals in Horsham (numbering five in the 1920s), including nursing (maternity) hospitals.¹²³ There were also small private hospitals at Natimuk and at Green Park, where a maternity hospital opened in 1909.¹²⁴ Health services for mothers and babies included the provision of midwives and by the 1920s of 'nursing hospitals' in Horsham. An infant welfare centre was opened in Horsham in 1936, followed by several others.¹²⁵

Horsham and the wider district suffered a number of epidemics through the late-nineteenth and into the twentieth century. Typhoid was prevalent in the 1880s and 1890s, and into the first decade of the 1900s. The Horsham District Hospital trialled a special cold bath treatment for its typhoid patients in 1902.¹²⁶ An epidemic of diphtheria also struck at Horsham between July 1898 and July 1899. While Horsham was thought to have had a reasonably satisfactory water supply at this time, it was found to be drawn from an increasingly polluted river and therefore its quality was dubious. Following World War I, with the Spanish 'Flu raging, the Natimuk Court House was briefly used as a makeshift hospital.¹²⁷ In 1920, the Horsham Hospital had an isolated ward for infectious diseases, which was possibly also established on account of the Spanish 'Flu.¹²⁸ The risk of water-borne diseases fell considerably after 1934, with the introduction of a safer and more reliable town water supply from Mt

¹¹⁶ *Australasian Sketcher with Pen and Pencil*, 18 November 1882.

¹¹⁷ *Home to Horsham*, 1929, p. 12; VGG, 12 December 1934.

¹¹⁸ Finch, *Since Adam Was the Man*, 1974, p. 5.

¹¹⁹ Reynolds, *Naming Horsham's Streets*, 2003, p. 91.

¹²⁰ VGG, 24 July 1874, p. 1387; *Argus*, 12 January 1875, p. 3 (tenders called for stone and brick work at the Horsham Hospital).

¹²¹ Whitworth, *Official Handbook and Guide to Victoria*, 1881, p. 266.

¹²² Finch, *Since Adam Was the Man*, 1974, p. 27.

¹²³ *Memories of Wonwondah*, c.1998, p.??; VMD, 1920, p. 317.

¹²⁴ Horsham & District Historical Society, *Memories of Green Park*, pp. 5, 20, 46-47 (the Green Park maternity hospital was situated at 84 Stawell Road).

¹²⁵ *Memories of Wonwondah*, c.1998, p.??; Brooke and Finch, 1982, p. ?

¹²⁶ *Camperdown Chronicle*, 16 June 1883; *Argus*, 29 April 1898; *Adelaide Advertiser*, 8 December 1902; other newspaper references from the 1900s.

¹²⁷ www.arapiles.net website; accessed August 2011.

¹²⁸ VMD, 1920, p. 317.

Zero. Tuberculosis remained a serious problem and the hospital erected a now demolished TB Chalet in 1948.¹²⁹ A polio epidemic struck the town in 1949, with the result that the Horsham centenary celebrations had to be post-phoned until the following year.

Establishing cemeteries

The first burials took place when the country was occupied by vast pastoral stations. Some of the deaths of members of the squatters' families have been recorded, but countless others, such as station employees or itinerant workers, no doubt lie in unmarked graves. At the private burial ground on Polkemmet station, an grave was dated 1846.¹³⁰ The Carters' first family burial was of their last child Sarah, born in 1841, whom they buried on the banks of the Wimmera River near Dooen.¹³¹

In T.J. Shaw's 'Plan for a Nine Mile Reserve and Village of Horsham', dated 1855, a square site on the northern boundary of the 'Nine Mile Reserve' is marked with the notation 'For church purposes / used for burial'. This plan shows an 8-acre site for a burial ground, laid out as a square and divided into four quarters. While this site concurs with the location of the present-day cemetery, it is unclear whether this burial ground was pre-existing; it had possibly been established earlier as part Darlot's Brighton Station but it was not reserved as such in the 1850s. Four cemetery trustees were appointed in 1864, most likely chosen to represent the four chief denominations at that time (Anglican, Catholic, Presbyterian and Methodist); the site was permanently reserved the following year.¹³² Another early cemetery was at Green Lake, which was in use from 1870 as a churchyard cemetery for the Bethlehem Lutheran Church.¹³³

A large number of small cemeteries were set aside as permanent Crown reserves in the study area in the 1870s and 1880s. A small cemetery of 1 rood in the Parish of Quantong near the Polkemmet PR was temporarily reserved in 1876.¹³⁴ This had been a private burial ground for Polkemmet station from 1860.¹³⁵ A larger 5-acre cemetery, also in the Parish of Quantong, was gazetted in 1879.¹³⁶ 5-acre cemetery reserves were also set aside at Drung in 1872, at Natimuk by 1875, and Tooan in 1877.¹³⁷ A cemetery was established at Pimpinio by 1876.¹³⁸ The Nurrabieli Cemetery was gazetted in 1881,¹³⁹ and the Vectis East and Quantong Cemetery established the following year.¹⁴⁰

The small district cemeteries were managed as funding and manpower permitted. Most sites were allocated a fencing grant and some received donations of plants from the Melbourne Botanic Gardens or the State Nursery; in 1896, for example, the State Nursery supplied the borough council with trees for use in the Horsham Cemetery.¹⁴¹ There was little further embellishment, however, apart from the sometimes elaborate private gravestones. The Horsham Cemetery may well have been a more intact

¹²⁹ Coulson, *Horsham Centenary*, 1950, p. 17.

¹³⁰ E.D. Calder, 'Early Days in the Wimmera: A pioneer looks back', *Argus*, 24 June 1933.

¹³¹ 'Notes of a talk given by Dr. Jeff C. Jenkinson at Brim Springs on Sunday 5th April 2009'; http://home.vicnet.net.au/~hhs/BrimSpringsTalk_DrJeffJenkinson.pdf; accessed 16 July 2011.

¹³² VGG, 15 July 1864, p. 1525; VGG, 17 October 1865, p. 2402.

¹³³ Ian Marr, 'Cemeteries of South West Victoria' website: <http://home.vicnet.net.au/~marr/GREENLK.HTM>

¹³⁴ VGG, 28 July 1876, p. 1381.

¹³⁵ Ian Marr, 'Cemeteries of South West Victoria' website: <http://home.vicnet.net.au/~marr/POLKEMM.HTM>; accessed May 2012. Burials were discontinued here in 1963 (VGG, 6 November 1963).

¹³⁶ VGG, 4 July 1879, p. 1717.

¹³⁷ VGG, 1 March 1872, p. 472; VGG, 26 November 1875, p. 2211; a fencing grant was applied for at Natimuk in 1876 (*Argus*, 12 May 1876); VGG, 13 July 1877, p. 1338.

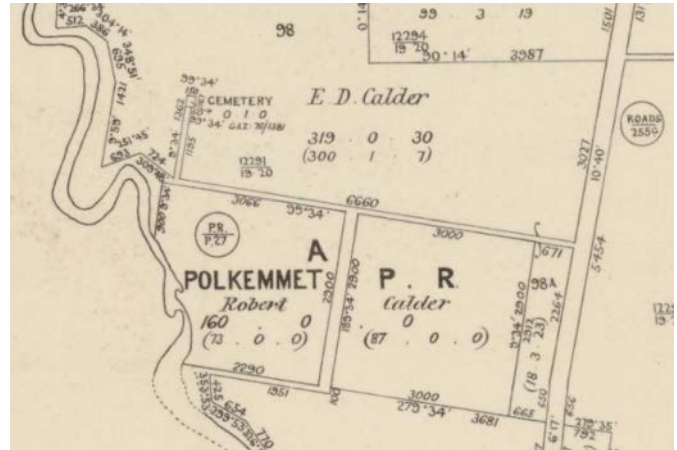
¹³⁸ Ian Marr, 'Cemeteries of South West Victoria' website: <http://home.vicnet.net.au/~marr/PIMPINI.HTM>

¹³⁹ VGG, 25 February 1881, p. 583.

¹⁴⁰ *Horsham Times*, 1 May 1883.

¹⁴¹ *Horsham Times*, 5 June 1896.

site for early gravestones if it was not so badly devastated in the tornado of 1897, when many of its monuments and headstones were 'smashed to pieces'.¹⁴² In 1916 new denominational tablets had been ordered along with iron grave markers to replace older wooden pegs. A timber fence had been erected and gravel paths formed, but there was 'still no attempt at beautification' owing to the 'absence of water.'¹⁴³



7.3 Parish of Quantong, 1895, showing location of the former Polkemmet station cemetery (State Library of Victoria)



7.4 The former Polkemmet station cemetery dates to 1860, photographed in 1979 by John Collins (State Library of Victoria) little remains in 2014 – only broken headstones.

¹⁴² *Horsham Times*, 23 November 1897.

¹⁴³ *Horsham Times*, 29 February 1916.

Town beautification

In the initial survey of the village of Horsham of 1855, the grid for the town centre sat at some distance from the Wimmera River; it did not embrace the river but remained separate from it. There was a problem with periodic inundation, which may have initially deterred town planners from incorporating the river into the town design. Planners were nevertheless mindful to retain as much river frontage as possible for public purposes — both utilitarian and recreational. In 1881, the south side of the Wimmera River, south-west of the township, was permanently reserved for public purposes.

The town itself grew rapidly through the 1870s and 1880s, allowing little time to consider broader planning issues. Some efforts were made to beautify the town, notably the provision of a botanic gardens reserve in 1878. Early photographs show evidence of early street tree plantings. A photograph taken of Firebrace Street in c.1870s, for example, shows young street trees, possibly Plane trees or Silver Poplars, protected by tree guards.¹⁴⁴ There were also Elms planted in Bowden Street, which was formed in 1880.¹⁴⁵ A row of Sugar Gums (*Eucalyptus cladocalyx*) was planted ‘about the middle of’ the Stawell Road (Western Highway) near Green Park, probably as much a precaution for dust as for ornamentation.¹⁴⁶ In 1882 the Horsham Council advocated a system of street-tree planting whereby property owners were responsible for the tree outside their property.¹⁴⁷ It is thought that Horsham Councillor Thomas Young was the instigator of the town’s tree-planting campaign in the 1880s.¹⁴⁸ Later, in late nineteenth century (and into the early twentieth century) the curator of the Horsham Botanic Gardens, Thomas Brown, took on the responsibility for managing the Borough street trees.¹⁴⁹ In 1896, the Horsham Borough Council was given a disbursement of 400 trees from the Macedon State Nursery, a portion of which could be allocated to street planting.¹⁵⁰ In 1897, there were reports (somewhat disparaging) of Silver Poplars being planted along the main thoroughfares.¹⁵¹ In 1901, Councillor John Langlands donated trees for planting along the Natimuk Road within the Horsham Borough; the Racecourse Sub-Committee assisted, with pepper trees (sic. Peppercorn tree; *Shinus molle*) selected.¹⁵² By 1904, efforts at street tree planting were being rewarded with the trees’ vigorous growth and pleasing appearance: ‘We have only got to look at some of the principal streets in Horsham to see what an improvement has been made by planting trees ... The desire should be, however, to carry on the tree-planting in the town more extensively than in the past ...’¹⁵³ There were difficulties, as curator Brown reported — for example, the loss of a number of Moreton Bay Figs in Pynsent Street in 1908.¹⁵⁴

At Natimuk, the Main Street median was fenced and beautified in the early twentieth century. An avenue of pines was planted along the Natimuk Creek, between Natimuk township and Lake Natimuk; some of these trees survive.¹⁵⁵

¹⁴⁴ With grateful thanks to Lee Andrews for assistance with tree identification.

¹⁴⁵ See *Home to Horsham*, 1929. For Bowden Street, see photo in Reynolds, *Naming Horsham’s Streets*, 2003, p. 10.

¹⁴⁶ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 12.

¹⁴⁷ *Horsham Times*, 28 July 1882.

¹⁴⁸ See obituary to Thomas Young, *Horsham Times*, 29 March 1935.

¹⁴⁹ Brooke and Finch, *A Story of Horsham*, 1982.

¹⁵⁰ *Horsham Times*, 5 June 1896.

¹⁵¹ *Horsham Times*, 11 June 1897.

¹⁵² *Horsham Times*, 16 August 1901.

¹⁵³ *Horsham Times*, 29 April 1904.

¹⁵⁴ *Horsham Times*, 14 February 1908.

¹⁵⁵ Keith Lockwood, pers. com., May 2012.

Chapter 8

Developing the Victorian wheat belt

The Prairie city, as its citizens delight to call it — the plains fenced off into large fields, are covered in wheat and several strippers are at work... the almost level road between fields of wheat stretching as far as the eye can reach ...

Garnet Walch, *Victoria in 1880*, 1881.¹⁵⁶

A great many wheat-growers in the Wimmera district are immigrants from tracts of arable country that were settled upon twenty or thirty years ago.

A.C. Garran (ed.), *Picturesque Atlas of Australasia*, 1886.

Increasing wheat production

Small crops of grains had been informally trialled by squatters in the Horsham district in the 1840s and 1850s, but it was not until the arrival of large numbers of selectors in the 1870s that grain-growing became a large-scale industry. Horsham quickly became the self-proclaimed centre of the vast wheat belt of the Wimmera. By 1881, the journalist Robert Whitworth noted:

*The district is principally a grazing one, although of late large tracts have been taken up by selection for agricultural purposes, especially on the plains to the north-east, between the Wimmera River and the Yarriambiack Creek, where agricultural pursuits (cereals chiefly) are rapidly spreading.*¹⁵⁷

The success of wheat-growing in the Horsham district relied on a favourable climate and suitable soil, but also benefited from innovations in the design and production of agricultural implements and machinery. Another key component in the development of wheat farming in the area was the reliance on work horses, the Scottish Clydesdales. Much of the harvesting process was arduous and labour intensive, and relied on horse-power. As well as pulling the ploughs and operating the strippers, horses were also used to load the bags of grain onto carts for transportation to the nearest railhead. Farmers and farm hands also put in long hours of hard physical labour. Even the final task of filling the requisite four-bushel hessian bags and stitching up the opening was a slow and tedious task. Particular credit in the development of wheat growing in the Wimmera has been given to the large number of German settlers who travelled across from South Australia, bringing with them valuable skills in dryland farming, such as bare fallowing, as well as useful implements — most importantly, the stripper.¹⁵⁸

Many selectors of the 1870s had struggled with the unviability of their 320-acre blocks, and gradually increased their holdings through the acquisition of neighbouring selections. Often family members would select adjoining blocks to ensure that a farm was large enough to be viable — i.e. 640 acres or 960 acres. Evidence of this land use — and particularly in the large acreages — can be seen in the settlement patterns visible in the landscape.

Between 1871 and 1891 the volume of wheat grown in Victoria tripled. In the 1890s there was a slight decline in the rural population around Horsham owing to the greater efficiency of farming and the consolidation of farms. The demand for farm labour also declined. Some settlers moved to the Mallee which had been thrown open to selection.¹⁵⁹

Significant improvements to wheat-growing came in the early 1900s, with the introduction of superphosphate in 1903 and of William Farrer's 'Federation' strain in 1904.¹⁶⁰ Around this time, the

¹⁵⁶ Garnet Walch, *Victoria in 1880*, 1881, pp. 108, 109.

¹⁵⁷ Whitworth, 1881, p. 266.

¹⁵⁸ See 'Amongst the Selectors', *Argus*, 11 May 1880.

¹⁵⁹ Blainey, *Our Side of the Country*, 1984, p. 73.

¹⁶⁰ A.V. Jochinke & Co.: <http://www.jochinke.com.au/location.htm>; accessed September 2011.

Wimmera District took pride in its claim on being 'the Granary of Victoria'.¹⁶¹ As the number of wheat growers and the area under crop became greater, local foundries kept pace with the demand for machinery, such as strippers, and many prospered.

Storing grain

Cropping itself required few built structures save perhaps a generic type of farm building for the purpose of storing grain. Once the wheat was threshed it needed to be carefully stored to prevent any damage from weather or pests. Early grain sheds were generally modest structures built using rough forked bush poles for uprights, with three closed sides, and often had a thatched roof.



8.1 An early thatched barn at Greenhills, Jung, as photographed by John Collins in 1979 (State Library of Victoria)

A means of large-scale grain storage was also needed. By 1874, the grain harvest was expected to be sufficiently large (it had been almost 200,000 bushels in 1873) as to build 'extensive stores in the township' for the storing of grain.¹⁶² Farmers created effective silos by utilising a brick-lined water tank and placing a cover over it.¹⁶³ The first grain silos were built in Horsham in the mid-1870s by local flour miller Traugott Noske. Noske relocated his flour mill and silos to a site at the Horsham Railway Station in 1902. The first concrete silo was erected in Horsham in 1919; two additional silos were built in 1928 and 1929.¹⁶⁴ Noske's 1902 building was burnt down in 1920.

In response to the establishment of the Grain Elevators Board in 1939, which promoted communal grain storage for more effective marketing, a new concrete silo was also built at Natimuk railway station in c.1940.¹⁶⁵ Concrete was a superior material, being impervious to water and pests. In the post-war period, concrete silos stood as proud sentinels of rural prosperity at every railway station across the district.

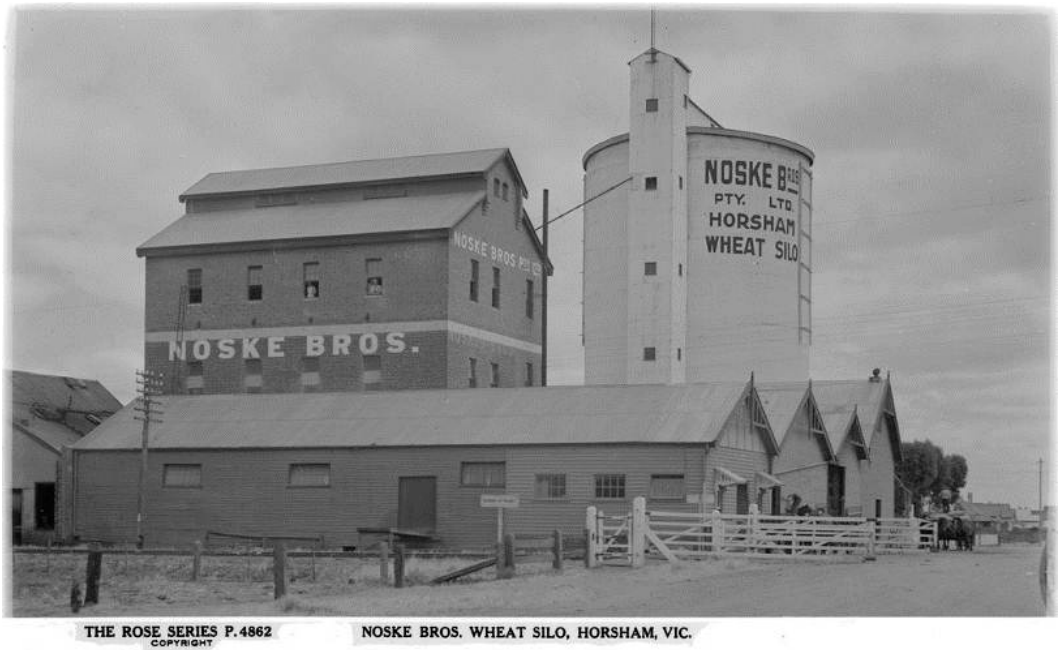
¹⁶¹ *Horsham Times*, 4 July 1905.

¹⁶² *Argus*, 16 December 1874.

¹⁶³ *Horsham Times*, 24 February 1885.

¹⁶⁴ Coulson, *Horsham Centenary*, 1950, p. 12.

¹⁶⁵ www.arapiles.net



8.2 Noske Bros. wheat silos, Horsham, postcard c.1910s (State Library of Victoria) – probably more likely 1920+ - given presence of concrete silo.

Chapter 9

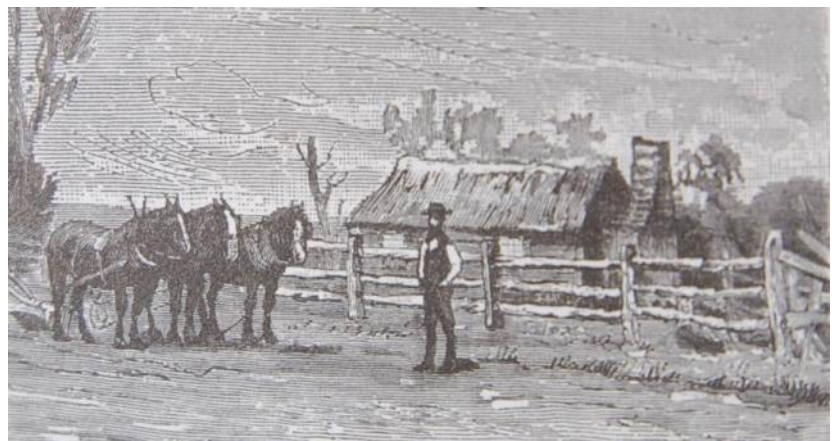
Developing a vernacular building style

Dwellings were very cheaply constructed in the Wimmera, and there were fewer outbuildings than in other districts. There was a general lack of timber, and slab and bark huts were consequently far less numerous than in the eastern half of the Colony. Local clays made excellent bricks when dried in the sun...With only three years to complete sizeable improvements, most selectors were forced to concentrate upon preparing the land itself. Mud, straw and thatch were the usual building materials, and the typical frontier home consisted of two, or occasionally four rooms, built over a frame of bullock poles and sometimes a few pine slabs, with mud plastered liberally inside and out. Mutton fat is worked into the exterior of the building, and until corrugated iron slowly became popular in the later seventies, a few strips of bark made a serviceable roof. The odd holes could be plugged in with sods and straw and the interior might from time to time be adorned with layer upon layer of colonial newspapers.'

J.M. Powell, *The Public Lands of Australia Felix*, 1970

The architecture of making-do

The first habitations built by Europeans in the Horsham district were mostly simple shelters made of timber with a roof of thatch or of bark weighted down with logs. One pioneer recalled that on arriving in the Wimmera he made and 'some rush-thatched mia miss [sic.] for the men and our stores and station gear'.¹⁶⁶ At the new settlement of Horsham in the 1850s the majority of buildings were log and bark huts. The frame was typically built of rough bush poles until sawn timber became available and affordable. There were timber mills in the district by the 1860s but many settlers would presumably have salvaged local timber, such as bull-oak and box, in order to minimise costs. External cladding was often horizontal rows of rough logs, otherwise bark and canvas might also be used. Margaret Emily Brown, who was governess at Polkemmet in the early 1860s, described one of the station huts as 'a very little abode, a regular bush hut, [with] earthen floor and furnished with homemade furniture and fitted with curtained bunks fixed to the sides of the wall'.¹⁶⁷



9.1 Sketch of a bark homestead at Noradjuha (from Sutherland, Victoria and Its Metropolis, 1888)

With land selection came the introduction of small-scale farming to the Wimmera. The large pastoral holdings that remained viable continued to run sheep, but the selectors operated mixed farming. Some kept a few cows or pigs; some ran a paddock of sheep; but most also began to plant cereal crops. Whereas the pastoral estates in the district had been developed in a manner typical across western

¹⁶⁶ Calder?

¹⁶⁷ Brown, 'Memoirs', p. 55 (MS 11619, Box 1833/4, SLV).

Victoria — that is, a substantial homestead, woolshed, men's huts, stables, etc. — the small selectors built more rudimentary quarters and embraced a more rough-and-ready, vernacular style of farm building.

Selectors' homes varied considerably but many followed a typical pattern — that being, a small, single-storey, Victorian-style timber cottage with a hipped or gabled roof, and sometimes with no verandah, exposing a façade bare to the elements. The roof was often thatched. An example of such a cottage is shown below at Garup, located north of Horsham. Here, the exterior appears to have been covered with mud or clay. Many of these simple homes were further developed over the years, with additions and improvements made in line with the material prosperity of the owners.



9.2 Simple and unadorned: 'a typical selector's house on the Wimmera Plains in the 1870s' at Garup (Home to Horsham, 1929, p. 12)

An impressive range of vernacular building techniques were employed in the study area, which settlers drew on in constructing their homes and farm buildings. The availability and affordability of building materials determined these building methods. Timber was readily available and there was no shortage of grasses suitable for thatching, such as Broombush/Tea Tree (*Melaleuca uncinata*). There was less readily available building stone on the Wimmera plains, than in the neighbouring Western District, where volcanic surface stone could be collected for fencing and rough-built rubble structures. In Natimuk, however, settlers utilised Mt Arapiles stone and limestone for building, and established quarries for this purposes.¹⁶⁸

Settlers used a variety of earth-based materials. The use of clay and 'pug' were common, as was mud-brick, wattle-and-daub, and variations of adobe and pisé building methods. The English-born Barnetts, who selected land at Natimuk in 1879, built a 'dwelling of adobe and iron, [and] a shed of rough timber straw'.¹⁶⁹ Where settlements were close to a watercourse, clay pits were dug for the making of conventional bricks, often fired by hand, and 'sun-dried' bricks, which were made on site and left to dry in the sun. A published history of Jung provides several good descriptions of construction of houses and farm sheds, including thatched sheds, mud brick houses, wattle and daub cottages, and dwellings with earthen floors and external timber walls sealed with tar.¹⁷⁰ One property where mud structures have survived is Greenhills, Jung. on the Yarriambiack Creek. Others are extant in Haven and of particular note is the villa at Oakville Park, Vectis.(2014).

¹⁶⁸ Keith Lockwood, pers. com., May 2012.

¹⁶⁹ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 11.

¹⁷⁰ *Memories of Jung Jung*, 1991, pp. ?



Oakville Park, Vectis c1900 mud brick homestead (2014)



1930 era Mud huts, Haven (2014)

Farm sheds or barns were built of rough timber uprights, sourced from local timbers such as bull-oak (*Casuarina* sp.) or box (*Eucalyptus* sp.), with a system of cross pieces to form the roof. The roof was thatched with local vegetation, and was gabled at a low pitch so to prevent the roof straw from sliding off.¹⁷¹ This technique continued well into the twentieth century, testifying to its success and effectiveness. There are a number of surviving thatched farm buildings in the study area, for example at Kalkee and South Wonwondah. These may have multi-purpose uses today, but many were often originally built to store grain or as stables for the work horses.



Thatched barn, c1920s - O'Brees Rd, Vectis (2014)

A reliance on make-do building methods using locally sourced materials has been an ongoing practice in the study area and characterises many of the surviving vernacular buildings in the study area. 'Making-do' was no doubt the best option for newly settled farmers, who were often working a small block with a limited and often unpredictable income. That these vernacular, or primitive, methods persisted in farming communities well into the twentieth century indicates the need for structures that were cheap and easy to build, but also points to significant local ingenuity, and the persistence of and necessity for thrift and frugality. These building methods were used for a longer period in the construction of farm buildings than they were for farmhouses, but not exclusively. On the small acreages in Haven, for example, the practice of building homes of sun-dried bricks continued into the 1930s.¹⁷² Some examples of these mud brick buildings survive.

¹⁷¹ Miles Lewis, *Australian Building*. <http://mileslewis.net/australian-building/pdf/02-timber-grass/timber-grass-thatch.pdf>. See pp. 2.06.12 – 2.06.13.

¹⁷² *Our Haven*, Back to Haven Committee, 1978.



9.3 timber cottage at Green Park, near Horsham, with characteristic bark roof, c.1875 (Museum of Victoria)

A German influence?

There were large numbers of Germans in several localities within the study area, to whom particular building styles have sometimes been attributed. To what extent was pise used in these areas and was this a direct influence of the district's German settlers? German settlers, who arrived in the district from the 1870s, no doubt played a part in the development and maintenance of these vernacular building traditions, but they were not a singular influence. Germans certainly used earth-based building methods, though perhaps not pise in the strictest definition of the term. Germans elsewhere in the colonies — for example, at Hahndorf in South Australia — used pise between exposed timber framing (Fachwerk). However, it is likely that a German background was not a singular influence on local building styles. Architectural historian Miles Lewis argues that the local 'pisé'-style derived more from British vernacular building methods rather than from German traditions.¹⁷³ The popular perception of German settlers in the Horsham district was as thrifty and frugal, and to have a dislike of being in debt; their preference for simple and affordable building methods certainly fits with this stereotype.¹⁷⁴

Descriptions of the early development of the Natimuk area, where German settlers were numerous, indicate a predominance of earth-based building blocks for construction purposes. The Schmidt House in Natimuk, which was probably built in the 1870s, was constructed using a pug-and-thatch construction method favoured by German settlers.¹⁷⁵ A newspaper report in 1887 noted that many of the farmers at Natimuk who had recently arrived from South Australia (and presumably of German background) were 'erecting substantial houses of stone or brick'.¹⁷⁶ The reference to 'stone' here is most likely a misnomer and refers to a pise or adobe methods of earth-based building. Another description of Natimuk in 1872 claims that 'fifty-six selectors had settled in homesteads built of bullock poles and mud, thatched with grass or reeds'.¹⁷⁷ In 1874 at nearby Vectis it was reported that 'German settlement is here predominant. The homesteads are generally comfortable piza [sic.] houses, with outbuildings, others paling or weather-board, with gardens stocked with fruit trees and vegetables'.¹⁷⁸

In Peter Monteith's recent study, *Germans* (2011) he notes the thatched cottages of the German communities in South Australia. While this style of roofing may have been common elsewhere in the colonies and not restricted to German settlers, the German settlers perhaps readily embraced this style in the Wimmera on account of the availability of suitable grasses and the relative scarcity of other building materials, the cost-effectiveness of this building material, and their familiarity with the technique.

¹⁷³ Heritage Victoria, 'German Heritage Study', citing Miles Lewis, *Victoria Primitive*, 1977.

¹⁷⁴ See, for example, *Argus*, 16 December 1874.

¹⁷⁵ 'German Heritage of the Wimmera', Heritage Victoria, 1999, p. 107.

¹⁷⁶ *South Australian Advertiser*, 18 July 1887.

¹⁷⁷ Blake, *Wimmera*, 1973, p. 28.

¹⁷⁸ *Argus*, 16 December 1874.

Chapter 10

Enforcing law and order

Imposing white man's law

One of the chief concerns in the early settlement period was the imposing the white man's law on the newly acquired country — in taking possession of the land and utilising it for production, and forcing the Aborigines to be compliant in this. British law was imposed, in blanket style, on the traditional occupants of the area, who were uninitiated about British legal process. The first case heard in the Horsham police court in 1847 involved a local Aboriginal man; the case was later taken to a higher court in Melbourne and the defendant, found guilty, was sentenced to imprisonment at the Port Arthur Penal Colony in Tasmania.¹⁷⁹

Early policing

When George Langlands and his family arrived in Horsham in 1849 there was already a police station established. In 1847 Thomas (Teddy) Halfpenny had been appointed by the NSW Colonial Secretary's Office as chief constable for the Wimmera District.¹⁸⁰ The first police station was situated at the southern end of Darlot Street.¹⁸¹ In addition, an extensive police paddock (for the police horses) was also set aside on the north side of the Wimmera River, on a site that would later become part of the Horsham Botanic Gardens.¹⁸²

The first buildings erected at Horsham, dating to c.1849, were police buildings, including a hut with garden, a court house, and a pound for stray stock. By 1851 the colonial government had defined a Police District of Horsham.¹⁸³ The local police court served to settle disputes between squatters, and between squatters and station workers, and also to manage the problem of stray stock. Other common grievances that came before the court were horse-stealing; petty thieving, especially of stock; and robberies.

Bushrangers were active in the Wimmera area in the 1850s, including Captain Melville and the notorious Daniel 'Mad Dog' Morgan, who worked for a time at nearby Longerenong station. Some allegedly had their 'hide-outs' in the strategic high-points, such as Mt Arapiles and Roses Gap, and from here they would 'raid' passing travellers. A police camp was set up at Roses Gap for this reason. Pastoralists were often targetted. In one incident in the early 1850s, for example, bushrangers made an early morning raid on Wonwondah station.¹⁸⁴ In his reminiscences of the early settlement period, Samuel Carter recalled many of exploits of bushrangers in the area.¹⁸⁵

As settlements grew and developed, new police buildings were built and older ones improved or replaced. A site for a police station was set aside in Natimuk in 1880, and a limestone building erected there shortly after.¹⁸⁶ A new police station was erected at Horsham in 1922–23.¹⁸⁷

¹⁷⁹ Helen Coulson (1950) provides an account of this first trial.

¹⁸⁰ NSWGG, 27 July 1847, p. 1.

¹⁸¹ *Home to Horsham*, 1929, p. 9; Darlot, 'Reminiscences', in *VHM*, 3 July 1940, p. 77.

¹⁸² VGG, 7 August 1968, p. 2821.

¹⁸³ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 28.

¹⁸⁴ Calder, 1987, p. 174; Walch, 1881, p. 109; *The Pinnacle*, September 1923, p. 24; Blake, *Wimmera*, 1973.

¹⁸⁵ Carter, *Reminiscences*, 1911, pp. 30–42.

¹⁸⁶ VGG, 23 July 1880, p. 1896.

¹⁸⁷ LCC, *Historic Places: South East Study*, p. 100; *What to See in Horsham*, 1964; this was later used as a VicRail office.

Incarceration

Criminal offenders were only held prisoner in the larger towns where a police station was established. A police lock-up was built at Horsham in 1862, constructed of rough logs; this was elevated to the status of a gaol in 1864. This building was later relocated to private land near Harrow.¹⁸⁸ At Natimuk, prisoners were held in a shed at the back of the police station.¹⁸⁹

Courts of justice

A court of petty sessions (or police court) was established at Horsham ('a place to be so called') on Darlot's station in 1847; this appears to be the first use of the name 'Horsham'.¹⁹⁰ The court was presided over by the local police officer Teddy Halfpenny and local squatters were appointed magistrates; the first magistrates were William Taylor, Robert Firebrace and J.M. Darlot.¹⁹¹ Storeman George Langlands had been a magistrate in his home town of Dundee but did not sit on the Horsham bench. A new building for the court of petty sessions was built in 1860.¹⁹²

A County Court was appointed in Horsham in 1875 (by the 1860s?)¹⁹³ A double-storey court house was erected in Horsham in 1877. Sittings of the Supreme Court were held here from at least the late 1880s. This building was demolished and replaced in the late 1960s.

A court of petty sessions was established at Natimuk in 1883.¹⁹⁴ A new Natimuk Court House was built in 1891 (1889–90), to an ornate design by Public Works Department architect Samuel E. Bindley.¹⁹⁵ This building was used as a court house until around the 1950s.



10.1 Natimuk Court House, photographed in 1970 by John Collins (State Library of Victoria)

¹⁸⁸ VGG, 27 May 1862, p.925; VGG, 30 September 1864, p. 2144. In 1872 its standing as a gaol was rescinded (VGG, 26 July 1872, p. 1377); *What to See in Horsham*, 1966, p.10. See also Brooke and Finch, *A Story of Horsham*, 1982, ch. 1.

¹⁸⁹ www.arapiles.net

¹⁹⁰ *Argus*, 14 May 1847.

¹⁹¹ Darlot, 'Reminiscences', 3 July 1940, p. 77.

¹⁹² VGG, 21 August 1860, p. 1574.

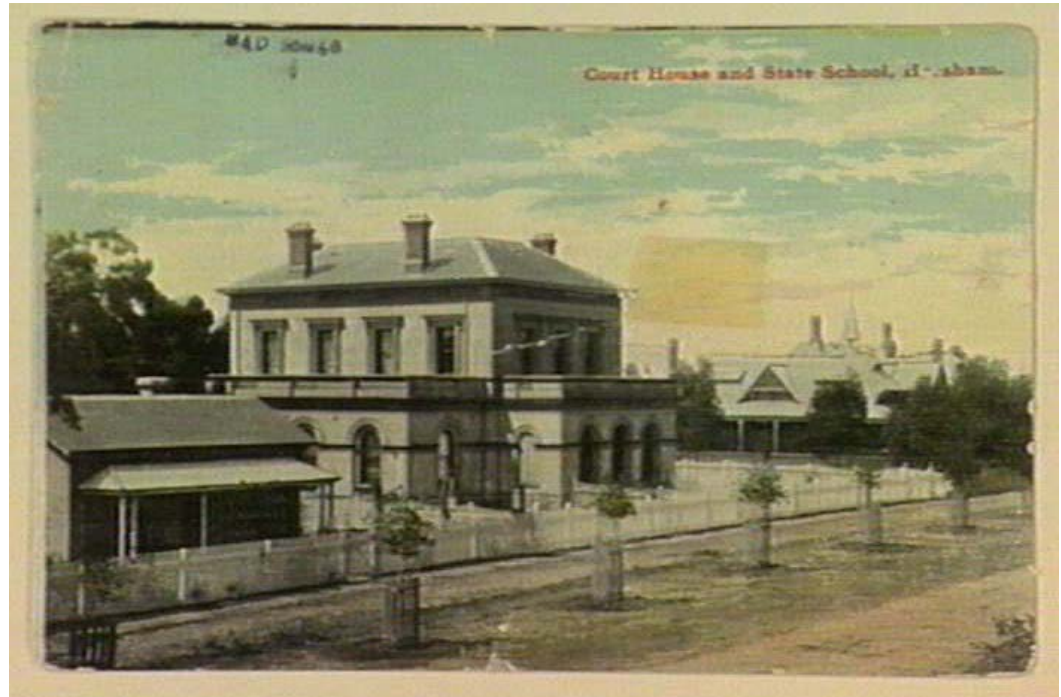
¹⁹³ VGG, 24 September 1875, p. 1819.

¹⁹⁴ VGG, 15 June 1883, p. 1437.

¹⁹⁵ LCC, *Historic Places: South East*, 1997, p. 47; VHR; *Blairs Guide*, 1987, p. 209. Bindley designed seven court houses in Victoria in this style between 1887 and 1892.

Customs and border control

In order to avoid paying a landing tax, hopeful Chinese miners disembarked at Guichen Bay (Robe), South Australia, and trekked across on foot to the diggings, passing close to Horsham. Border police patrolled the area between Horsham and South Australia. Other settlers sought to evade paying customs duties at the border.



10.2 Horsham Court House, c.1907, showing newly planted street trees (State Library of Victoria)

Chapter 11

Developing primary industries

Wheat farming and its extraordinary success measured in bushels per acre overshadows all else in the popular conception of the Wimmera. But wool growing, fat-stock raising and horse-breeding have a prominent place in the life of this wonderfully productive district.

Horsham Times, 31 January 1936

Boiling-down works

In the early 1840s, not long after pastoralists had begun to establish themselves in Victoria, the price of wool plummeted. As a result, pastoral settlers needed to dispose of large quantities of stock, which was earning them no income. Boiling-down establishments, which essentially extracted anything of value from animal carcasses, were established on several pastoral stations, such as North Brighton, and in this way settlers recouped a small amount.¹⁹⁶

Gold-prospecting

The impact of gold-mining in towns to the east of the study area, notably Ararat and Stawell, but also in smaller nearby hamlets, such as Moyston, had important side-effects on the development of Horsham and district. The gold rush was in full swing by the mid-1850s, which brought travellers and trade through Horsham and elsewhere in the study area. Some Chinese who arrived to prospect for gold on the goldfields of central Victoria later settled in the Horsham area and worked as market gardeners.

There was only limited prospecting for gold in the study area itself, and presumably only small yields. In 1852 the diarist Edward Snell noted there was gold-mining going on near Horsham.¹⁹⁷ There were short-lived mining stints near the west side of the Grampians (in the south of the municipality) by Chinese miners who had arrived overland from South Australia.¹⁹⁸ In the 1870s, keen prospectors were also working the ground near Noradjuha.¹⁹⁹

Quarrying

Granite from the Mackenzie Quarry, at Mackenzie Creek, was transported to Horsham via a timber tramway (built in the late 1880s) that ran for seven miles. Here there was 'an inexhaustible supply of excellent building or road-making stone'.²⁰⁰ Heatherlie Quarry was also used. Sandstone was also quarried near the Grampians for the purpose of building walls for the reservoirs in the area — for example, Lake Wartook.²⁰¹ Stone was also extracted from Mt Arapiles and used for building; an example of this use is the former shop building at 96 Main Street, Natimuk.²⁰² Gravel for road-making was also extracted from Mount Zero.

¹⁹⁶ Blake, *Wimmera*, 1973, p. 39.

¹⁹⁷ Griffiths, *Edward Snell*, 1987.

¹⁹⁸ Lah Arum, 1987.

¹⁹⁹ Whitworth, *Bailliere's Victorian Gazeteer*, 1879, p. 363.

²⁰⁰ Sutherland, *Victorian and Its Metropolis*, 1888, vol. 2, p. 94; see also LCC, *Historic Places: South West Victoria*. [check]

²⁰¹ Lah Arum, 1987.

²⁰² www.arapiles.net

Timber-cutting

Timber was needed to build the structures of many residential and commercial buildings, as well as farm buildings. Timber was hauled from the Grampians by horse teams and bullocks.²⁰³ Saw mills were established at many locations, for example at Green Park in the 1880s.²⁰⁴ The government set aside many timber reserves in the district to ensure a local supply of timber.

Wattle-stripping was also carried out in the Grampians and in the bush on the west side of the Grampians near Lah Arum. The Chinese were involved in this work.²⁰⁵ Wattle bark was used in the process of tanning leather, which in the nineteenth century was an important industry.

Apiculture

Apiculture, or bee-keeping, has been an important industry in the study area, especially in the area close to the Grampians, where Yellow Box grows well, such as Lah Arum and the Wartook Apiary.²⁰⁶ Bee-keeping was also carried out at Haven.²⁰⁷



11.1 Timber bee-keeper's hut belonging to Matthew Matthews at Bald Hills, Laharum (State Library of Victoria)

Trapping

The vast plains of the Wimmera were a favourite haunt of the trapper, who hunted small animals for their skins, for which there was a ready market in Melbourne. In the 1860s possums, native cats and other small marsupials were favoured by trappers. A newspaper reporter in 1861 noted that after passing Horsham there could be seen 'the solitary tents of these wandering tents of Nimrod ... at intervals of several miles'.²⁰⁸ From the 1870s and 1880s rabbit trapping was sufficiently lucrative to provide the chief source of income for many workers.

Horse-breeding

Horses have been integral to the sporting life and the working life of the district. The Scottish Clydesdales, or draught horses, performed most of the heavy farm work before the advent of farm machinery. In 1929 the district was 'famed for its draught horses' and in 1932 the Wimmera was recognised as the 'headquarters in Victoria for draught horse breeding'.²⁰⁹ An important legacy of this industry is the former Wimmera Stock Bazaar, rebuilt in 1936 (VHR H1985). Although the breeding of

²⁰³ LCC, 'South Western Area: District 2: Final Recommendations', May 1982.

²⁰⁴ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 3.

²⁰⁵ *Lah Arum*, 1987, p. 24.

²⁰⁶ LCC, 'South Western Area: District 2: Final Recommendations', May 1982; *Lah Arum*, 1987, pp. 27, 33.

²⁰⁷ Back to Haven Committee, *Our Haven*, 1978, p. 60.

²⁰⁸ *Ballarat Star*, 13 April 1861.

²⁰⁹ *Home to Horsham*, 1929, p. 11; *Townsville Daily Bulletin*, 17 November 1932.

work horses suffered a downturn in the late 1920s with the advent of motorised vehicles, the industry experienced a brief resurgence in the 1930s as the cost of motorised trucks proved too high for many people. Remnants of this industry can be found in stable buildings. The Horsham Modern Dairy continued to use its three half-draught horses for its local milk delivery service until 1981.²¹⁰

Charcoal-burning

Charcoal-burning involved placing timber under grass in a deep pit and leaving it to burn and smoulder for a period of time. This was a technique practised in several locations within the municipality, for example at Lah Arum. There are remnant pits and mounds associated with charcoal-burning, including the River Tracks Charcoal Pits in Wail Forest (VHI 7324-0005). Charcoal-burning was carried out up until the 1930s.

Salt extraction

This industry took place near Mitre Dam. [see Lockwood, Arapiles]

Lime pits

Lime was extracted near Mt Arapiles in the 1920s and limekilns operated at Mitre Lake.²¹¹

Fruit-growing and vineyards

The first orchards and vineyards were established by the first wave of European settlers who arrived in the 1840s and 1850s; they were planted where there was ready access to water, such as on the fertile river flats. Orchards were also established on pastoral stations, especially where it was possible to devise a rudimentary irrigation system. There were fruit trees growing on Walmer station, for example, in the 1860s.²¹²

Some important fruit-growing initiatives were developed in the 1890s. The Riverside irrigation settlement, to the east of Horsham, was promoted and developed as a fruit-growing colony. The choice of street names — for example, Citrus, Vine and Walnut Streets — are testament to these beginnings. When part of the Vectis pastoral property was sold off in c.1892, an area of 3000 acres was acquired for the Quantong fruit-growing colony. Other growers were providing fruit for export by the early 1900s.²¹³ Fruit grown at Quantong in the 1940s included apples, pears, peaches, apricots and grapes. Leading Melbourne nurserymen, Mr R. Cheeseman, provided advice as to which varieties of fruit should be grown.²¹⁴

Thriving fruit-growing communities developed at Quantong and Doon from the early 1900s, with 80 growers at Quantong during its peak. The growers operated with an irrigation permit from the Wimmera Waterworks Trust, which allowed them to draw off an allocated amount of water from the various channels. Growers gradually left the industry and then in the 1990s the irrigation system ceased operating.²¹⁵

Olive-growing

The Grampians Olive Plantation was established in 1942.²¹⁶ Some of the European immigrants who settled in the Horsham district in the 1950s and 1960s took up olive-growing with varying success. The

²¹⁰ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 87.

²¹¹ *VMD*, 1920, p. 345; see Lockwood, Arapiles, 2007.

²¹² Brown, 'Memoirs'.

²¹³ Young, *Pioneer Station Owners of the Wimmera*, 1926, p. 9; *Horsham Times*, 28 August 1908.

²¹⁴ *Horsham Times*, 7 July 1942.

²¹⁵ Laura Poole, 'Irrigation in the Wimmera: An old industry remembered', ABC Rural, 13 July 2010: <http://www.abc.net.au/rural/content/2010/s2952110.htm>

²¹⁶ *Lah Arum*, 1987, p. 35.

Mt Zero Olive plantation at the northern end of the Grampians was established in 1953.²¹⁷ Olive Plantation Road also refers to this development.

Tobacco-growing

There were periods of successful tobacco-growing in the study area, for example by grower Walter Kuehne at Burnt Creek.²¹⁸ A tobacco drying kiln from this period survives here. Italian migrants at Green Lake attempted growing tobacco plants but this proved unsuccessful.²¹⁹ Tobacco-growing was also commenced at Haven in 1931, where some growers employed local Italian labourers. Growers also trialled tobacco crops in the irrigated areas such as Quantong. For a brief time there was a large number of growers but disease ultimately spelled the end of this brief industry.²²⁰

Dairy Industry

Many settlers in the late nineteenth century had milking cows and some had small herds which grazed on the Horsham town common.²²¹ With the invention of the mechanised separator, there was dramatic growth in dairying in Victoria from 1889, principally with the establishment of co-operative butter factories. With the introduction of irrigation, thoughts turned to larger scale dairying operations in the Wimmera.

Somewhat optimistically buoyed by the seemingly fool-proof promise of water, a number of dairy factories and co-operative butter factories were established in the study area in the 1890s. There were hopes that dairying would become 'highly prosperous'.²²² Steps were taken in planning to erect a creamery at Dooen in 1890 and also at Green Park (1891), in preference to building butter factories, [HT, 6 January 1891] but these do not appear to have succeeded. In 1892 it was observed that: 'in the Wimmera the butter factory and the creamery are conspicuous only by their absence. The only creamery in the Horsham district, that at Dooen, has now suspended operations, and is likely, we are informed,' to remain closed for some months to come.'²²³ The Natimuk Dairy Factory established a butter factory at Natimuk in 1893.²²⁴ In 1893 creameries were opened at Natimuk, Pimpinio and at Mackenzie Creek (former Dooen creamery), and at the Tucker Village Settlement at Wonwondah.²²⁵

The co-operative butter factories benefitted from the efficiencies gained by farmers sharing a cream separator. During periods of drought however, the herds struggled to produce sufficient cream. For this reason the Pimpinio Butter Factory was forced to close down by the late 1890s.²²⁶ The Horsham butter factory closed down in the 1920s.

A later development in dairying was at the Drung soldier settlement, established in the 1950s, where irrigated blocks supported small dairy herds; at that time milk was being brought in from as field afield as Gippsland.²²⁷ Any deficiencies in the water supply adversely affected milk production. Dairying proved too difficult and from the 1950s butter was supplied from elsewhere such as Stawell.

²¹⁷ Photo in Jane Calder, *Grampians*, p. 99.

²¹⁸ *Horsham Historian*, no. 221, May–July 2008, p. 7.

²¹⁹ See *Memories of Green Park*, 1992.

²²⁰ *Our Haven*, 1978, pp. 59–60.

²²¹ Brooke and Finch, 1982, p. 93.

²²² *Horsham Times*, 8 November 1892.

²²³ *Horsham Times*, 19 January 1892.

²²⁴ VGG, 28 April 1893, p. 1912; *Horsham Times*, 1893.

²²⁵ *Horsham Times*, 1893.

²²⁶ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 70.

²²⁷ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 101.

Chapter 12

Doing business

Certainly Mr Langlands' fortunes were bound up in the success or otherwise of those battling selectors. He gave them the goods and left the repayment in the hands of a beneficent Providence.

*A Century of Trading in Horsham, 1949.*²²⁸

Early trade

Horsham began its existence as a small outpost of settlement on the Wimmera River. A small village had begun to emerge at the river crossing on Darlot's North Brighton run. Enticed by Darlot, George Langlands took a gamble and set up a shop and post office here in 1849.²²⁹ His store served the needs of the local pastoralists and pastoral workers, and the regular passers-through. Langlands is celebrated as one of the town's founders; his establishment of the first store pre-dated the township proper and helped to galvanise the early settlement.²³⁰ An inn was established later that same year, and there followed a smattering of other settlers.²³¹

As with other small settlements in colonial Victoria, early settlers at Horsham quickly established the necessary services associated with transport, lodgings and provisions. The town marked the mid-way point for travellers between Melbourne and Adelaide, and so became an important, albeit isolated, centre of trade and commerce. The town was located at a convenient crossing place on Wimmera River where horses could be watered, rested and re-shod. Other shopkeepers followed, as well as those who opened up hotels and boarding houses. Branch outlets of Langlands store were opened at Toolondo and Pimpinio in the 1860s.²³²

From around 1870, Horsham became the centre of a more closely settled farming community. Land selection in the neighbouring rural areas stimulated town settlement, and the number of shops and business houses in Horsham grew markedly through the 1870s. Later in the 1880s, when Horsham was connected by rail to Melbourne, and to the port of Portland, more stores were opened that sold a diverse range of provisions.

In the early 1880s Horsham's hotels were described as 'numerous and good'. They included the Victoria, Wimmera, Commercial, Shamrock and others. The first double-storey hotel was erected for John Gillies in 1882, adding a welcome solidity to the town.²³³ In addition to licensed premises, there were two temperance hotels.²³⁴

Other smaller towns also established the necessary hotels and small supply stores. For example, there were two hotels in Green Park by the mid-1870s.²³⁵ Natimuk became a busy centre, but was never large enough to threaten Horsham's primacy in the region. One of the most successful retailers in Australian history, G.J. Coles, was born at Jung in 1885, where the family ran a store.²³⁶

²²⁸ J. Langlands & Sons Pty Ltd, *A Century of Trading in Horsham: A story of pioneering achievement 1849–1949*, 1949, p. 18.

²²⁹ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 18.

²³⁰ Blake, 'Langlands, George (1803–1861)', *Australian Dictionary of Biography*: vol. 5, 1974; J. Langlands & Sons Pty Ltd., *A Century of Trading in Horsham*, 1949.

²³¹ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 63.

²³² Langlands, *A Century of Trading in Horsham*, 1949, p. 18.

²³³ *Horsham Times*, 23 June 1882.

²³⁴ Whitworth, 1881, p. 265.

²³⁵ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 22.

²³⁶ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 69.



12.1 Pimpinio Post Office and General Store, 1901 (National Archives of Australia, Accession No. B5919/1)



12.2 F.E. Sudholz Family Butcher, Natimuk (Museum Victoria)

Horsham had become an important regional centre serving a large area of otherwise isolated communities and commercial interests developed accordingly. There were several banks, headquarters of stock and station agents, grain merchants, and other business houses established. The stock and station agents, Young Bros, went on to open branches in Minyip and Donald.²³⁷ Young Bros also established the Wimmera horse bazaar in the 1880s.

By the late 1880s there were five banks operating in Horsham, including the government-backed Savings Bank. By 1930, the number of branch banks had increased to nine.²³⁸ The Colonial Bank in Horsham was designed in 1877 by the notable Warrnambool architect and prolific bank architect George Jobbins.²³⁹ There were also two branch banks in Natimuk from the 1890s until the 1920s: the

²³⁷ *Horsham Times*, 14 February 1905.

²³⁸ Blake, Wimmera, 1973; *VMD*, 1930, p. 388.

²³⁹ *Argus*, 2 May 1877.

National Bank (1908) and the Colonial Bank, built in 1889 and also designed by Jobbins.²⁴⁰ There were also two banks operating at Noradjuha in the 1920s.²⁴¹

Residents made commercial decisions, and even took political action, to ensure that Horsham was recognised and then maintained its position as the 'capital of the Wimmera'. At various times there was a threat to this much coveted title — for example, the decisions being made in the 1870s about the route of particular railway lines²⁴² — and each time, residents staunchly defended Horsham's primacy in the Wimmera region.

After World War II, many small specialist stores were gradually forced to close. Other small stores could not compete with new larger franchises. Langlands continued under the ownership of Georges (Australia), until they closed the store in 1976.²⁴³ With the relentless march of 'progress' in the town, particularly with the commercial pressures involved in establishing a regional centre, coupled with the occasional destructive effects of fire, there are few nineteenth-century shopfronts remaining in Horsham. What was once a late nineteenth-century commercial zone has been largely built over.

Hawking wares

Through the nineteenth century and into the early decades of the twentieth century there were a number of hawkers in Horsham and surrounding areas, mostly of Indian and Middle Eastern background, who pedalled their wares from town to town. They provided a much needed and welcome service, and in remote areas were also a means of communication with the surrounding district.²⁴⁴ Langlands also employed hawkers to improve the reach of their retail and other services.²⁴⁵ There was some hostility shown towards hawkers, probably on account of religious bigotry towards their Moslem faith.²⁴⁶ As part of a move to control the practice of hawking, the Victorian government introduced legislation that governed the issuing of hawking licences.

²⁴⁰ *VMD*, 1898, p. 276; a photo of the National Bank at Natimuk is in the SLV Picture Collection. For the Colonial Bank, see *Horsham Times*, 19 November 1889.

²⁴¹ *VMD*, 1920, p. 345.

²⁴² Brooke and Finch, *A Story of Horsham*, 1982, ch 4-5.

²⁴³ *Blair's Guide: Travel Guide to Victoria and Melbourne*, 1987/88, Melbourne, 1987, p. 130.

²⁴⁴ Blake, *Wimmera*, 1973; *Memories of Jung Jung*, 1991.

²⁴⁵ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 64.

²⁴⁶ See, for example, Blake, *Wimmera*, 1973, p. 27.

Chapter 13

Promoting scientific endeavours

Advancing botanical and horticultural understanding

From the early period of settlement in Victoria, the Wimmera was recognised as an area with its own distinctive geography and weather patterns. The earliest known collecting of local specimens for scientific purposes in the study area was carried out by the botanical collector, John Richardson, and his fellow bird collector, John Roach, both of whom accompanied Mitchell on his 'Australia Felix' expedition of 1836.²⁴⁷ The area was rich in vegetation and bird life, which attracted scientific collectors. In 1860 the curator of the Melbourne Botanic Gardens, John Dallachy, collected many plant specimens in the Wimmera, with assistance from local pastoralist Alexander Wilson of Vectis station.²⁴⁸ Dallachy, described as 'a meticulous collector of native species', took a trip to the Wimmera River and Lake Hindmarsh in 1860, investigating local botanical species.²⁴⁹

The assiduous Irish-born naturalist St Eloy D'Alton was a keen botanical collector, who gathered specimens from the northern fringes of the Grampians, Mount Arapiles, and the broader Wimmera, and Little Desert area from the 1880s until after World War I. From his home in Dimboola, D'Alton sent specimens to Ferdinand Mueller in Melbourne and also provided regular specimens to the Field Naturalists' Club of Victoria.²⁵⁰ Daniel Sullivan, a school teacher from Moyston, also collected local specimens for Mueller.²⁵¹ In return, Mueller provided many seeds and seedlings of exotic plants to places in the Wimmera.²⁵² In the mid-1870s Mueller also sent a number of plant displays to many institutions, including the Horsham Mechanics Institute.²⁵³

On account of its isolation and large expanses of sparsely settled country, the Horsham region has provided the opportunity for bird-lovers and others to study nature. A local field naturalists group was established by the 1960s, but the collection of specimens of flora and fauna in the Wimmera region by members of the Field Naturalists' Club of Victoria began in the 1880s and 1890s.²⁵⁴ Some early collections of plant specimens are displayed in the museum of the Horsham & District Historical Society (at the Horsham Mechanics Institute). Cliff Beaglehole has also made a significant contribution to the study of botany in the district.

Promoting acclimatisation

Samuel Wilson of Longerenong station (outside the study area) was a leading figure of the acclimatisation movement in Victoria in the 1860s. He was a member of the Acclimatization Society of Victoria formed in Melbourne in 1863. While Wilson's large pastoral estate lay outside the study area, his brothers' properties were also used for acclimatisation purposes. Some exotic animals introduced by Wilson were kept at Green Lake.²⁵⁵ The Acclimatisation Society, with Wilson at the helm,

²⁴⁷ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 13.

²⁴⁸ *Argus*, 11 February 1861.

²⁴⁹ Alan Gross, 'Dallachy, John (1808?–1871)', *Australian Dictionary of Biography*, vol. 4, MUP, 1972.

²⁵⁰ St Eloy D'Alton (1847–1930) also wrote a number of scientific papers on his botanical discoveries in the Wimmera region; see J.H. Willis, 'Botanical Pioneers in Victoria', vol. III, *Victorian Naturalist* 66, pp. 123–128; taken from <http://www.anbg.gov.au/biography/dalton-st-elay.html>

²⁵¹ Jane Calder, *The Grampians: A noble range*, 1987, p. 145.

²⁵² Andrew May and Sara Maroske, 'Horticultural embellishments', *Australian Garden History*, 4:4, Jan/Feb 1993, pp. 8–14.

²⁵³ Rod Home, Mueller Correspondence Project, pers. com., August 2011.

²⁵⁴ See *Victorian Naturalist*, various refs.

²⁵⁵ Young, *Pioneer Station Owners of the Wimmera*, 1926, p. 7.

introduced fallow deer and axis deer to the Wimmera.²⁵⁶ In 1867 it was reported that the Wilson brothers had released Murray cod into the Wimmera River 'a considerable time since'.²⁵⁷ Much later, English trout were released into the Wartook Reservoir.²⁵⁸ Another local settler, Dr Macdonald of Horsham, donated animals to the Acclimatisation Society's headquarters in Parkville in 1863 and 1866.²⁵⁹ Various exotic animal and fish species can be found in the region today, including deer and trout, which are descendants of the specimens introduced for the purpose of acclimatisation.

In 1859, twenty-six camels imported from Afghanistan and Egypt for use on the Burke and Wills expedition of 1860 were acclimatised at Alexander Wilson's Vectis station for about eighteen months.²⁶⁰ In 1862, following the expedition, the surviving camels were moved to Charles Wilson's Walmer station, until his brother Samuel Wilson of Longerenong was ready to take them. In Horsham local school children lined the street to watch the arrival of the celebrated camels.²⁶¹ Camel handler, Esau Khan, accompanied the camels on their voyage out from India, and also travelled with them on their trek from Royal Park to Walmer in September 1862; he remained with them until 19 January 1864.²⁶²

Keeping weather records

Some of the earliest weather records in the district were kept at Longerenong station. These date to 1863 and were presumably maintained by Samuel Wilson. Although outside the study area, the development of Longerenong station played an influential part in the development of the wider district. Rainfall records, using a rain gauge, were taken at Polkemmet Road, Horsham, from 1873 and at Natimuk from 1889. Records were also kept at Wartook Reservoir from 1890, soon after construction was complete. Rainfall was also recorded at Jung from 1886, possibly because this was important as the location of a railway reservoir that serviced the Melbourne–Adelaide line.²⁶³ Temperature records were also maintained for the district.

Wail Forest Nursery

The Forestry Commission of Victoria first planted forest trees at Wail as an experimental plantation in 1911 to test for which timbers would grow best in the Wimmera.²⁶⁴ Historian Les Blake claims that the first trees had been planted by Eskin two years earlier in 1909. A large number of Sugar Gums (*Eucalyptus cladocalyx*) were planted, and from 1912 onwards these were used to supply telephone poles to the Government.²⁶⁵ Other species were planted, along with an experimental orchard. Then in 1946 the Wail Forestry Nursery was established. Under the careful management of Mr Gray the enterprise at Wail developed into the leading nursery in Australia for native shrubs.²⁶⁶ Wail has also been valued as an important habitat for indigenous flora and fauna. Bill Middleton worked as the

²⁵⁶ Whitworth, *Bailliere's Victorian Gazetteer*, 1879, p. 482.

²⁵⁷ *Argus*, 27 September 1867.

²⁵⁸ *Argus*, 18 October 1912.

²⁵⁹ *Argus*, 1863, 1866.

²⁶⁰ See Arapiles.net: <http://www.arapiles.net/history.html>; Young, *Pioneer Station Owners of the Wimmera*, 1926, p. 9.

²⁶¹ Candy, *Reminiscences of the Early Mallee and Wimmera*, 1927, p. 2, cited in Donna Bourke, 'What Happened to the Camels of the Burke and Wills Exhibition?', *Journal of Public Record Office Victoria*, September 2010, no. 9, no page numbers.

²⁶² Donna Burke, 2010.

²⁶³ NASA (NGDC), 'Global Historic Climate Network Precipitation Stations', listed at http://www.ngdc.noaa.gov/nndc/struts/results?fn_0=poly.continent&type_0=Exact&query_0=Australia&fn_1=poly.region&type_1=Exact&query_1=Australia/New%20Zealand&fn_2=poly.cntry_name&type_2=Exact&query_2=&fn_3=poly.admin_name&type_3=Exact&query_3=&query=&dataset=101243&search_look=1&group_id=NONE&display_look=30&submit_all=Select+Data; accessed 26.7.07.

²⁶⁴ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 101, *Horsham Times*, 3 October 1911.

²⁶⁵ *Horsham Times*, 19 August 193; Blake, 1962, p. 592.

²⁶⁶ *Horsham Times*, 4 September 1953; Blake and Lovett, *Wimmera Shire Centenary*, 1962, pp. 101–02.

forester at Wail for many years. His father introduced other ornithologists to the Wimmera — for example, Crosbie Morrison. Other flora and fauna reserves were later established in the study area, including the Nurcuong Flora Reserve, north-west of Arapiles.



13.1 West Wail Flora and Fauna Reserve (Australian Heritage Photographic Database)

Agricultural research and development

Horsham has developed as the centre of an important agricultural district, and for most of its settlement history, farmers have endeavoured to apply scientific principles to farming methods in order to improve yields and quality of produce. A number of research centres, both government and private, have been established to promote agricultural development. Various state government departments have built research facilities to advance local agricultural endeavours, with a particular emphasis on grain-growing.

The Department of Agriculture established the Wheat Research Institute in Horsham in 1968. This was later known as the Victorian Crop Research Institute from c.1989 and the Victorian Institute for Dryland Farming in the early 1990s. This is now known as the Grains Innovation Park, which is located on the Natimuk Rd, Horsham and attracts international scientists and is the leading wheat research institute in Australia. Private firms seeking to promote agricultural machinery and other commercial products have run field trials in the study area. The farm machinery manufacturer H.V. McKay, for example, ran field trials at Natimuk in the 1930s (series of photos held by Museum Victoria; see image below).

Longerenong Agricultural College, established in the 1880s, has played a key role in agricultural education and innovation in the district.



13.1 H.V. McKay field trials at Natimuk in 1938 (Museum Victoria)

Chapter 14

Manufacturing

While primary activities have made the Wimmera famous; several thriving manufactories have been established in Horsham. The flour milling, industry has become a feature of the town. A large mill operates continuously and uses only wheat grown in the Wimmera. Among the other secondary activities established in Horsham are workshops producing farming implements, plaster sheet works, cement works, cordial factories, brick works and an ice factory.

Horsham Times, 31 January 1930.

Grain, food and beverage processing

In addition to the primary industry of the district, Horsham also supported a number of important secondary industries. One of the first industries to commence was milling. From the 1870s there were two flour mills.²⁶⁷ The first flour mill was built by John Gillies, who sold out to Traugott Noske, who became the largest miller in the district.

In the 1870s there was also a cordial factory and two breweries to supply the growing number of hotels.²⁶⁸ The popular Stevens and Sons brewery produced 'good Horsham beer'.²⁶⁹ By 1920 there were three cordial factories, a butter factory, a flour mill, and a brewery.²⁷⁰

Agricultural machinery, farm equipment and transport

As well as flour mills and other food processing plants that were typical of most colonial centres, Horsham and Natimuk became important for the manufacture of agricultural machinery, farm equipment, and carriages. From the 1870s, a number of manufacturing establishments had been in operation, including a fellmongery and a foundry.²⁷¹ The expansion of farming in the surrounding plains and the relative isolation of the Wimmera encouraged the development of Horsham and Natimuk as sites of agricultural industry. There were several foundries and engineering works for agricultural equipment and implements. The most prominent foundry was that of May and Millar. Samuel May and James Millar had first established a blacksmith's shop in Horsham in 1874.²⁷²

Several manufacturing operations were also established at Natimuk. In Main Street, Natimuk, there is a remnant shed from the extensive operations of Beard and Sisson engineering works, established in 1879. Formerly occupying a site of 2 acres, this was once the largest agricultural works in Victoria, employing 105 people in 1894.²⁷³ This factory closed down in 1910. Smaller operations were underway at Noradjuha, where blacksmith James Treadwell produced agricultural implements; one example of his three-furrow ploughs is preserved at the Pioneer Museum, Jeparit.²⁷⁴

The increased mechanisation of farming, especially cropping, through the early twentieth century was supported by the many foundries and factories in Horsham. After the First World War, May and Millar

²⁶⁷ Whitworth, *Bailliere's Victorian Gazetteer*, 1879, p. 244; Whitworth, 1881.

²⁶⁸ Whitworth, *Bailliere's Victorian Gazetteer*, 1879, p. 244; Whitworth, 1881.

²⁶⁹ *Leader*, February 1894, reproduced in Michael Cannon (ed.), *Vagabond Country*, p. 204.

²⁷⁰ *VMD*, 1920, p. 317.

²⁷¹ Whitworth, *Bailliere's Victorian Gazetteer*, 1879, p. 244; Whitworth, 1881.

²⁷² *Home to Horsham*, 1929, p. 16.

²⁷³ www.arapiles.net; *VMD*, c.1889.

²⁷⁴ Blake, *Wimmera*, 1973, p. 56.

had an annual output of 100 wagons and 700 tons of farm machinery. In 1920 Horsham boasted three coach factories and two foundries.²⁷⁵ May and Millar's was later taken over by Qualcast who closed it down in 1957. A year later it was reinvented by Mackay Convair, a subsidiary of Vulcan.²⁷⁶

Building industry

Rudimentary brick-making first began in Horsham in the 1840s. Other manufacturing also supported the building industry. Horsham underwent extensive development in the 1920s. The building activity was supported by a number of factories. In 1920 there were three brick kilns, taking advantage of good local clays. In 1929 there was Concrete Products Ltd, Sawyer's brick yards, and Carine and Duncan's Plaster Works.²⁷⁷

Textile industry

In 1920 Horsham business interests decided 'to push for the development of Portland as a port for marketing Wimmera produce, and a move was made for the establishment of a woollen mills or "any other industry" in Horsham'.²⁷⁸ A wool factory was built, which was probably established as part of the move towards decentralisation in the 1930s and this later became, a sheltered workshop. The Prestige Hosiery factory was established in 1946, as part of decentralisation policy. This factory employed 125 local girls, but was short-lived.²⁷⁹ The former Prestige factory was later operated by Holeproof until 1996, when manufacturing operations were relocated to China. There was also a clothing factory in Natimuk, for which the building survives.²⁸⁰

²⁷⁵ Blake, *Wimmera*, 1973, p. 47; *VMD*, 1920, p. 317.

²⁷⁶ *Blairs' Guide*, 1987, p. 130.

²⁷⁷ *VMD*, 1920, p. 317; *Home to Horsham*, 1929, pp. 14, 16.

²⁷⁸ Coulson, 1950, p. 48.

²⁷⁹ Coulson, *Horsham Centenary*, 1950, p. 13

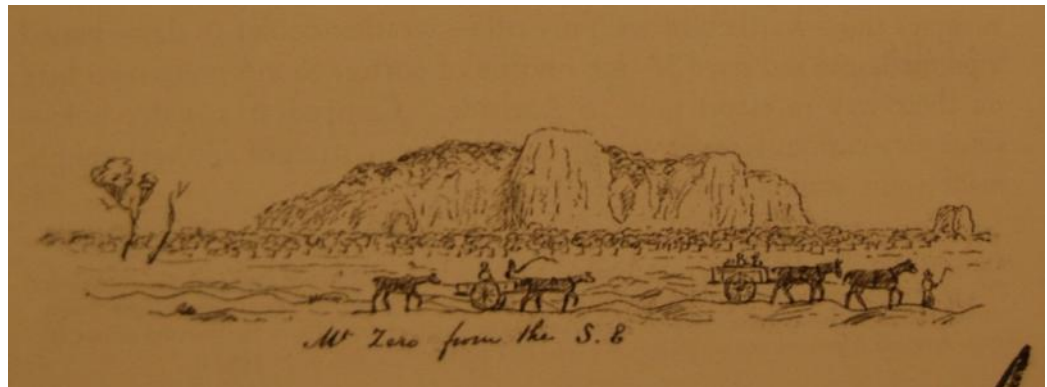
²⁸⁰ Keith Lockwood, pers. com., May 2012.

Chapter 15

Establishing transport and communications

Early transport routes

In the 1850s one route from Adelaide to the Victorian gold diggings followed a track through the Wimmera plains, passing St Mary's Lake and Mount Arapiles, and passing the northern side Horsham. This followed roughly, but in the reverse direction, the westward route taken by explorer Major Mitchell in July 1836. In the 1850s this route was busy with prospective miners, who camped along the way or stayed overnight at the various pastoral stations. Diarist Edward Snell took this track on his way to the diggings in 1852, and amongst those vehicles he passed was the South Australian gold escort, which transported Victorian gold to Adelaide, via Horsham, from 1852–53. This injection of wealth into Adelaide effectively saved the city from bankruptcy.²⁸¹



15.1 Mt Arapiles and Mitre Rock, sketched by the travelling diarist Edward Snell in 1852 [Griffiths, 1987]

In the decades following the rush for gold, Horsham remained a 'half-way house' between Adelaide and Melbourne. As James Smith pointed out, 'It was a scene of great activity before the days of railways, and the place of meeting for the various coach lines, which then provided the only means (besides riding or walking) of intercommunication between the different inland towns.'²⁸² Later, in the 1870s and 1880s, 'sundowners' (or swagmen) also took the same route and again their numbers were often great. Journalist Garnet Walch claimed that 'as many as a hundred of these gentry have been known to assemble on a station at the close of a single day. Special huts had to be provided for them, where they enjoyed ... rations of mutton, damper and [station tea]'.²⁸³

Horsham was also well-placed as a stop-over for north–south travellers. On his journey to Portland Bay in 1836 Major Mitchell had followed the Glenelg River southwards, from a starting point not far from Mt Arapiles. The route from Horsham to the port of Portland later became an important channel for trade. This was the route of the bullock drivers, based in Horsham, who carted wool to Portland and returned laden with supplies for the stations and the town's stores. They also made a similar return trip to Geelong.²⁸⁴

Before the railway was extended to Horsham in 1879, passengers disembarked at the Stawell railhead and took a connecting coach to Horsham. Likewise, before 1879, farmers from the Horsham district

²⁸¹ Tom Griffiths makes this point in *The Diaries of Edward Snell*, 1988.

²⁸² James Smith (ed.), *Cyclopedia of Victoria*, 1905, vol. ??, p. 206.

²⁸³ Walch, *Victoria in 1880*, 1881, p. 113.

²⁸⁴ Blake, *Lost in the Bush*, 1964, p. 2.

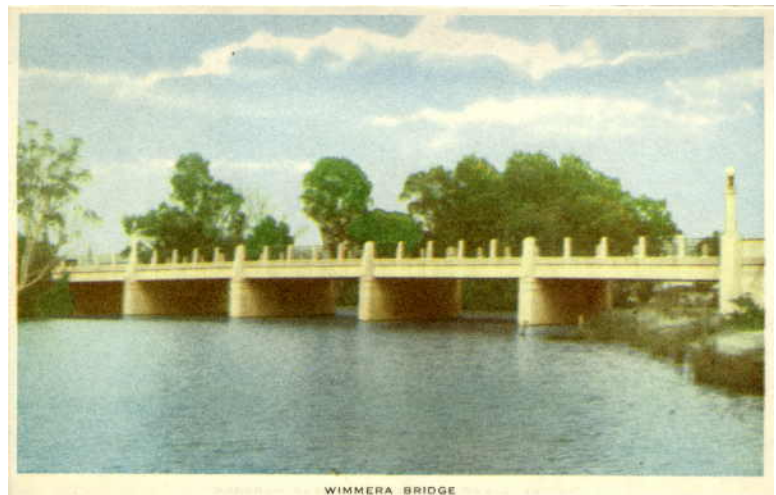
carted their produce to the Stawell railway station. Coach services, including those of Cobb & Co., provided links between smaller towns.²⁸⁵

Roads and bridges

The road from Horsham to Dimboola apparently derived from an existing Aboriginal track.²⁸⁶ Other new roads that were formed followed the routes of earlier expeditions — for example the path of gold-seekers in the 1850s who beat a track across the South Australian border, crossing at Serviceton. Some gold miners from Adelaide headed east a long way south of Horsham, crossing the Grampians from Roses Gap. There is a road known as the Old Adelaide Road in Brimpaen, which refers to this route.

Following land selection and subsequent population growth in the 1870s and 1880s, the roads were heavily relied on for transporting farm produce and many roads were improved. The road between Horsham and Natimuk was widened by the Wimmera Shire Council in 1876.²⁸⁷ Metal for road-making came from Mackenzie Creek Quarry. A municipal reserve adjoining the showgrounds on their north side, facing McPherson Street, was used as a Metal Depot.²⁸⁸ The advent of motorised cars and trucks also saw improvements to the roads.

Reliable bridges were also needed. The local council received government funding in 1883 to erect a bridge over the Wimmera River. A contribution of 800 pounds was to be made by both parties and the bridge completed in 1886.²⁸⁹ The original timber bridge at Green Park was replaced in 1939 with a new concrete bridge when a new entrance to town was developed.²⁹⁰



15.2 The new Bridge over the Wimmera River, completed in 1939 (State Library of Victoria)

Major roads in and out of Horsham to the surrounding towns have developed into important transport routes. There are now three major highways — namely, the Henty Highway, the Western Highway and the Wimmera Highway — that intersect at Horsham.

²⁸⁵ Whitworth, *Bailliere's Gazeteer*, 1879.

²⁸⁶ Blake, *Wimmera*, 1973, chapter 2.

²⁸⁷ Plan of Horsham, 1887, held NLA.

²⁸⁸ See 1882 plan of Horsham, NLA; this site is now the velodrome.

²⁸⁹ VGG, 7 December 1883, p. 2779; Blake, *Wimmera*, 1973, p. 55

²⁹⁰ Horsham & District Historical Society, *Memories of Green Park*, 1992, pp. 13, 51.

Building railways

In the 1870s settlers in the Horsham district waged a strong campaign for a railway, which they argued would put an end to their isolation.²⁹¹ Before 1879, the nearest railway station was at Stawell. The first train from Melbourne to Horsham arrived in 1879. From Stawell it stopped at stations at Jung Jung and Dooen before arriving at Horsham. The railway was extended from Horsham to Pimpinio in 1882.²⁹² By 1887 there were new rail lines out to the west. The line was extended 20 miles to Noradjuha, which was gratefully welcomed by the farmers and traders, particularly around harvest time, 'owing to the want of metalled roads'.²⁹³

By the 1890s the railway had been extended to the South Australian border. The *Overland*, connecting Melbourne and Adelaide, passed through Horsham three times a week. Formerly this was known as the Adelaide Express.²⁹⁴ Horsham Railway Station quickly became a major terminal for passengers and produce, and a busy centre of activity, and the station buildings were developed accordingly. The station operated licensed refreshment rooms (Robinson was in charge from 1899 to 1913).²⁹⁵

The station at Jung Jung was also an important stopover for trains travelling between Melbourne and Adelaide. Engines were replenished with water here, with the 'railway reservoir' which drew its supply from the nearby Yarriambiack Creek.²⁹⁶

The Natimuk railway station, which opened in 1890, also serviced a large farming population and commercial interests. Alongside the concrete wheat silo built next to the railway station, there was once 'a busy railway yard, bag stacks, a goods shed, station masters home and three other houses'.²⁹⁷

The railway has since declined, and several stations and sidings have been removed, including Jung.

Tramway

Land for a cable tramway that ran from the Mackenzie Creek Quarry to Horsham was first reserved in 1884.²⁹⁸ The tramway was not built until the late 1880s. The railway has since been removed.

Establishing communications

The remoteness of Horsham, and particularly its outlying settlements and distant pastoral stations, meant that communications have played a critical role in the development of the region. Significant in this respect was that a postal service, established in 1848, pre-dated the township at Horsham. At one pastoral station, an early private telephone line was installed and a remnant porcelain fixture attached to a tree remained in evidence for many years.²⁹⁹

A wireless radio station was established at Dooen in an Art Deco building erected in 1937. This later became the local ABC Radio station, and operated as such for many years. It was demolished in the 1960s.

Airport

²⁹¹ L.J. Blake, 'Stephens, Edward James (1846–1931)', *Australian Dictionary of Biography*: vol. 6, MUP, 1976.

²⁹² *Horsham Times*, 21 January 1882.

²⁹³ *South Australian Advertiser*, 18 July 1887.

²⁹⁴ Lorck, 1910, p. 121.

²⁹⁵ Reynolds, 2003, p. 84.

²⁹⁶ *VMD*, 1898, p. 571.

²⁹⁷ www.arapiles.net

²⁹⁸ *VGG*, 6 June 1884, p. 1593.

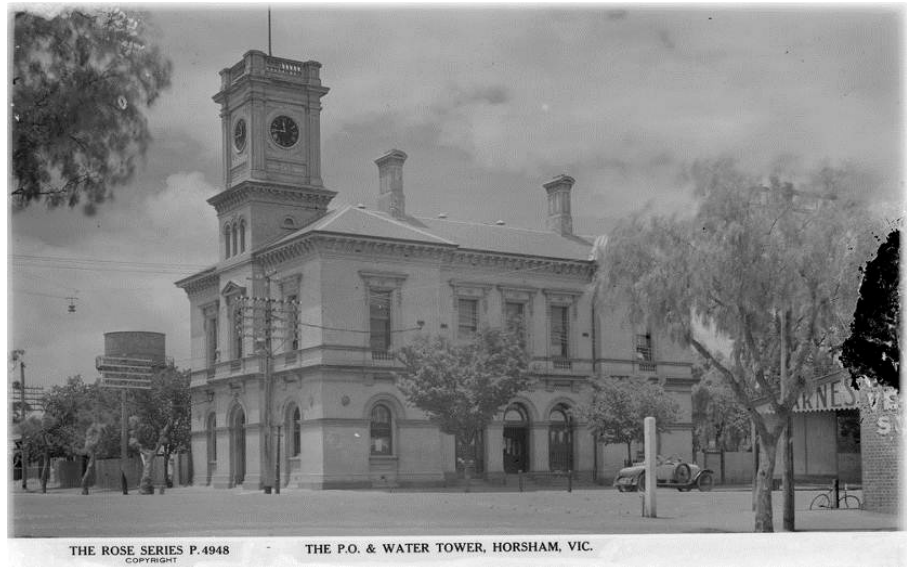
²⁹⁹ Brooke and Finch, 1982, see also

[http://www.dpi.vic.gov.au/CA256F310024B628/0/1C4E84B00F5A140ACA2573E1001A9557/\\$File/2008_2_Cultural_Heritage_Draft_Report.pdf](http://www.dpi.vic.gov.au/CA256F310024B628/0/1C4E84B00F5A140ACA2573E1001A9557/$File/2008_2_Cultural_Heritage_Draft_Report.pdf); accessed September 2011.

The Horsham Council operates the airport, located north-west of the city. The airport commenced in 1937 with a daily service to Melbourne, provided at the time by Ansett Airlines.³⁰⁰ The illuminated beacon on Langlands Store in Firebrace Street, marked H.S. for Horsham, was used for airport safety.³⁰¹

Postal and telegraph services

A post office was first established at Horsham in 1848.³⁰² In 1865 the town was still only served by a post office, with the nearest telegraph office located some distance away at Stawell.³⁰³ In 1877, it was proposed to erect new public buildings in Horsham, including a post and telegraph office, at a cost of £10,000; the post and telegraph function may have been shared with the new council building that was erected in 1878.³⁰⁴ The new post office was an imposing double-storied Italianate building with a central clock tower. This was demolished in 1970 and a new modern post office erected in 1972.³⁰⁵



15.3 Postcard view of the Horsham Post Office, built 1883, and water tower (State Library of Victoria)

Other post office and telegraph offices were established as needed in the smaller towns, such as Pimpinio. At Natimuk a private building was used as a post and telegraph office from 1874 until a purpose-built office was erected in 1890.³⁰⁶ The building is now a private residence.

³⁰⁰ Blake, *Wimmera*, 1973, p. 55.

³⁰¹ *Horsham in Focus*, 1999, p. 13.

³⁰² VGG, 19 July 1848, p. 281.

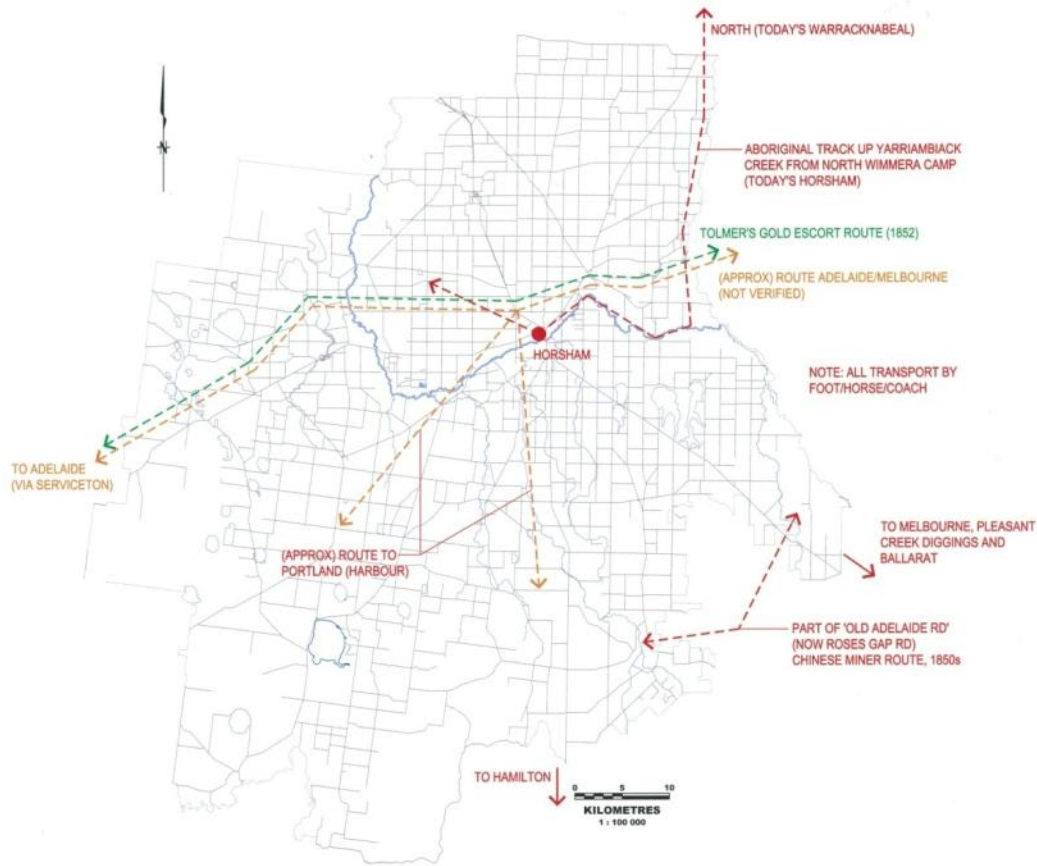
³⁰³ Whitworth, *Bailliere's Victorian Directory*, 1865, p. 187.

³⁰⁴ *Argus*, 23 November 1877, p. 5.

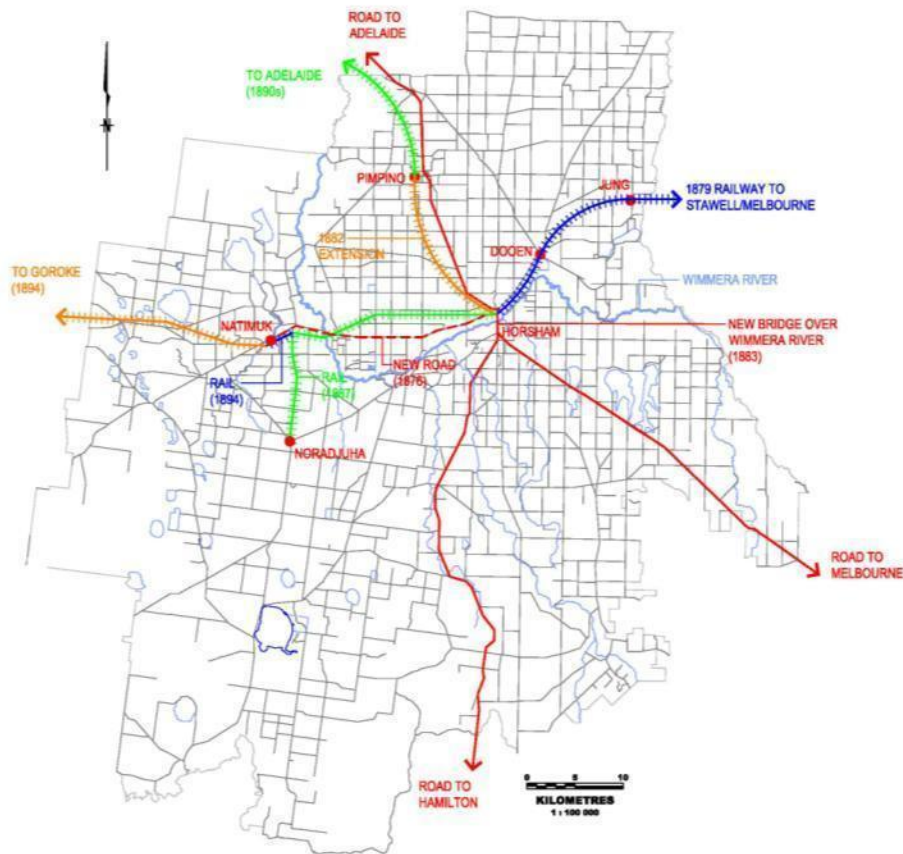
³⁰⁵ *Horsham in Focus*, pp. 46-47.

³⁰⁶ VGG, 15 November 1889, p. 3887; *Horsham Times*, 3 April 1885; *Argus*, 26 June 1884; www.arapiles.net

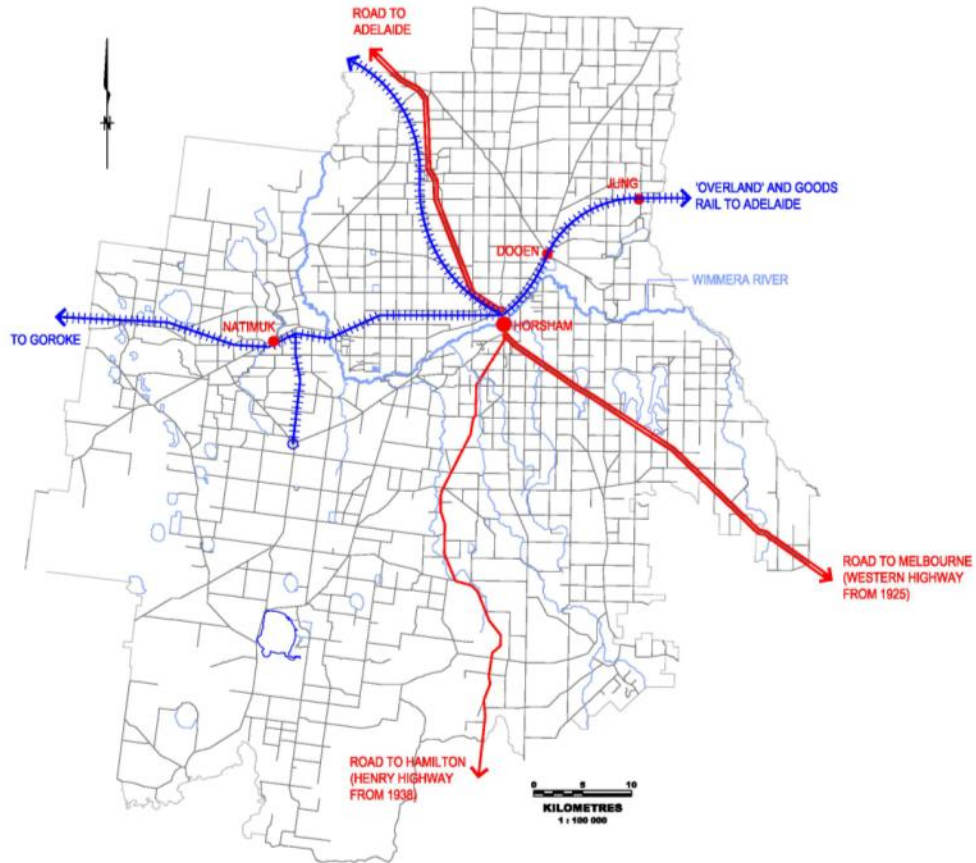
Horsham Heritage Study (Stage 2)



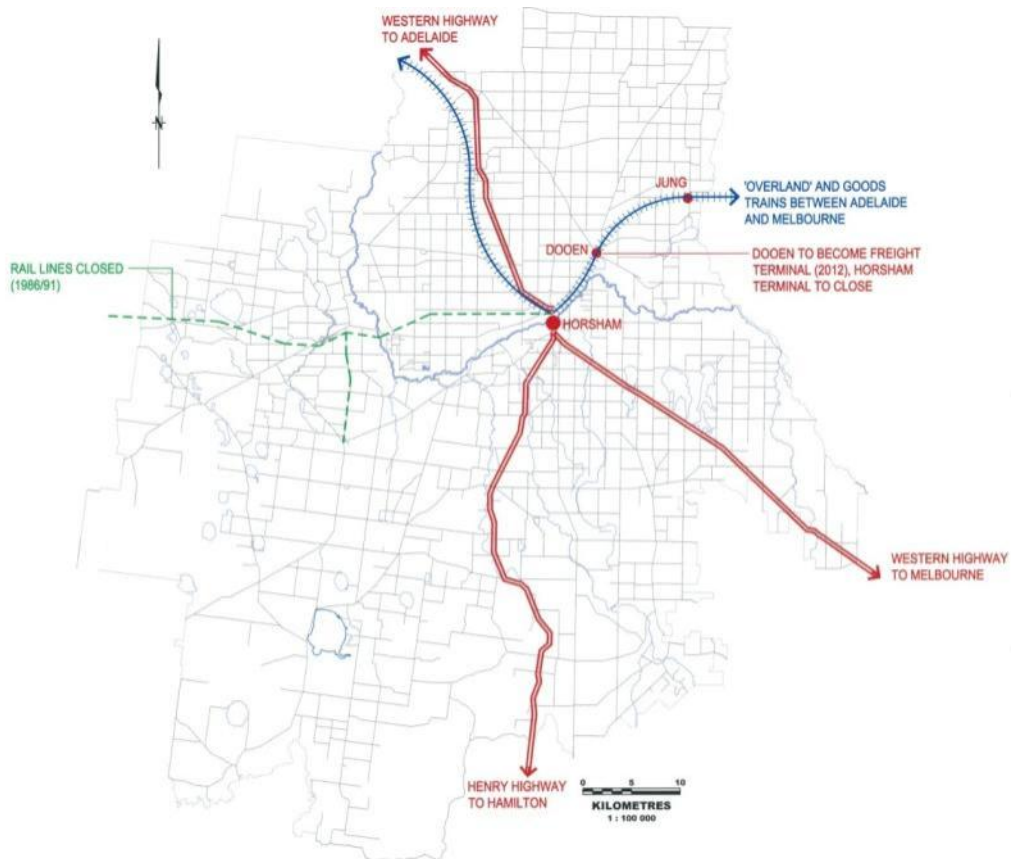
TRANSPORT 1840-1870



TRANSPORT 1870-1915



TRANSPORT 1915-1945



TRANSPORT 1945-2012

Chapter 16

Building rural communities

Chinese communities

Many Chinese arrived in Victoria in the 1850s in search of gold. After the introduction of a £10 landing tax in Victoria, many landed at Robe, South Australia, to avoid the tax and traipsed through the Brimpaen area en route to the diggings. After trying their luck at Stawell and Fiery Creek (Beaufort), some settled in the study area, working as hut-keepers and shearers on the large pastoral stations.³⁰⁷

Some Chinese ex-miners later moved to Horsham and other surrounding townships, where they worked as market gardeners or shopkeepers.³⁰⁸ Many worked as market gardeners on the banks of the nearest watercourse. They carted water on their backs, using buckets suspended on a bamboo rod, and filled makeshift wooden dams.³⁰⁹ At Green Park, a number of Chinese operated market gardens near the Wimmera River; some leased land for this purpose from the local water trust.³¹⁰ Few Chinese appear to have taken up selections, but they contributed significantly to the economic development of the region in other ways. It is claimed, for example, that Chinese were employed on the construction of the Lake Wartook reservoir in 1887.³¹¹ Others stripped wattle. Some place names have Chinese associations, such as Chinaman Track and Chinaman Creek at Laharum.³¹²

German communities

German settlers moved into the Horsham area from the late 1860s when large areas of Crown land was thrown open for selection. Many of these Germans had previously settled around Hamilton and Hochkirck in western Victoria in the 1850s, while others had come across from South Australia, lured by the more attractive terms of land selection offered by the Victorian Government. The majority of this group had immigrated from northern Germany, and from the Brandenburg, Silesia–Saxony, and Pomeranian parts of Prussia.³¹³ From South Australia and the Western District of Victoria they made their way to the Wimmera in cavalcades of covered wagons, often in family groups.³¹⁴ From around 1869 sizeable German communities settled at Green Lake, Lake Natimuk and Vectis.³¹⁵

An overwhelming number of German settlers came to take up land for agriculture and many succeeded in this; they were generally regarded as ‘good farmers’.³¹⁶ The success of the German selectors was noted in contemporary accounts, and this was put down to their thrift and industriousness.³¹⁷ Regarded somewhat as skilled farmers and model citizens, these Germans were in the main accepted

³⁰⁷ *Argus*, 6 March 1854; Brooke and Finch, *A Story of Horsham*, 1982, ch 1.

³⁰⁸ See Blake, *Wimmera*, 1973, p. ??, *Memories of Jung Jung*, 1991, p. ??, Horsham & District Historical Society, *Memories of Green Park*, 1992, pp. ??

³⁰⁹ Blake, *Wimmera*, 1973, p. ? Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 19.

³¹⁰ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 2.

³¹¹ Calder, *The Grampians*, 1987, p. 176.

³¹² Lah Arum, 1987, p. 24.

³¹³ Jupp, *The Australian People*, 1988, p. 367.

³¹⁴ For example, *Argus*, 9 April 1869; see also *Argus* article of 1870 in which Ron Falla stated that they could be ‘the first true pioneers of Horsham’ [Falla, ‘Land selection in the Wimmera’, *VHJ*, 2000].

³¹⁵ ‘German Heritage of the Wimmera’, Heritage Victoria, 1999, p. 107; see Arapiles.net: <http://www.arapiles.net/history.html>; accessed 23 July 2011. ‘Green Lake Cemetery’ in Ian Marr, *Cemeteries of South West Victoria* website; accessed September 2011.

³¹⁶ Cited in George Seddon, *Landprints*, 1998.

³¹⁷ See ‘Amongst the Selectors’, *Argus*, 11 May 1880.

by the British-Australian settlers at a time when racial sentiment was more often the norm than the exception.



16.1 German settlers crossing the border into Victoria from South Australia, sketched by George Fife Angas in 1877 (National Library of Australia)

The Germans who settled at Natimuk and elsewhere in the district have been described as ‘refugees’, fleeing from religious persecution. These groups established their own churches and schools, and readily embraced civic life. Lutheran congregations were formed at Green Lake (1871), Natimuk (1874), Horsham (1890), and Drung Drung,³¹⁸ while Lutheran schools opened at Natimuk, Vectis East (1909), Kewell,³¹⁹ and Horsham. It was most likely due to the significant German influence at Natimuk that the town boasted a ‘wine saloon’ in 1930; this building survives today.³²⁰

Many Germans settled in groups and maintained some degree of cultural identity. The Lutheran schools and churches retained their use of German language. In the 1880s the *Horsham Times* regularly published ‘Our German Column’, which covered the news from Europe and was ‘translated specially’ for the paper.³²¹ A Horsham Liedertafel was established in 1885.³²² Yet while German settlers generally kept their Lutheran faith, and their language to some extent, other signs of German identity gradually became lost or eroded.³²³

At Natimuk and Vectis, there are subtle signs of a German heritage — for example, the Lutheran churches and schools themselves, and the neat and practical elements to individual homes. In one district, the roads were formerly named after the various German families who had settled there.³²⁴ Several cemeteries had significant Lutheran burials and retain early headstones to German families, for example at Kornheim Cemetery (just outside the study area). At Green Lake Cemetery (now known as Upper Regions Cemetery), there is a memorial stone dedicated to the pioneering German families of the area, including the Kroker, Uebergang, Peucker, Starick, Winderlich and Gormann families, who were interred in the 1870s.³²⁵ There is little in the physical layout of the settlements that alludes to German-style townships, unlike the case in South Australia, where in Hahndorf, for example, the ‘Huffendorf’ and then ‘Strassendorf’ layout followed aspects of German town layouts. In the Wimmera

³¹⁸ Ian Marr, Cemeteries of South-West Victoria website – ‘Green Lake’; Whitworth, *Bailliere’s Victorian Gazetteer*, 1879, p. 164; for Horsham Lutheran Church jubilee, see *Horsham Times*, 16 April 1940.

³¹⁹ *Pinnacle*, October 1924, p. 24.

³²⁰ *VMD*, 1930, p. 415.

³²¹ See, for example, *Horsham Times*, 3 February 1882.

³²² *Horsham Times*, 24 March 1885.

³²³ See, for example, ‘Amongst the Selectors’, *Argus*, 11 May 1880.

³²⁴ Mr Bob Schmidt, at Community Workshop, Laharum, 21 September 2011; these road names have since been changed.

³²⁵ Ian Marr, ‘Cemeteries of South West Victoria’; accessed September 2011.

in the 1870s, however, there were standard British surveying models to adhere to. And the degree of 'German-ness' among the settlers was becoming diluted with the amount of time they had spent in the colonies and the influences of other non-German settlers.

There were obvious difficulties experienced by German settlers during the First World War. Some German families felt pressured to send their sons to war. One local claim was that some German families received letters from 'authorities', threatening to send them to internment camps near Adelaide and Sydney if their sons did not enlist.³²⁶ At Natimuk there were instances of hostility towards Germans. Whereas in other states Germans had indeed been placed in internment camps, this was not the case in Victoria. Yet the Victorian Government nevertheless fed this anti-German feeling to some extent — for example, in prohibiting the use of the German language in Lutheran churches in 1914 and in Lutheran schools in 1916.³²⁷ It also became preferable for German settlers to become naturalised.³²⁸ The majority of German settlers sought anonymity. In August 1914, in order to dispel any suspicions of disloyalty, the Lutheran congregations of Horsham, Natimuk and Vectis East declared their loyalty to the British Empire.³²⁹

Italian community

A significant number of immigrant Italians have settled in the Horsham area. Several families who settled at Green Park originated from Treschè Conca in the Veneto region of northern Italy; the first arrived in the 1920s and more joined them after World War II. These families have contributed greatly to the development of the timber, concrete and plastering industries in Green Park, and have also been involved in growing olives. At Green Park they are recognised as 'really stamping their design influence on the town with terrazzo, concrete tanks, [and] chimneys'.³³⁰ One descendant explained:

*Green Park was the first place a lot of Italians came to and you still find after all these years . . . the Italians are still at Green Park. That is their home. It is their little bit of Treschè Conca you could say, their little bit of Italy.*³³¹

Others came from other parts of Italy, for example the Manserra family from Naples, who worked in the concrete industry.³³² Italians also settled in the irrigation areas in the early twentieth century and were involved in growing fruit and vegetables, and tobacco. An Italian Club was established in the 1960s in the former butter works in Harriet Street, Horsham, adjacent to the railway line. It became a lively centre for a variety of social events and a venue for the game of bocce. The club continues today.³³³

Establishing church communities

The Christian denominations that predominated in the small settlements of the new wheat frontier were the Lutherans, Methodists and the minor Protestant sects, notably the Bible Christians. These were all reformed churches, with strong chapel communities, intent on doing 'God's work' — in the practical sense of the word — and driven by a strong sense of the Protestant work ethic. Selecting, like gold-mining, required faith in Providence and a personal mantra of industry, frugality and plain living, in order to get on. Anglicans, Catholics and Presbyterians were also represented in sizable communities, but with a different pattern and spread across the study area.

The lynchpin of the small emerging towns and villages was the local church and school. Initially, with limited resources, a public hall might be used for multiple purposes until a stand-alone church or school could be erected. As was the case elsewhere in Victoria, the earliest churches reflected the financial or

³²⁶ Lah Arum, 1987, p. 119.

³²⁷ Jupp, *The Australian People*, 1988, p. 373; Argus, 3 May 1916.

³²⁸ Lah Arum, 1987, p. 119.

³²⁹ *South Australian Advertiser*, 9 August 1914.

³³⁰ Horsham & District Historical Society, *Memories of Green Park*, 1992, pp. 1, 4, 8, 14.

³³¹ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 75.

³³² Reynolds, *Naming Horsham's Streets*, 2003, p. 97.

³³³ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 72.

moral will of particular religious affiliates. In the Horsham district, Scots Presbyterians, figured largely amongst the pastoral license holders and their adherent communities of station workers. Some ex-station workers went on to select land in their own right and formed new Scottish communities of selectors. Many of the station workers also followed the Presbyterian faith. St Andrew's Presbyterian Church was established in Horsham in 1858 and its first church building erected the following year; a manse was established by the early 1860s.³³⁴ This early development was influenced by the fact that a Presbyterian minister had come out from Scotland to stay with Carter family.³³⁵ Presbyterian affiliation also dominated in several of the smaller townships. At Dooen, where the population amounted to only 20 in the 1870s, the Presbyterian ministry provided the only church service and this was held in the schoolhouse.³³⁶ The Presbyterian church at Dooen was later moved to Natimuk.³³⁷ At Green Park there was a well-attended Presbyterian church and Sunday school (now demolished).³³⁸

By the 1870s, amidst a great influx of new settlers, other denominations were more properly established in Horsham. The Catholics and Anglicans were well established in Horsham by the end of the nineteenth century. St John's Anglican Church was built in 1877, after a year of regular services being held in the Mechanics Institute. Rebuilt in the 1950s, this church physically dominates the view as you head north along Firebrace Street.

The Catholic parish in Horsham gradually developed and extended their buildings. A Catholic church reserve was set aside in 1861 and the first Mass celebrated in 1876.³³⁹ A timber church dedicated to St Michael and St John was built in 1879, and this was replaced in 1913 with an elegant red brick design by Ballarat architects Clegg, Miller and Riley (Riley was a Horsham resident).³⁴⁰ A more recent Catholic church was built in 1987 to an award-winning design by architect Greg Burgess. A presbytery was also erected. The Brigidine Sisters, an Irish teaching order, who were already established at nearby Ararat, opened a convent and St Brigid's College in Horsham in 1920. The double-storey brick convent designed by Ballarat-based architect Bart Moriarty, educated girls to secondary level and boys to primary level; this has recently been demolished.³⁴¹

A Methodist congregation was established in Horsham in 1874 and has rebuilt their house of worship three times. A Salvation Army barracks was also established in 1885.³⁴² Smaller church groups were the Lutherans and the Church of Christ.³⁴³

In many small townships in the study area the first churches were minor Protestant denominations, but few were Anglican or Catholic. The minor Nonconformist Protestant denomination, the Bible Christians, worked tirelessly to establish congregations in several of the small towns in the 1870s, including Noradjuha, Pimpinio, Jung, Wail and Wonwondah.³⁴⁴ They opened a church in Horsham in 1881.³⁴⁵

³³⁴ *Home to Horsham*, 1929, p. 12; Brown, 'Memoirs'.

³³⁵ Coulson, *Horsham Centenary*, 1950.

³³⁶ Whitworth, *Bailliere's Victorian Gazetteer*, 1879, p. 161.

³³⁷ *Memories of Dooen*, c.1990.

³³⁸ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 17.

³³⁹ VGG, 27 September 1861, p. 1826.

³⁴⁰ See Miles Lewis, *Victorian Churches*, 1991, p. 127; see also *From the Fruits of Fifty Years ...* (1897); *Horsham Catholic Parish Centenary*, 1976, p. 22

³⁴¹ *Horsham Catholic Parish Centenary*, 1976, p. 22. Bart Moriarty, in the mould of A.A. Fritsch of Melbourne, was a prolific architect to the Catholic Church.

³⁴² *The Salvation Army Horsham Corps, 1885–1975*, 1975, p. 2.

³⁴³ Whitworth, *Official Handbook and Guide to Victoria*, 1881, p. 266.

³⁴⁴ Whitworth, *Bailliere's Victorian Gazetteer*, 1879, pp. 364, 379, Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 59; *Memories of Jung Jung*, 1991, p. ?, add Wonwondah ref

³⁴⁵ Whitworth, *Official Handbook and Guide to Victoria*, 1881, p. 266.

By 1892, the population at the Quantong Irrigation Colony was sufficient to justify the erection of a Bible Christian church.³⁴⁶

The first congregation of Wesleyan Methodists in the Horsham district was at Pimpinio in the 1870s. Another early group was at Noradjuha. A Wesleyan Methodist church was erected at Kalkee in 1884 — a timber structure built to a gothic design with stained-glass windows — but for which only an historical marker now survives.³⁴⁷ The Primitive Methodists were established at Jung in the 1870s.³⁴⁸ The Salvation Army also established chapels at Natimuk and Polkemmet.³⁴⁹

Often, one building, such as a school or a hall, was initially shared between denominations. Quite likely, both the small population and the lack available local funds could not justify the expense of church-building. At Tooan, the services of the Anglican and Wesleyan churches alternated at the local state school.³⁵⁰ The 'Union Church' at Pimpinio was open to several denominations, while the Bible Christian church at Quantong was rented to the Education Department during the week for school purposes.³⁵¹



16.2 Lutheran manse, Natimuk, c.1930s (State Library of Victoria)

³⁴⁶ *Horsham Times*, 28 October 1892.

³⁴⁷ *Horsham Times*, 21 October 1884.

³⁴⁸ Coulson, 1950; Bailliere's 1879, p. 364; *Memories of Jung Jung*, 1991.

³⁴⁹ *The Salvation Army Horsham Corps*, 1975, p. 3

³⁵⁰ Whitworth, *Bailliere's Victorian Gazetteer*, 1879, p. 468.

³⁵¹ *Horsham Times*, 6 February 1894.

German Lutherans formed the dominant religious community at Natimuk, with services commencing in 1872. At one time the town supported two Lutheran churches, as well as a manse and a primary school. Nearby, the Zion Lutheran Church served the Vectis community (as it still does today) while another Lutheran church also operated at Vectis South.³⁵² In Natimuk, Catholic Mass was celebrated in various buildings from 1876, before St John's Catholic Church was eventually built and consecrated in 1889. This church was damaged in a storm in January 1916 and was rebuilt in May 1916.³⁵³ Anglican services were held at Natimuk from the 1880s, with St Aidan's Church of England built in 1890.³⁵⁴ At one time there was a total of seven churches in Natimuk.³⁵⁵

³⁵² 'German Heritage of the Wimmera', Heritage Victoria, c.1999, p. 109; www.arapiles.net; accessed August 2011.

³⁵³ www.arapiles.net; accessed August 2011; information from historical sign at St John's Catholic Church, Natimuk.

³⁵⁴ *Horsham Times*, 23 June 1885.

³⁵⁵ www.arapiles.net; see Lockwood, *Natimuk: The first 100 years*, 1982.

Chapter 17

Appreciating and conserving the natural environment

... the isolated peak of Arapiles, only 1176 feet high, but nevertheless more remarkable perhaps than any other mountain of the whole series ... The view from its summit can scarcely be surpassed in Victoria, the whole of the variegated scenery of the west being visible from it. Eastward, the horizon is bounded by the serrated chains of the Grampians; to the north and west stretch vast plains, unbroken by the smallest elevation; southward, the numerous lakes of the Wimmera country dot the surface in the foreground, while beyond, the rugged outlines of Pindas contrast strongly with rounded volcanic hills in the far distance.

Victorian Naturalist, 1885.³⁵⁶

We had favourite spots. We had the river. In those days, if you had the river, you had everything.

Ray Pummeroy (settler at Green Park),
1992.³⁵⁷

Attitudes towards the Wimmera landscape

The Wimmera has long been recognised as a regional area with a distinctive natural environment. Early settlers marvelled at the natural beauty of the place and efforts to conserve its distinct character have been part of the story of settlement. Settlers observed the many distinctive features of this new country, particularly the Wimmera River and the Grampians, which rises spectacularly from the plains and dominates the south-east of the study area. Mt Zero, at 300-odd metres, is part of this formation. The Grampians was formed thousands of years ago due to uplift of layers of sandstone, which as they have eroded have left jagged 'teeth' effect. The formation became an island when the area was submerged by an inland freshwater lake, and later when the sea encroached over south-west Victoria. Evidence of sand dunes remains in evidence near Laharum from this period.³⁵⁸ There are seasonal streams and billabongs across the Wimmera plains. A chain of swamps and small seasonal lakes extends in a rough arc from north to south, passing through Tooan and loosely following the Tooan–Mitre Road and then the Clear Lake – Sherwoods Dam Road. These circular lakes are both freshwater and salt.³⁵⁹

The Wimmera country brought mixed reactions from early settlers. On the one hand, it was a promised land, a new 'El Dorado'.³⁶⁰ Many celebrated Major Mitchell's vision of the place as fertile and rich farming country. The country did, for some, satisfy these early hopes of productivity as it proved to be an excellent producer of fine wool and, later became the granary of the state. For many too, captivated by views of the majestic Grampians and the monumental Mt Arapiles, the scenic beauty of the area was unsurpassed. Observers played on the romance and drama of the landscape. The author and dramatist Garnet Walch, for example, described Mt Arapiles as 'a grand and awe-inspiring mass of sandstone and quartz — [which] starts abruptly from the surrounding plains ... corrugated columns, towering aloft like the ruins of some monstrous structure, fused together in the crucible of Time'.³⁶¹

³⁵⁶ The full reference is J. Dennant, 'Geological Sketch of South-Western Victoria', *Victorian Naturalist*, vol. 2, 1885, p. 115.

³⁵⁷ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 62.

³⁵⁸ *Lah Arum*, 1987, p.10–11.

³⁵⁹ Blake, *Lost in the Bush*, 1964, p. 6.

³⁶⁰ Quoted in J.M. Powell, *The Public Lands of Australia Felix*, 1970.

³⁶¹ Walch, *Victoria in 1880*, 1881, p. 109.

On the other hand, however, this country was regarded as a monotonous plain, flat and unremarkable. It could be dry for prolonged periods, which prompted questions about its usefulness. The visiting American novelist Mark Twain made the somewhat unflattering observation in the 1890s that Horsham sits on a plain which is as level as a floor'.³⁶² The monotony could be disturbing, as James Smith's ponderings in the early 1900s attest:

The far-spreading and monotonous dead level over which the eye travels in all directions fades away into a blue haze in the extreme distance, and this impresses upon the mind a weird and almost painful sense of illimitable space, inducing a peculiar mood of mind which is as difficult to express as to understand.³⁶³

To others the Wimmera was feared and hostile. In hot dry summers it could be a harsh and disturbing place. In the 1880s there were few substantial trees in many parts.³⁶⁴ One journalist lamented: 'A district which has been rainless for a year or two years is a pitiful spectacle of desolation. The grass disappears; the wind carries with it whirling columns of dust; the trees of the dreary plain become more sombre and mournful than ever ...'³⁶⁵

Yet the natural ebb and flow of water also plays its part in the drama of the landscape. There are seasonal streams and billabongs across the Wimmera plains. To early observers like Major Mitchell, the sight of a well-watered Wimmera landscape was pleasing and reassuring in 1836. Unfortunately, 1836 was a very wet year for the district. .

Conserving the natural environment

Efforts to conserve the natural environment of the Wimmera began in the nineteenth century but gathered force by the mid-twentieth century with the influence of the conservation movement. A heated campaign to prevent settlement in the Little Desert area was waged in the 1960s, which polarised the local community. This significant environmental campaign resulted in the formation of the Land Conservation Council and led to the area being gazetted as a national park in 1968.³⁶⁶

Other areas have since been protected as National Parks, including Black Range. Other areas of natural heritage significance are protected as flora and fauna reserves, including Wail Flora and Fauna Reserve, created in the 1960s, and the Nurcuong Flora Reserve, north-west of Arapiles.

³⁶² The Cornish in Victoria: http://www.cornishvic.org.au/overlandgold/downloads/Luke-Trip_text.pdf; find original quote]

³⁶³ James Smith (ed.), *Cyclopedia of Victoria*, vol. ?, Melbourne, 1903, p. 207.

³⁶⁴ A.C. Garran (ed.), *Picturesque Atlas of Australasia*, Picturesque Atlas Publishing Co., Sydney, 1886 (facsimile edition, Ure Smith, Sydney, 1974), vol. 2, p. 279.

³⁶⁵ Willoughby, *Drawn with Pen and Pencil*, 1886, p. 24.

³⁶⁶ This area was extended in 1969. See Libby Robin, *Defending the Little Desert: The rise of ecological consciousness in Australia*, Melbourne University Press, Carlton, 1998.

Chapter 18

Developing social and cultural life

The weather was very unfavourable, the roads bad, and the night dark, but notwithstanding all these drawbacks there was a good attendance, including a fair proportion of ladies, who braved the inclement conditions.

Quantong Public Hall, *Horsham Times*, 29 May 1906.

Building public halls

In Horsham a mechanics institute and free library was built on a site that was set aside in 1872, which provided a range of educational needs.³⁶⁷ Horsham lost this valuable resource in 1908, when the building and its library of rare books were lost in a fire.³⁶⁸

The residents of the many smaller towns in the district also relied on a public hall for the majority of their social activities. It was the standard venue for annual balls, musical events, local political meetings, private parties, and a host of other events. Most towns managed to erect a public hall on some kind, for example, a mechanics institute (as at Pimpinio, Norradjuha 1880s, and Dooen), a soldiers' memorial hall, or even a church hall, and this generally constituted a modest gabled-roofed timber-framed design. A kitchen annexe was often added at the rear or to one side, as funds permitted, and this might be connected to the supper room via a servery window. Local committees of management oversaw the upkeep and use of these buildings.



18.1 *The stark façade of the Mitre public hall, flanked by Cupresses sempervirens (thomasparkes.wordpress.com)*

The first Horsham Shire offices were built in 1886, on the site of the Shamrock Hotel in Wilson Street. A town hall was added in 1911.

The 1939 Town Hall was located in Wilson Street and was designed by notable Melbourne architect Charles Hollinshed. Municipal offices were located in the front of the building and the Town Hall auditorium and Supper Room were located behind.

³⁶⁷ VGG, 9 August 1872, p. 1491.

³⁶⁸ *Horsham Times*, 23 October 1908.

In 1983, the new Roberts Avenue Civic Centre was completed and the Horsham Regional Art Gallery moved into the 1939 municipal offices. Pending redevelopment of the former Town Hall complex, the Regional Art Gallery moved into temporary premises in Roberts Avenue in 2009.

In 2011, the Wilson Street Horsham Town Hall was placed on the Victorian Heritage Register.

Over its life, the Town Hall has become the town's premier venue for public functions of all kinds, including: ceremonies, balls, wedding receptions, fashion shows, art exhibitions, conferences, concerts and trade shows.

Forming social organisations

As Horsham developed into a large regional centre, its social and cultural life developed accordingly. Social clubs, fraternities and service clubs were well represented in Horsham, including the Horsham Agricultural Society, and branches of the Australian Natives Association (ANA) and the Country Women's Association (CWA). The Protestant-dominated masonic lodge was an important institution in the area, with active lodges in Horsham and Natimuk. A masonic lodge was established in Horsham in 1882 and an impressive new Masonic Temple in Horsham was completed in 1937; this was designed by L.H. Vernon in association with Melbourne architects Ballantyne and Sneddon.³⁶⁹ The Catholics formed branches of the Hibernian Australasian Catholic Benefit Society (HACBS).

The work of local lodges, fraternities, service clubs and, later, sporting organisations also ensured there was an active social life in many towns. The ANA, for example, was also active in Pimpinio, where it held a popular annual ball. The various service clubs and fraternities often resorted to borrowing a meeting place, such as a public hall, until they could afford to build their own hall. The CWA, a branch of which was formed in Horsham in 1937, did not build its own hall until 1968.³⁷⁰ The Horsham Agricultural Society ran a successful annual show, and developed the Horsham Showgrounds accordingly with a large number of show buildings. Natimuk also held an annual show.

The temperance and total abstinence societies were closely aligned with the Christian churches. There was a Total Abstinence Society in Horsham as early as 1870,³⁷¹ but the movement gained greater popularity in the 1880s and 1890s, and into the early twentieth century. A drinking fountain, which was donated by civic leader and Methodist churchman James Millar, was erected at the main city intersection in 1901; this was later removed to May Park.

Entertainment

As Horsham took shape as a large regional centre, its social and cultural life developed accordingly and was enriched with a growing population. Dances, dramatic performances, concerts, and other musical events were a regular part of town life. In the twentieth century new attractions included the excitement of 'moving pictures' that were screened at the Horsham Theatre (built 1926). There was an open-air picture theatre in Firebrace Street by 1930.³⁷² The Horsham Regional Art Gallery took over the former Horsham Town Hall (VHR H2279) in 1983.

Sport and recreation

Organised sport has long been a central focus of town life in Horsham and surrounding district, both for those participating and spectating, and included a range of additional activities surrounding the sporting calendar, such as fund-raising events. Horsham and district has been the springboard for many local people to be launched into successful sporting careers, both amateur and professional. One of the first notable sports teams was the first Australian cricket team to tour overseas in 1868; this group included a large number of Aboriginal players from the Horsham district, including Jungunjinaike ('King Richard').

At Horsham, a large sports ground known as Horsham City oval was developed from 1901. Over the years, this Crown reserve has incorporated a racecourse, a cricket ground and football ground and

³⁶⁹ *Horsham Times*, 14 September 1937; see also Miles Lewis, *Australian Arch Index*.

³⁷⁰ Brooke and Finch, 1982, p. 237.

³⁷¹ *Argus*, 25 April 1870.

³⁷² *VMD*, 1930, p. 388.

other facilities. The Botanic Gardens was also a site for sporting activities, including lawn tennis from 1882. In the 1880s there were many sporting clubs and organisations, including rowing, shooting, and athletics clubs. By the early twentieth century, many of the smaller townships and hamlets had a football and / or cricket ground, along with tennis courts and bowling green. At Natimuk a site of 5 acres for show yards and public recreation was reserved in 1887.³⁷³ Some also had a golf course, including Natimuk and Pimpinio.

The Wimmera River and various lakes also provided for popular recreational pursuits, such as swimming, rowing and fishing, and later water ski-ing. A swimming area was set aside at the Natimuk Lake recreation reserve, while at Horsham a public swimming pool was built in 1957. The current pool site was previously owned by Wilson Bolton. Bolton, a Horsham Councillor, presented the site to the people of Horsham for public use. In 1952, Council decided to construct a public memorial pool on the site – on the corner of Firebrace and Hamilton Streets. Horsham's new \$100 000 War Memorial Olympic Swimming Pool was opened 16th December, 1957. The pool featured a pool, changerooms and a marker cenotaph. The site was cleared and a new aquatic centre erected and opened 20 December, 2006 by the then Sports Minister, Hon Justin Madden and Horsham Rural City Council Mayor Rosslyn McInnes. The centre includes a cafe, childcare facilities, gymnasium, recreation hall, a 25m pool, a heated pool and the original 50m pool.

³⁷³ VGG, 11 November 1889, p. 3274.

Chapter 19

Providing social welfare

Unemployment relief

The Horsham district has accommodated the unemployed, the itinerant and the homeless since swagmen began a common sight in the 1850s. In times of economic trouble, the area has provided means of support. The village settlements of the 1890s were a form of unemployment relief; many of the men who settled at these experimental camps were not in full employment.

During the Depression of the 1930s, unemployed men were taken on to carry out specified public works, such as road-making. In the late 1940s and early 1950s displaced persons from war-torn Europe were employed to work at the Wonwondah camp of the State Rivers and Water Supply Commission.³⁷⁴ In more recent times, the major welfare agencies in Horsham, particularly the Salvation Army, St Vincent De Paul, Wimmera Uniting Care and the Christian Emergency Food Centre, have provided assistance to the unemployed and homeless.

Subsidised housing

Subsidised housing was provided under various government schemes. In George Street, Horsham, houses were built in the c.1920s with government assistance and financed by the State Bank of Victoria for men who had returned from serving in the First World War.³⁷⁵ Such was the need for cheap housing in Horsham that two estates were built by the Housing Commission of Victoria in the immediate postwar period.

The Housing Commission of Victoria was established by the Victorian Government in 1938 with the principal aim of alleviating the problems of poor housing by ordering evictions and repairs to sub-standard houses, and providing new public housing. Housing Commission estates were initially developed in Melbourne, but by 1940 the problem of sub-standard housing in country areas had come under the notice of the Housing Commission. These houses were owned by the Commission, to which tenants would pay a minimum rent. The Commission generally attempted to acquire land via Crown grant or through gifts from the local municipality. For many years the entire Housing Commission estates at Horsham remained under the control of the Commission, but some individual units have since been sold to private individuals.³⁷⁶

The first Housing Commission estate built in Horsham was erected in 1946, which was relatively early for a regional area of Victoria.³⁷⁷ Renate Howe claims that this was built for the factory employees of Simpsons Textiles.³⁷⁸ Another estate south-west of the city, between Natimuk and Bennett Road, was commenced in 1948. This comprised 50 simple single-storey detached homes, designed by Melbourne architects A.V. Jennings; most were timber but some were built using the relatively new material 'Conite'. The estate was laid out in keeping with the ideals of the 'garden city' estate, with curved roadways and a shared recreation reserve in the vicinity of Sinclair and Pearl Streets. Later that year Jennings commenced another estate of 75 houses on Jenkinson's paddock, north of the city.³⁷⁹

³⁷⁴ *Memories of Wonwondah*, c.1998, p.??

³⁷⁵ Reynolds, *Naming Horsham's Streets*, 2003, p. 42.

³⁷⁶ Adapted from Helen Doyle, 'Warrnambool Housing Commission Estate: Ocean and Wattle Groves: Assessment of Significance', prepared for Warrnambool City Council, 2001.

³⁷⁷ See Doyle, 'Ocean and Wattle Groves, Warrnambool', 2001.

³⁷⁸ Renate Howe, *New Houses for Old*, 1991, p. 73.

³⁷⁹ *Horsham Times*, 6 February 1948; 3 September 1948.

Another housing commission estate in Horsham, built in the early 1950s, took its street names from flora, and included Rose and Gardenia Streets.³⁸⁰ The Housing Commission houses to the north of Horsham were built by P & A Coutts.³⁸¹



Typical 1950s Housing Commission dwelling, 2011, north Horsham

³⁸⁰ Reynolds, *Naming Horsham's Streets*, 2003; *Horsham Times*, 9 January 1951.

³⁸¹ Horsham & District Historical Society, *Memories of Green Park*, 1992, p. 73.

Chapter 20

Representing the region in art and literature

... and then the Wimmera country is introduced, thoroughly true to nature. The doings of the rural community, their loves and hates, the school picnic, the drought, the hero ..

Extract from a review of Spielvogel's novel, *The Cocky Farmer*, 1907.³⁸²

The distinctive physical characteristics of the Wimmera landscape have made it a dramatic and desirable subject for writers and artists. In the popular mind it was remote, arid, vast but at the same time promised abundance, and fitted the myth of man struggling against the harsh Australian environment.

Several places in the study area have been represented in Australian art. The best known examples are the landscape works of the prominent nineteenth-century Romantics, Nicholas Chevalier and Eugène von Guérard, who captured the spectacle of the Grampians, Mt Arapiles and Mitre Rock. These artists were concerned to accurately record the landscape they encountered in western Victoria. Their finely executed works provide detailed records of the geology, and plant and animal life of the area. What is striking is the way in which their works celebrate the grandeur and monumentality of nature.³⁸³



20.1 Nicholas Chevalier, *Mt Arapiles and the Mitre Rock*, 1863 (State Library of Victoria)

The more modern work of Arthur Boyd in his Wimmera Series, painted in the 1950s, captures the routine interaction between the working man and the dry grassy plains of the Wimmera landscape. A number of other significant artists have produced important works on local subjects. The Horsham Art Gallery holds a number of important local works, such as works by Duncan Cooper, and others that form part of the Mack Jost bequest.

³⁸² *Launceston Examiner*, 27 September 1907.

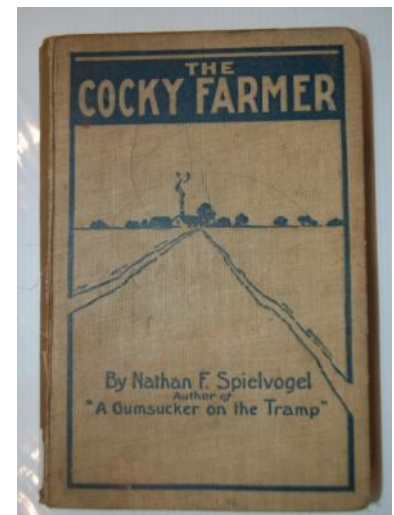
³⁸³ Elizabeth Johns, *New Worlds from Old*, 1998.



20.2 A landscape painting that forms part of Arthur Boyd's Wimmera Series, painted in the 1950s

The story of the young heroine, Jane Duff, and her brothers in the 'Lost in the Bush' story was first serialised in the widely read *School Paper* in 1908, and from the 1920s was published in the Fourth Book of the *Victorian School Readers*. The story also inspired the ballad 'Babes in the Wood', which appeared in an English newspaper.³⁸⁴ A feature film, *Lost in the Bush* (1973), was filmed in the Natimuk district and premiered at the Horsham Theatre.

In Nathan Spielvogel's popular novel of 1907, *The Cocky Farmer*, the settlement of Pimpinio becomes the archetypal small town in the bush. Here the story follows the struggle of the small-time farmer against the harsh environment and sometimes against the squatter. Peter Carey's novel *Illywhacker* makes many references to the Wimmera, and captures something of that popular but double-pronged notion of the Wimmera as harsh and challenging, but at the same time promising bountiful harvests and a vision of 'smiling cottages' that stirred the romantic imagination of Sir Robert Menzies in the rapidly changing postwar period.³⁸⁵



20.3 Cover of Nathan Spielvogel's novel, *The Cocky Farmer*, published in 1907 (photographed from the collection of the State Library of Victoria)

³⁸⁴ Blake, *Lost in the Bush*, 1964, p. 24–29.

³⁸⁵ The reference to 'smiling cottages' was made by former Prime Minister Sir Robert Menzies, who grew up at Jeparit and wrote of the Wimmera in 1949 as a place of comfort and stability. The quote appears in C.M.H Clark, *A History of Australia*, 1987, vol. 6, p. 484.

Celebrating the arts

Both Horsham and Natimuk have established successful arts festivals which continue a long tradition of artistic, theatrical and musical pursuits in the study area.

The 'Art Is' festival began in Horsham in 1996 as a broad, broad-ended exploration of innovative ways of presenting and appreciating the arts.

The Nati Frinj Festival began in 2001 as a tongue in cheek affair in response to Horsham's Art Is ... Festival. Initially a low key event, it grew to be a three day festival in 2002 as interest in the festival and financial support grew.

From 2003 it moved to the November Melbourne Cup Weekend and became a biennial festival largely driven by the artistic endeavours of those who called Natimuk their home. The event features the incredibly successful Silo shows, Lake Shows, Rotunda events and the hugely popular and eccentric Hay and Thespian Mardigras Street Parade.

Work from the Festival has toured to the Next Wave festival, the Commonwealth Games Cultural Program, The Regional Arts Australia Meeting Place Conference and the local companies and artists that show and develop their work tour through Australia, Asia, Europe and America. It has also become the "artists art festival" of choice whereby many non Natimuk artists both National and International utilise the festival to develop their work while forming strong and enduring creative relationships with Natimuk artists. These connections are a valued part of the Festival and seen as very much informing the long term sustainability of the festival. As a Cultural Tourism Product, it is hugely successfully drawing increasing the town's population from 500 to approx. 5000; most of whom came from Melbourne or Adelaide, with tents sprouting up everywhere and the Caravan and Arapiles campground are full.

Wimmera Uniting Care's 'Awakenings' Festival is held in Horsham every October and is noted as the largest disability festival in Australia.

Chapter 21

Making space for parks and gardens

Bleak lands may be made habitable, and comparatively barren tracts of country, incapable of producing cereals and the more exacting vegetables of commerce may be made a source of wealth to the country by the judicious selection and culture of trees appropriate to climatic and other conditions.

Horsham Times, 26 June 1906

Private gardens

The first Europeans to settle in Horsham required gardens for the purpose of food growing. Early gardens were planted around the home station of the large pastoral estates in the 1850s and 1860s, providing both the necessary food requirements and fashionable ornamentation. A gardener was sometimes employed on the staff to tend to the large kitchen garden. The Calders' large garden at Polkemmet was described in the early 1860s by their children's resident governess, Margaret Emily Brown, as producing 'the most beautiful flowers and vegetables and such fruit as the climate permitted to grow — peaches, nectarines and above all, grapes which grew in great profusion'.³⁸⁶ There was also a conservatory and a green house, and the gardener occupied his own hut. The Polkemmet homestead garden was watered with an irrigation system that was fed from the Wimmera River using a hand pump.³⁸⁷ When a grand new homestead was built at Vectis in 1864, the garden was developed accordingly, and planted with lilacs, olives, mulberries, oleanders, honey-suckles and grapes.³⁸⁸ This was developed into a vast ten-acre garden surrounding the homestead.³⁸⁹

Gardens in the town were usually smaller but no less productive. The site of a 'garden' (most likely a productive one) is marked on an 1849 plan of the first Horsham police station.³⁹⁰ Well-tended private gardens were developed from the 1880s when a reliable town water supply was established. In residential areas there was typically an ornamental garden at the front of the house and a kitchen garden and fruit trees at the back. In the 1880s, a much admired garden of rare blooms belonged to Mr D. McCalman.³⁹¹ Gardens became increasingly grander through the early decades of the twentieth century; the range of horticultural categories in the Horsham Show attests to the extent of local gardening activity.³⁹² Some private gardens were laid out by prominent landscape designers; Edna Walling, for example, provided a plan for Dr G.R. Felstead's garden in Baillie Street.³⁹³ Walling had found inspiration in the natural bush landscape around Mt Arapiles, and photographed the area in the c.1940s.

As land-use patterns in the Horsham district shifted from large pastoral estates to smaller agricultural holdings, gardens changed accordingly. Farmers who took up 320-acre selection blocks generally lacked the means to establish large, ornamental gardens. The requirements of a kitchen garden would have taken priority. Other garden elements were most likely governed by a 'make-do' approach.

³⁸⁶ Brown, 'Memoirs', p. 52.

³⁸⁷ E.D. Calder, 'Early Days in the Wimmera: A pioneer looks back', *Argus*, 24 June 1933.

³⁸⁸ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 40.

³⁸⁹ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 40.

³⁹⁰ Brooke and Finch, *A Story of Horsham*, 1982, p. 1A.

³⁹¹ *South Australian Register*, 18 January 1883.

³⁹² Keith Lockwood, pers. com., May 2012.

³⁹³ Edna Walling garden for Dr G.R. Felsted in Ballarat Street, Horsham (plan held by SLV H97.270/125).

Private gardens on the dry plains of the Wimmera were comparatively unadorned and often lacked even a windbreak for protection.³⁹⁴

Horsham Botanic Gardens

By the late 1870s, when the growth and prosperity of farming around Horsham was having a positive effect on the development of the township, the Wimmera Shire Council saw fit to embellish the town with a botanic gardens. A large Crown reserve extending over 40 acres, and adjoining the Wimmera River at its southern boundary, was temporarily reserved for 'Botanical Gardens' in 1878.³⁹⁵ This site had previously formed part of the Horsham police paddock. This was the only botanic gardens site set aside in the Wimmera region. At least one early planting was provided by the former director of the Botanic Gardens, Ferdinand Mueller. This was the seed of a Bunya Bunya (*Araucaria bidwilli*), which was planted at the gardens' entrance.³⁹⁶

In 1881 the site was to be elaborately remodelled. A plan was drawn up by the prominent landscape designer and director of the Melbourne Botanic Gardens, William Guilfoyle, with assistance from Robert P. Whitworth.³⁹⁷ Whitworth had travelled with Guilfoyle to western Victorian to assist him in preparing designs for other notable Western District gardens, including the Koroit Botanic Gardens, and had also been responsible, possibly under Guilfoyle's guidance, for the extensive Stawell Hospital Gardens (c.1880) and Horsham Hospital Gardens in 1880–81.³⁹⁸



21.1 Postcard showing the ornamental Bark Hut (fernery?) amidst mature plantings, Horsham Botanic Gardens, c.1925 (State Library of Victoria)

³⁹⁴ Dingle, *Settling*, 1984, p. 200.

³⁹⁵ VGG, 6 December 1878, p. 3052; see also 1881 reservations, Rs file 4161.

³⁹⁶ Brooke and Finch, *A Story of Horsham*, 1982.

³⁹⁷ Roger Cousens, 'Horsham Botanic Gardens', <http://home.vicnet.net.au/~horbotgd/>; Jill Orr-Young, 'Horsham Botanic Gardens: Master Plan', prepared for Horsham Shire Council, 2003; Whitworth, 1881, p. 266.

³⁹⁸ Whitworth, 1881, pp. 264, 266, 304; Helen Doyle, 'Whitworth, Robert Percy', in Aitken and Looker (eds), *Oxford Companion to Australian Gardens*, 2000, p. 642.

Within a few years, the garden was being commended:

The Horsham Botanical Gardens are presenting a very gay appearance just now, and reflect great credit on the curator for keeping them in such good condition after the long period of dryness experienced. The various colored chrysanthemums, the geraniums, and the cock-combs at present are the chief flowers in bloom.³⁹⁹

The Horsham Botanic Gardens was developed as funds permitted. Local fund-raising events for the gardens' development were a regular occurrence through the 1880s. By 1888, a 'portion' of this large riverside reserve had been laid out as an ornamental garden; this was described as 'a considerable portion ... planted with trees, shrubs, &c. tastefully laid out by William Guifoye'.⁴⁰⁰ There were avenues of trees and a fernery, as well as a curator's cottage. The gardens were embellished with a diverse range of features and structures through the late nineteenth and early twentieth centuries, including an ornamental lake (as designated in the original plan), a collection of caged animals and birds (known as the Horsham zoo), a pond designed in the shape of Australia (early 1900s), a rotunda, a fountain, and a children's playground area with timber play equipment.⁴⁰¹ There was also a rough-built 'bush hut' or 'mia mia' built on the site with a bark-roof, which later became a 'summer house'.⁴⁰² Trees were provided by fellow botanic gardens, by private donation, and by the Macedon State Nursery; in 1896, for example, the borough council received 400 trees from the State Nursery suitable for planting in the botanic gardens.⁴⁰³ The official reservation of the site was later altered to include 'public recreation', which allowed the development of various recreational facilities at the site, including lawn tennis courts and a croquet lawn. The gardens enjoyed a period of rejuvenation during the expert curatorship of Ernest E. Lord (1935–41), who implemented more of the Guilfoyle plan, and who prepared an amended layout for the site.⁴⁰⁴ In 1948 the town council provided a public camping ground at the gardens, and the reservation was once again re-gazetted to incorporate 'tourist camping'. By 1950, a children's playground had been added.⁴⁰⁵



21.2 Avenue of Canary Island Date Palms (*Phoenix canariensis*), Horsham Botanic Gardens (State Library of Victoria)

³⁹⁹ *Horsham Times*, 4 May 1883.

⁴⁰⁰ Sutherland, 1888, p. 94; *VMD*, 1898, p. 233; *VMD*, c.1889?, p. 173.

⁴⁰¹ Brooke and Finch, *A Story of Horsham*, 1982. The playground is shown in an early postcard, c.1910s (source: flickr 2012).

⁴⁰² See Cassell's, 1890. In 1925 the building survived – see Museum of Victoria Picture Collection.

⁴⁰³ *Horsham Times*, 5 June 1896.

⁴⁰⁴ Richard Aitken, 'Lord, Ernest Edward (1899–1970)' in Aitken and Looker (eds), *Oxford Companion to Australian Gardens*, 2000, p. 377; Layout dated 1936, cited in Roger Cousins, 'Horsham Botanic Gardens' website – 'Map Library'.

⁴⁰⁵ Roger Cousens, 'Horsham Botanic Gardens', <http://home.vicnet.net.au/~horbotgd/>; Coulson, *Horsham Centenary*, 1950, p. 49.

Other public parks and gardens

Other public parks and gardens in Horsham include Central Park, which was set aside in 1873 as a Crown reserve for the purposes of public recreation.⁴⁰⁶ This extensive 300-acre site on the Wimmera River was developed for a multitude of purposes, including a racecourse, a trotting track, a fire brigade training track, tennis courts, bowling greens, and softball and hockey grounds.⁴⁰⁷ Another 12-acre government reserve was also set aside in 1873 for public recreation.⁴⁰⁸ May Park in Horsham was officially opened in 1920 on a former 'wasteland' that had been provided by local blacksmith and benefactor Samuel May.⁴⁰⁹ Iron entrance gates for the park were donated by Mr and Mrs Berry; seats were also donated.

Other small townships were also provided with recreation reserves in the 1870s and 1880s, for example Natimuk. At Mt Arapiles, a recreation reserve named Centenary Park was opened in 1936 to honour the arrival of Major Mitchell one hundred years earlier. The site was developed as a camping site and picnic ground.

School gardens and school forest plantations

A keen interest in school gardens, and in teaching about horticulture and forestry in state schools, was fostered by the Victorian Education Department in the early decades of the twentieth century. This was part of a broader push for national expression through hard work, productivity, and indirectly on encouraging sustainable living on the land. Within the study area, many state schools established school gardens and school plantations. Arbor Day was keenly celebrated in the early 1900s.⁴¹⁰



21.3 School garden at Quantong State School, c.1910s (State Library of Victoria)

The State School Forest Endowment Plantation Scheme, instigated in 1923, was an arrangement made between the Education Department and the Forestry Commission, whereby government schools were allocated a small plot on which to grow forest trees, principally Radiata Pine (*Pinus radiata*).

⁴⁰⁶ VGG, 18 July 1873, p. 1267.

⁴⁰⁷ Reynolds, *Naming Horsham's Streets*, 2003, p. 74.

⁴⁰⁸ VGG, 28 November 1873, p. 2087.

⁴⁰⁹ A.E. Carthew, *Souvenir of Home to Horsham, ... 1849–1929* (1929), p. 16 and p ?? *Horsham Times*, 9 November 1920

⁴¹⁰ For example, at Pimpinio State School, *Horsham Times*, 26 June 1906.

Schools would benefit at harvest time with the income earned from the sale of timber. The Horsham Elementary and High Schools shared an endowment plantation at Mackenzie Creek from the late 1920s.⁴¹¹ State school children at Natimuk and Pimpinio also developed plantations from the late 1920s, and students at Dooen (North Brighton S.S.) established a plantation in the 1960s.⁴¹² To promote school gardening, the ANA awarded annual district prizes for the 'Best School Garden' of which Natimuk, Pimpinio and North Wonwondah state schools were recipients.⁴¹³

Railway plantations

In 1883 the Inspector of State Forests, William Ferguson, recommended that the railway reserves in the Horsham be planted with wattles. A double line of wattles were planned for the route from Jung Jung to Dooen.⁴¹⁴ Railway stations were also embellished with ornamental plantings, including beds and specimen trees. These were proudly tended by the resident station masters.

⁴¹¹ *Horsham Times*, 29 May 1931.

⁴¹² *Home to Horsham*, 1929, 1929, p. 19. For Natimuk State School No. 1548 Aboretum and Plantation (c.June 1929), see RNE Rs file 10385 and LCC, *Historic Places: South-West Victoria*, 1996. Dooen reference from DSE portal; Margaret Blake, *120 Years On: Pimpinio Primary School 1874–1994*, 1994, p. 37; *Horsham Times*, 9 November 1926.

⁴¹³ Margaret Blake, *120 Years On: Pimpinio Primary School 1874–1994*, 1994, p. 47; *Horsham Times*, 22 September 1931.

⁴¹⁴ *Horsham Times*, 21 August 1883.

Chapter 22

Confronting the challenges of the natural environment

The climate ... is uncertain, droughts of more or less severity and duration have been experienced in the past, and their recurrence must be expected in the future, when it is hoped that provision shall have been made beforehand to tide over these periods of difficulty and danger

Surveyor-General A.J. Skene, 1874.⁴¹⁵

... productive as the country near Horsham undoubtedly is, barrenness and drouth [sic.] are certainly characteristic of many outlying portions of this extensive region

Garnet Walch, *Victoria in 1880*, 1881.⁴¹⁶

Enduring droughts and floods

Early settlers quickly learned that the Wimmera district was subject to extremes in the weather and in rainfall. It was the dry spells that caused the most difficulties in the early period. There were droughts in the late 1870s, then again in the 1890s and into the early 1900s. There was a severe water shortage in 1914-15, and again in 1929. The drought of 1944 caused considerable difficulty and prompted improvements to the Wimmera–Mallee water supply. The most severe drought was the most recent of the early 2000s.

Part of the city of Horsham lies on the extensive floodplain of the Wimmera River and has been inundated on numerous occasions as a result. Natimuk is also subject to inundation, owing to the high water levels of the Natimuk Creek. There was significant flooding in 1870, in 1882 and in 1889 (see illustration below).⁴¹⁷ A report in 1889 observed that 'Much inconvenience was caused to the washed-out householders of Horsham. They were temporarily accommodated in the Town-hall and Mechanics Institute, and their wants attended to by the mayor.'⁴¹⁸ There was also extensive and damaging floods in 1909, and again in 1942, 1964 and 2011.

Controlling pests

The hardships faced by early settlers included warding off a range of pests. Dingoes or wild dogs were a menace to the early settlers because of their tendency to attack and kill sheep.⁴¹⁹ As settlement developed, however, the numbers of dingoes declined and they ceased to be a problem. There have been several plagues of mice and locusts in the Wimmera, which have been detrimental to crops.⁴²⁰ Snakes are a problem around the Wimmera River, especially after rain.

Rabbits emerged as a major pest for farmers by the late 1870s. Making their way north to the Wimmera Plains from the Western District, rabbits sheltered in the customary brush fences that divided properties. Soon it was evident that the Horsham Town Common was 'a breeding ground' where 'they could be seen in [their] thousands'.⁴²¹ In 1879 the *Horsham Times* bemoaned that 'the damage done

⁴¹⁵ *Argus*, 16 December 1874.

⁴¹⁶ Walch, *Victoria in 1880*, 1881, p. 109.

⁴¹⁷ Calder, *Grampians*, p. 91; *Australasian Sketcher*, 1882.

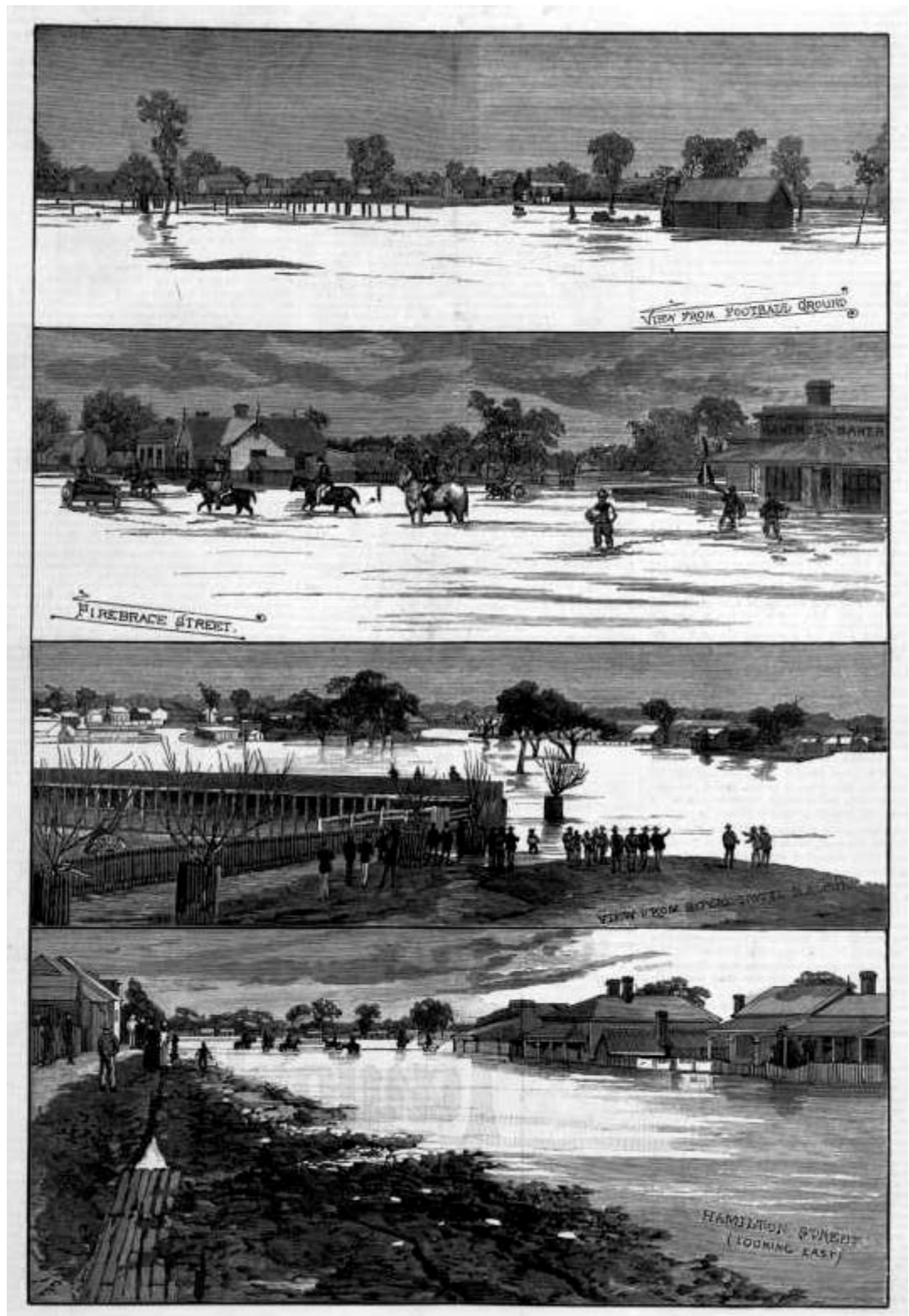
⁴¹⁸ *South Australian Advertiser*, 11 July 1889.

⁴¹⁹ For example, at Natimuk (*Horsham Times*, 5 May 1885).

⁴²⁰ See *Victorian Naturalist*, vol. III, 1887.

⁴²¹ *Horsham Times*, 7 March 1884.

by the rabbits is incalculable'.⁴²² Despite the *Rabbit Suppression Act* of 1880, rabbits continued to be a problem. A rabbit-proof fence was built to the north (outside the study area).



22.1 Dramatic scenes of flooding at Horsham, Australasian Sketcher, 11 July 1889 (State Library of Victoria)

⁴²² Quoted in the *Australian Sketcher*, 26 February 1881.

Tornadoes and severe storms

A powerful tornado (this is often wrongly termed a cyclone) struck Horsham in November 1897. A number of buildings were badly damaged as a result, with the churches faring particularly badly. Many buildings were damaged beyond repair.⁴²³ Severe storms have also caused damage. A dust storm occurred in 1902, for example, following several years of drought.⁴²⁴

Earthquakes

The first known recorded earthquake to affect the area was in September 1879, when 'a shock of earthquake was experienced ... by the farmers and others residing at the northern end of the Grampians, in the vicinity of Mount Zero. The earth was observed to tremble violently, and the doors and windows of the houses were shaken in a remarkable manner, during a period of time extending over five minutes.'⁴²⁵ Several years later, in May 1897, Victoria experienced the strongest earthquake recorded to that time, which was felt in Horsham and surrounding area. This caused no serious damage.⁴²⁶

Fighting fires

Fire has posed an ongoing threat to settlers, property and stock, especially in particularly dry summers. The early settlers witnessed the widespread bushfires of Black Thursday in 1851, when fires flared to the south and north of Horsham.⁴²⁷ A fire on 13 January 1876 destroyed much of the township.⁴²⁸



22.2 Horsham Fire Brigade station and fire tower, c.1900s (State Library of Victoria)

⁴²³ *Horsham Times*, 23 November 1897.

⁴²⁴ *Lah Arum*, 1987, p. 23.

⁴²⁵ *Australasian Sketcher with Pen and Pencil*, 27 September 1879; *Horsham Times*, 14 May 1897.

⁴²⁶ *Horsham Times*, 14 May 1897.

⁴²⁷ Blake and Lovett, *Wimmera Shire Centenary*, 1962.

⁴²⁸ *Australian Sketcher with Pen and Pencil*, 19 February 1876.

The regular threat of fire prompted settlers to establish organised fire-fighting procedures. A fire brigade was formed at Horsham by 1881. In 1883 a site was reserved for a fire brigade building in Horsham, situated conveniently next to the town water reserve.⁴²⁹ Here a fire tower was erected. The firemen drilled at the fire brigade training track at Central Park.⁴³⁰

The Horsham Rural Fire Brigade, which was responsible for a wider area, was formed in 1917.⁴³¹ A fire brigade at Natimuk was formed in 1890 and the Natimuk Bush Fire Brigade was formed by 1941. There was a fire brigade training track in Main Street, Natimuk. A fire station was also formed at Green Park.⁴³² There were devastating fires across the district in 1944 and a serious fire in 2009. Later aids to fire-fighting included a fire spotting tower at Mt Arapiles.⁴³³

Getting lost in the bush

Early settler Edward Bell recalled in 1853 the constant risk of getting lost in the bush: 'I recollect nothing particular about the country we passed through, except that the bush was very thick, and that I was always afraid of losing myself if I left the road, or was out of sight of my companions for a moment.'⁴³⁴ The account of the Duff children's misadventure in 1864 has become part of the district's heritage. Indeed, the story of the ordeal of 9-year-old Jane Duff and her brothers Frank and Isaac, when they became lost in the dense bush near Mt Arapiles in 1864 gained international prominence. The story has inspired poetry, stories, artwork and a memorial. It was particularly popular with school children and was read by generations of children in the *School Reader*. Jane was funded to attend a private boarding school in Horsham as a reward for her heroism. The street where she later lived was named Duff Street in her honour. The railway siding close to where the children were found was named Duffholme (outside the study area).⁴³⁵ In the 1960s the Duff family hut had long since gone, but some remnant chimney stones remained at this site.⁴³⁶



22.3 Wood engraving by Frederick Grosse, from artwork by Nicholas Chevalier, showing black trackers finding the Duff children lost in the bush in 1864 (State Library of Victoria)

⁴²⁹ Whitworth, 1881, p. 266; VGG, 14 December 1883, p. 3055.

⁴³⁰ Reynolds, 2003, p. 74.

⁴³¹ Ian Maroske, *A History of the Horsham Agricultural Society*, 1978, pp. 41-42.

⁴³² See 'Wade, Harrie Walter', ADB, 2002; *Memories of Green Park*, p. 5.

⁴³³ *Resources Survey: Wimmera Region*, 1961.

⁴³⁴ Bride (ed.), *Letters from Victorian Pioneers*, 1983 edition (first published 1898), pp. 283-84.

⁴³⁵ Blake, *Lost in the Bush*, 1964.

⁴³⁶ Blake, *Lost in the Bush*, 1964, p. 9.

Chapter 23

Building water supply systems

With the passing of this measure the thin end of the wedge "Irrigation" will be in, and there cannot be the slightest possible doubt in the minds of any who have experienced in the Wimmera what good results may be achieved by irrigation that, as time progresses the wedge will be driven home, irrigation will be resorted to in all the dry districts, and the agricultural interest at present languishing in those districts will be placed on a more equal footing with the portions of the colony more favored by nature in the matter of moisture, and the full value of the benefits conferred on the whole colony will be simply incalculable.

Horsham Times, 10 December 1886

Devising early means of water supply

In the winter of 1836, shortly before the great pastoral expansion of western Victoria, there had been an unusually heavy soaking of rain, which resulted in a much wetter looking country than it otherwise was. Hence Major Mitchell, waxing lyrical about the prospect of the Wimmera plains, was perhaps more admiring of the country's potential for 'the reception of civilised man' than he might otherwise have been.

The first group of European settlers, the squatters, settled mostly along the Wimmera River and neighbouring watercourses. They relied on local knowledge of the Jardwadjali and other clans, who showed them the locations of freshwater springs and 'native wells', and quickly realised that many of the lakes and swamps, especially south and west of Horsham, were only 'seasonal' and that some of the lakes were salt water. Once established, squatters dug wells, which gave fresh water at a depth of between 80 and 140 feet.⁴³⁷ They also built dams and 'soaks'. Outlying shepherds' huts were located at close proximity to water sources, when and where possible. Some shepherds' huts were served by an adjacent in-ground tank, lined with native 'pine'.⁴³⁸

The scarcity of water through the district, as well as the sparseness of settlement, made travel difficult. Water needed to be carried in canvas bags. The Government set aside numerous water and camping reserves along major transport routes to ensure that stock had ready access to water. Settlements sprang up near fresh water. Mitre Dam, near Mt Arapiles, provided water for a sheep wash as well as washing clothes and for drinking water.⁴³⁹

A rush of selectors to the Horsham district in the 1870s, and the subsequent growth of small townships, increased the demand for a reliable water supply, both in the towns and rural districts. The meagre rainfall and hot summers, the remote nature of settlement, and the problem that many of the lakes were only seasonal, together must have presented a serious disincentive to prospective selectors; these challenges proved to be the final blow for others who gave up after too many hard seasons.

Those selectors who braved the arid plains carted water from the nearest watercourse or built dams, which were covered with brush to prevent evaporation. Other rudimentary means of water supply were water tanks built on a high platform of bush logs.⁴⁴⁰ Many settlers were short of water during the hot summer months when rainfall was low. At the Noradjuha State School the water supply was an

⁴³⁷ Whitworth, *Bailliere's Victorian Gazetteer*, 1879, p. 507.

⁴³⁸ Field, *Waggons Thro' the Wildflowers*, 1977.

⁴³⁹ Lockwood, *Arapiles: A million mountains*, 2007, p. 34.

⁴⁴⁰ *Lah Arum*, 1987.

ongoing problem. With inadequate rainwater tanks and a contaminated dam, the school dug its own underground tank.⁴⁴¹ Pimpinio suffered a serious 'water famine' in 1882 that was only partially relieved by the water-train.⁴⁴²

The extension of the steam railway network through the study area in the 1870s and 1880s necessitated the erection of water tanks at many railway stations. In Pimpinio, a reserve for water tank is adjacent to the station ground, and so presumably was set aside for railway use.⁴⁴³ At Jung, fresh water was pumped from the Yarriambiack Creek to the railway tank.⁴⁴⁴



23.1 Horse-drawn dray delivering a water tank manufactured in Horsham, 1924 (State Library of Victoria)

Building local water supply schemes

Growing townships needed a permanent supply of fresh water. One proposal by the Anglo-Irish settler St Eloy D'Alton in 1875 was for the construction of a water supply scheme from the Grampians to Stawell.⁴⁴⁵ At Horsham, a reserve for town water supply purposes was set aside in 1878 on the Wimmera River.

Settlers enjoyed a few good years before suffering a period of severe drought between 1877 and 1881. In response, the Victorian Government passed the *Water Conservation Act* in 1881, which enabled the establishment of local water trusts.⁴⁴⁶ The new legislation enabled towns, boroughs or councils to set up waterworks trusts, which were then entitled to government assistance to construct a water supply and reticulation system. At Natimuk a township dam operated from the 1880s.⁴⁴⁷ The Borough of Horsham managed the storage of town water, the reticulation of water through the town (completed by the 1880s), and the rating of properties for water use. To supply the town, the Borough Council erected a water tower with elevated tanks in the early 1880s, which was fed from by a steam-driven pumping engine situated near the river.⁴⁴⁸ A weir was also constructed to form a dam on the river, and this ensured an adequate storage for the town supply.

⁴⁴¹ *Noradjuha Primary School 1877–1996*, c.1996, p. 7.

⁴⁴² *Horsham Times*, 24 March 1882.

⁴⁴³ Pimpinio parish plan, reproduced in *Memories of Pimpinio*, 1993.

⁴⁴⁴ *VMD*, 1898, p. 571.

⁴⁴⁵ Blake, *Wimmera*, 1973.

⁴⁴⁶ See Powell, *Watering the Garden State*, 1989.

⁴⁴⁷ *Horsham Times*, 12 July 1887.

⁴⁴⁸ *Horsham Times*, 20 September 1922; Garran (ed.), *Picturesque Atlas of Australasia*, vol. 1: Victoria, 1886–88, p. 278; *South Australian Register*, 18 January 1883.

The Shire of Wimmera Water Trust, formed in 1880–81, was one of the earliest water trusts.⁴⁴⁹ Its headquarters was the elaborate former residence of Mr Clark, a Victorian polychromatic brick villa erected in the 1870s.



23.2 Members of the Wimmera Water Trust at their impressive Horsham headquarters in 1895 (Museum of Victoria)

There were initially two separate water supply authorities serving the Horsham district: the Shire of Wimmera and the Wimmera United Waterworks Trust, established in 1882. These two organisations merged in 1887 to form the Shire of Wimmera Waterworks Trust. Then, in 1890, the Shire of Wimmera Waterworks Trust merged with the Western Wimmera Irrigation and Water Supply Trust.

By the late 1920s a new water supply scheme from Mount Zero was devised for Horsham township as the Wimmera River water had become an increasingly polluted source.⁴⁵⁰

Irrigation

From the 1850s, early settlers had devised various means of directing water to their crops and gardens. Squatter Samuel Wilson of Longerenong harnessed the Yarriambiack Creek (near its junction with the Wimmera River) by building a dam and re-directing the water to flow from the Wimmera River back into its tributary, so forming a notable early irrigation channel that enabled the growing of fruit and crops.⁴⁵¹ Other squatters close to a watercourse rigged up pumps to provide fresh water for their homes and irrigation for their gardens. At Polkemmet in the early 1860s, water was pumped from the river to supply the kitchen and bathrooms of the homestead.⁴⁵²

Early settler James Darlot hoped to see the day when Horsham was settled with many streams flowing through the country.⁴⁵³ Ambitious and fantastic schemes were put forward in the 1860s and 1870s, which proposed novel ways to irrigate the dry north-west of the colony. One proposal by prize-winning essayist Frederick Acheson in 1861 was to convert Lake Corangamite into an enormous dam, and to use this storage to pipe water to the Wimmera and Mallee.⁴⁵⁴ Another proposal by the Grand North West Channel Company in 1871 sought to construct a giant pipeline across north-west Victoria, which

⁴⁴⁹ Smith (ed.), *Cyclopedia of Victoria*, 1903, p. 229. See also Helen Doyle, 'Wimmera water supply', paper presented at the Heritage Council conference, Murtoa, April 2008.

⁴⁵⁰ *Home to Horsham*, 1929.

⁴⁵¹ See HV citation, 'Longerenong' [VHR H0290]; Jean Field, *Waggons Thru the Wildflowers*, 1977.

⁴⁵² Brown, *Memoirs*, p. 52.

⁴⁵³ *Home to Horsham*, 1929, pp. 9, 10, 11?

⁴⁵⁴ Frederick Acheson, *Essay on the Collection and Storage of Water in Victoria*, Government Printer, Melbourne, 1861.

fed a series of irrigation pipes.⁴⁵⁵ While these promises of abundant water failed to materialise, hopeful new selectors nonetheless continued to peg out claims in dry country.

By the mid-1880s, new schemes for irrigation promised new productivity and prosperity in Victoria, and especially in the Wimmera. Politicians like Alfred Deakin, Minister for Water Supply, led the way in devising the best strategies and models for improving rural water supplies and introducing irrigation schemes. The Victorian Government was committed to the development of an elaborate water supply scheme, which it regarded as essential for the future economic development of the Wimmera and the State. Local settlers demonstrated what could be achieved. When pastoralist William J. Carter experimented with irrigation at the garden and paddock at his North Brighton estate in 1885, the results far exceeded his expectations. Drawing water from the Wimmera River using a centrifugal pump, his apple and pear trees, quinces and orange trees flourished.⁴⁵⁶

Building the Wimmera–Mallee Water Supply System

A Royal Commission into Victoria's water supply in 1884, headed by Deakin, investigated various options for supplying water to the north-west of the colony. The most promising proposal was that suggested by Samuel Carter of Glenisla (outside the study area) who pointed to the suitability of developing Lake Wartook as a water storage that captured the flow of the Mackenzie Creek in the Grampians. Deakin adopted this scheme with support from the local councils. The new reservoir was constructed by engineer John Dickson Derry (who had accompanied Deakin to America). The sand, stone and gravel required for the dam's construction were all sourced on site. The embankment had stone capping and the channels were also lined in stone blocks. A caretaker's cottage was also built. Completed in 1887, Lake Wartook was the first major storage of the extensive Wimmera–Mallee Stock and Domestic Water Supply System and the first large rural reservoir in Victoria. It was managed locally by the Wimmera Shire Waterworks Trust.

The new Wimmera water supply scheme relied on the natural watercourses to the north of Wartook — the Wimmera River, the Yarriambiack and Dunmunkle Creeks, and the Richardson River — as its main distribution channels.⁴⁵⁷ A series of open channels, operating on gravitational supply, were constructed to carry water to different parts of the Wimmera. Natimuk was the first to be supplied after its 'wretched supply of drinking water had been strongly condemned by the Central Board of Health'.⁴⁵⁸ The Wartook to Natimuk/Arapiles channel, which came on line on 15 January 1888, was the first government irrigation channel system in Australia.⁴⁵⁹ Other components in the scheme included weirs, tanks, and pumping equipment at Dooen, and the Longerenong weir and channels. The Wimmera United Waterworks Trust and the Wimmera Shire had constructed the Longerenong weir to facilitate diversion of water into Yarriambiack Creek.⁴⁶⁰

In 1903 the Wimmera–Mallee Water Supply System came under the jurisdiction of the newly formed government authority, the State Rivers and Water Supply Commission (SRWSC), which was responsible for the building and maintenance of the various channels and other components of the system. An office of the SRWSC was established in Horsham. This system in its entirety, which brought water from a consolidated supply based around the Grampians, was known as the Wimmera–Mallee Stock and Domestic Water Supply System and was claimed to be the largest of its kind in the world.

Shortfalls in water supply made new storages necessary. After the drought in 1914 new reservoirs were constructed at Fyans Lake and Taylors Lake. Pine Lake reservoir was planned in 1919.⁴⁶¹ The

⁴⁵⁵ Context Pty Ltd, 'Victorian Water Supply Heritage Study', 2007.

⁴⁵⁶ *Horsham Times*, 21 April 1885.

⁴⁵⁷ Powell, *Watering the Garden State*, 1989, p. 170.

⁴⁵⁸ *Horsham Times*, 2 July 1886.

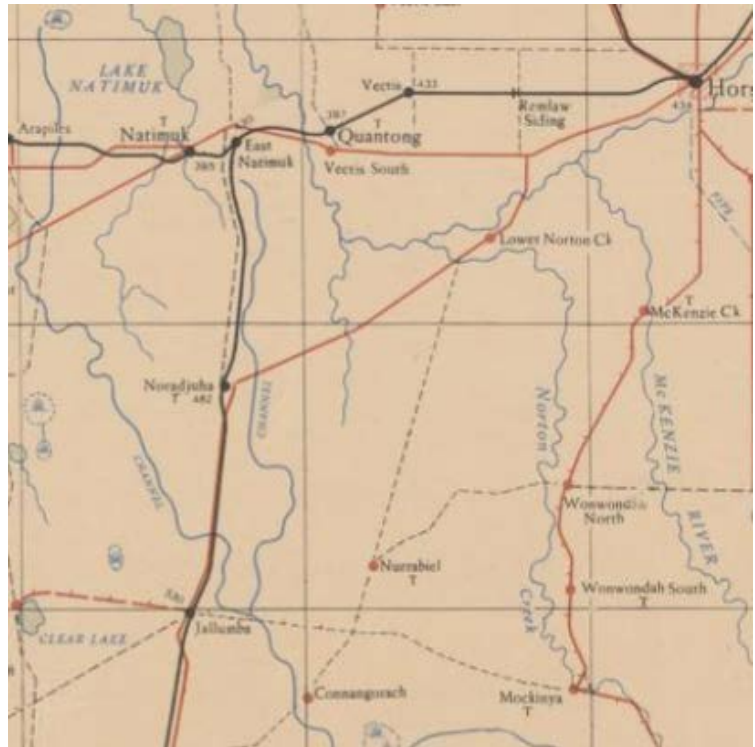
⁴⁵⁹ www.arapiles.net

⁴⁶⁰ Wimmera–Mallee Water website; Dingle, *Settling*, 1984.; *Horsham Times*, 12 October 1886; Blake and Lovett, 1962, p. 94.

⁴⁶¹ Blake and Lovett, *Wimmera Shire Centenary*, 1962, p. 96.

outflow channel from Lake Taylor was further enlarged in the late 1930s, with unemployed men carrying out the work.⁴⁶² A new pumping station was built at Pimpinio in the 1940s to supply water to the northern districts (outside the study area); this replaced the original Jung pumping station.⁴⁶³ Lake Toolondo was completed in 1953.

The severe drought of 1944 highlighted the need for further storages. The Wimmera supply was later augmented with flows from the Glenelg River and later again from the Waranga Western Channel. Additional storages were also built outside the study area, including Lake Lonsdale, Lake Bellfield, and Rocklands Dam (1954). The SRWCS were responsible for the ongoing maintenance of this extensive system. In the late 1940s and early 1950s there was a State Rivers camp at Wonwondah.⁴⁶⁴



Extract from Australian Army Survey, 1940, showing the channel system to Natimuk and Arapiles (National Library of Australia)

⁴⁶² Jenny Keating, *The Drought Walked Through*, 1992, p. 127.

⁴⁶³ SRWSC, *Administration and Development of Water Supply, Irrigation, Drainage, Flood Protection and Sewerage in Victoria, 1935–43*, Government Printer, Melbourne, 1943.

⁴⁶⁴ *Memories of Wonwondah*, c.1998.

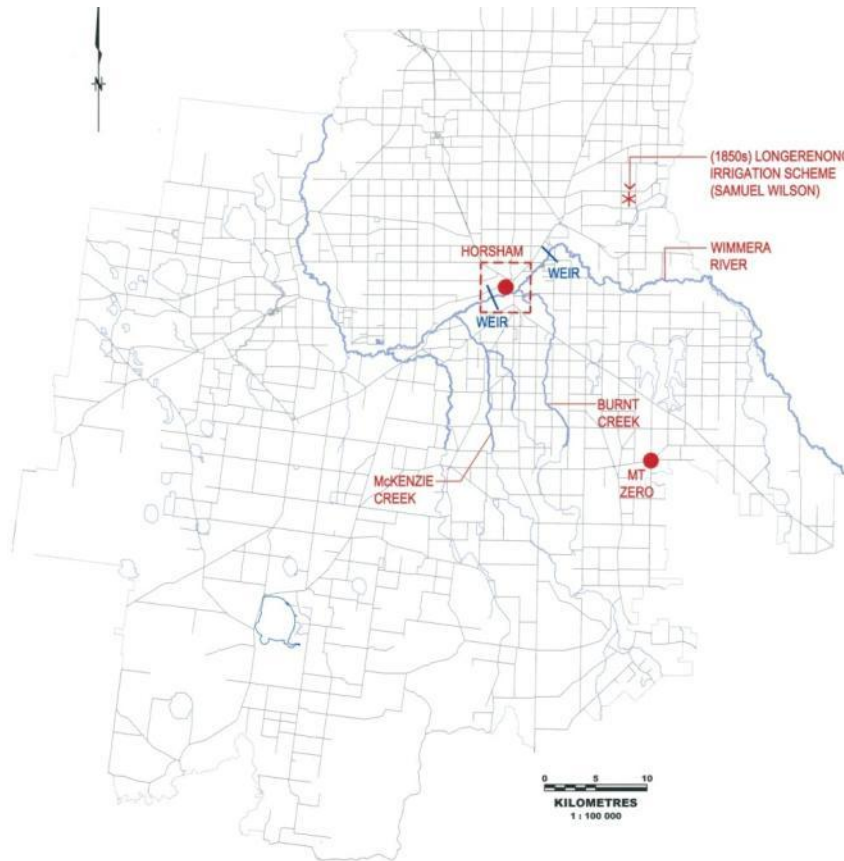


Extract from Australian Army Survey, 1940, showing the pipe line from Mt Zero to Horsham, installed in the late 1920s (National Library of Australia)

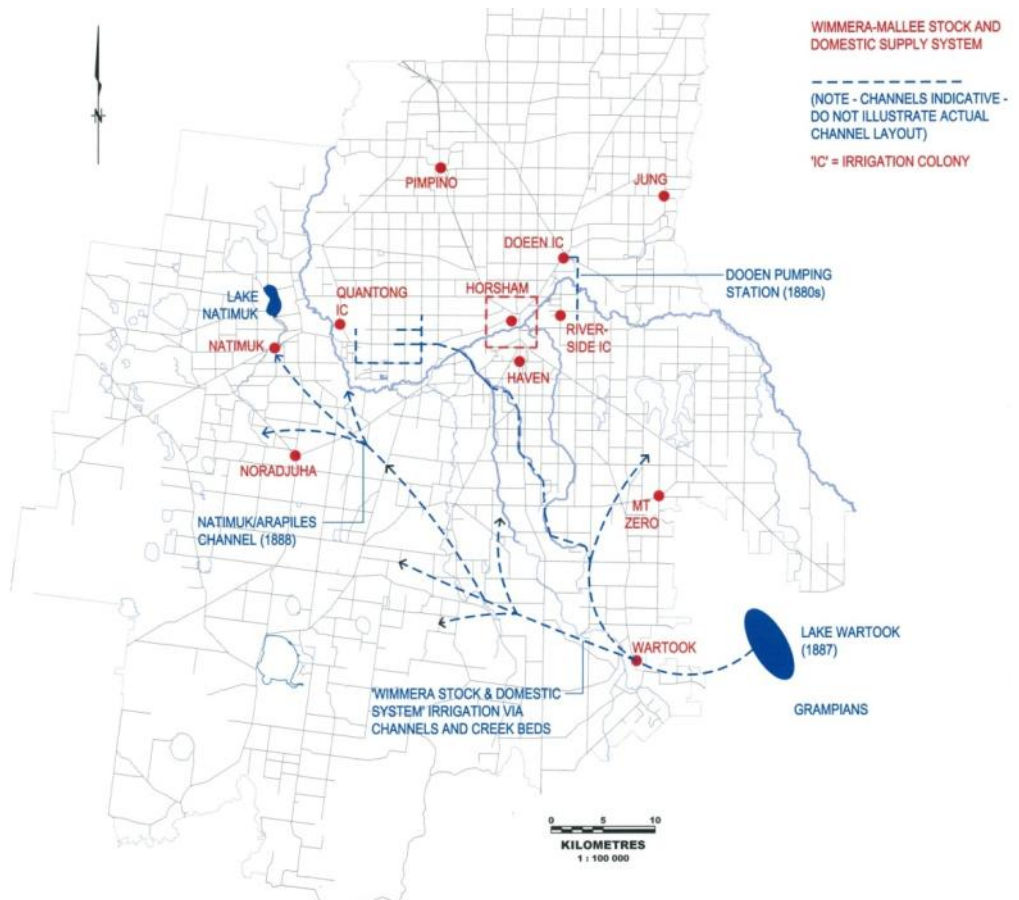
Irrigation colonies

Several **irrigation colonies** were also developed from the early 1890s (discussed in Chapter 5), which relied on water supplied and metered by the WMSDWSC. These included Riverside, Dooen, Young's, Quantong and Burnlea, where settlers successfully took up fruit-growing and dairying. Those on irrigated blocks operated with a permit from the Wimmera Waterworks Trust allocating them with water use from the various channels. A new irrigation colony at Drung was commenced after the Second World War, which was based on cropping and dairying. Growers slowly left the industry due to increased competition from Riverland orchards and by the 1990s the irrigation system had ceased operating on account of the drought.⁴⁶⁵

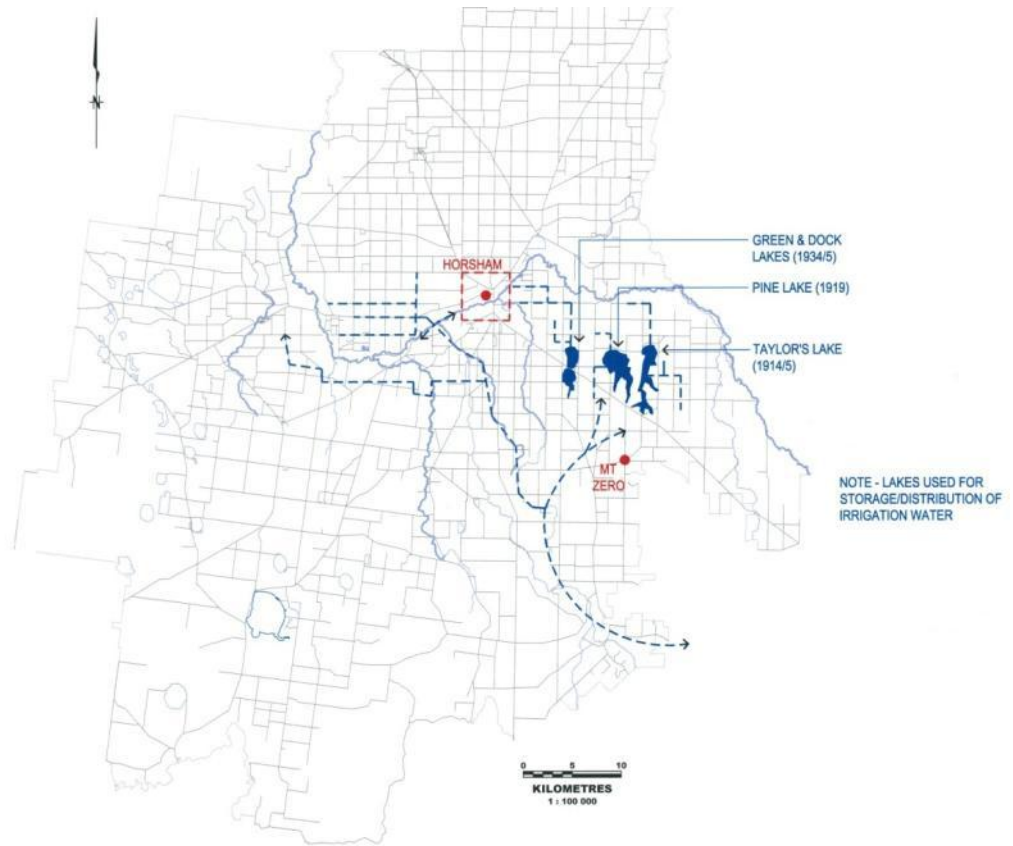
⁴⁶⁵ Laura Poole, 'Irrigation in the Wimmera: An old industry remembered', ABC Rural, 13 July 2010: <http://www.abc.net.au/rural/content/2010/s2952110.htm>



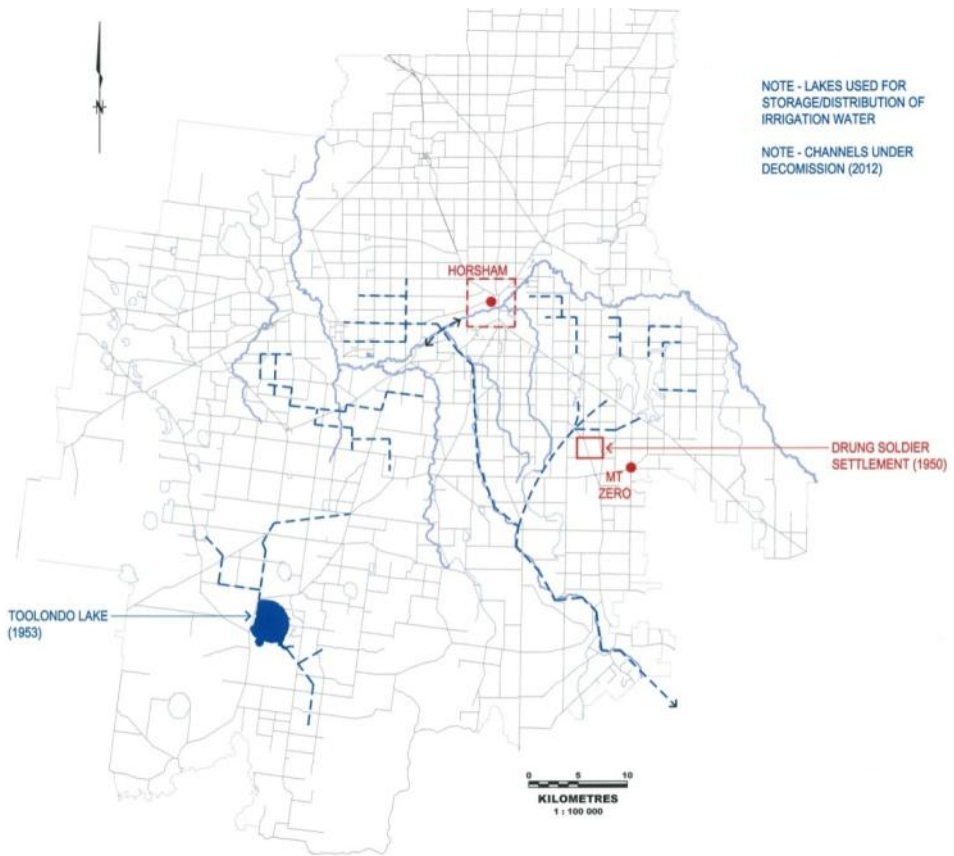
IRRIGATION 1840-1870



IRRIGATION 1870-1915



IRRIGATION 1915-1945



IRRIGATION 1945-2012

Chapter 24

Providing education

Although the petition was signed by every parent interested in the [Arapiles] school, and the immediate construction was absolutely necessary, the regular official routine must be gone through, an inspector must visit the place and submit a report on the site, and the usual thousand and one formalities must 'be observed before the building is commenced; and all this at a serious loss and inconvenience to the people.

Horsham Times, 3 November 1882

Providing elementary education

The earliest government school in the district was Horsham National School No. 278, which opened 19 January 1857, but other small private ventures were in operation before that. On account of the isolation of many settlers in outlying areas, there were also private boarding schools operating in Horsham by the mid-1860s. It was one of these schools that the bush heroine Jane Duff attended, the funds for school fees having been raised by public subscription.⁴⁶⁶

On some of the large pastoral stations, employees' children were educated with a makeshift school. At South Wonwondah station in 1865, John Rutherford employed a teacher to run a school at the home station, where 19 children from four families lived during the week, returning to their own families several miles away for the weekends.⁴⁶⁷ Small schools also operated at Kewell station and Vectis station, and at the Calder's Polkemmet station, where Margaret Emily Brown worked as a governess in the early 1860s.⁴⁶⁸

Following the *Grant Act* of 1869, there was a great influx of selectors into the district and a dramatic growth in population in the 1870s and 1880s. Establishing a new school was one of the chief concerns of settlers in new localities. The land selection acts coincided with the passage of the *Education Act* of 1872, which established the notion of a 'state school' as free, secular and compulsory, and was the basis for the Victorian government erecting hundreds of new schools across the colony. This has been identified as a key reason for large-scale immigration from South Australia.⁴⁶⁹ At Natimuk, where no school had previously existed, there were 170 students attending during the first year the new state school opened in 1875.⁴⁷⁰ Whereas there was only one government school in the study area in 1872, ten years later there were over fifty small rural schools in operation. Few survive from this period, including Dooen No. 1782,⁴⁷¹ Vectis East,⁴⁷² Quantong,⁴⁷³ and Natimuk No. 1548 (added to in 1890–91).⁴⁷⁴

⁴⁶⁶ *Argus*, 9 September 1867.

⁴⁶⁷ *Argus*, 24 July 1867.

⁴⁶⁸ Brown, 'Memoirs'; it is unclear exactly which year Brown arrived at Polkemmet station but it was certain to be sometime after 1858; see Coulson, *Horsham Centenary*, 1950.

⁴⁶⁹ Powell, *The Public Lands of Australia Felix*, 1970, p. 246.

⁴⁷⁰ www.arapiles.net; accessed August 2011.

⁴⁷¹ LCC, *Historic Places: South-West Victoria*, 1996.

⁴⁷² VGG, 1876; VGG, 1882.

⁴⁷³ *Horsham Historian*, issue no.?? 2009.

⁴⁷⁴ Burchell, *Victorian Schools*, 1980, p. 175.

In the rural districts schools drew children from a wide area. At Pimpinio, where the average school attendance numbered 60 in the late 1870s, the town itself was only sparsely settled, and students travelled each day from up to five miles away.⁴⁷⁵

In addition to new schools being built in the 1870s, some older existing structures were also replaced. In 1876–77 the original Horsham National School built in 1858 was replaced with a new state school building costing over £1500. This incorporated an adaptation of the verandah for the first time, represented a significant new design for the Education Department's standard school buildings types.⁴⁷⁶ This 'Horsham type' state school, as it became known, was later reproduced at twenty-five other locations across Victoria.⁴⁷⁷ The smaller rural type state schools were improved over the years, such as Pimpinio which gained two lattice-work timber shelters in the early 1900s.⁴⁷⁸

Some of the new state schools, mostly being small rural school buildings, did not survive long into the twentieth century. The demands of a changing population saw the schools in larger towns grow, and even multiply in the case of Horsham and Natimuk, where a new state school was opened in 1962.⁴⁷⁹ The number of state schools in the study area probably reached a peak in around in 1910, but this number had declined significantly by 1970. Many small schools were closed due to falling populations in the smaller settlements, and the availability of improved transport the larger towns.

The various local churches also made their buildings available for schooling. The Catholic and Lutheran Churches were the main providers of church-based primary education, but the smaller Protestant denominations also made their buildings available for school lessons. The Union Church at Pimpinio, for example which was a multiple denomination church building, was the venue for school lessons from the 1870s.⁴⁸⁰ Likewise, many small church communities made use of the local state school building on Sundays. At Tooan, where the population was only 15 in 1879, the Anglicans and Wesleyans held services on alternate Sundays.⁴⁸¹

The Lutheran Church operated a number of primary schools at a number of small settlements in the district, including Vectis (built in 1909) and Kewell (this probably operated in the Kewell church building, which was built in 1905).⁴⁸²

Many state schools were closed in the early 1900s because of low enrolments; children grew fewer because holdings were consolidated. Motor transport in the mid-twentieth century meant that children could travel further to school; it also meant that they could go on to the High School in Horsham. Despite this many more small schools were forced to close in the 1930s, 1940s, and 1950s. The sites of a number of former school sites are recorded by historic markers or indicated by surviving road names.

Secondary Schools

The Horsham District High School (now Horsham College) was established in 1912. Classes began in the former Working Men's College, which had by that time ceased operating.⁴⁸³ A new high school building was erected in 1926 to a design by Education Department architect J.E. Smith.⁴⁸⁴ The High School and Horsham Technical School ultimately combined into the one school. Two private schools

⁴⁷⁵ Whitworth (ed.), *Bailliere's Gazetteer for 1879*, 1879, p. 374.

⁴⁷⁶ VGG, 22 September 1876, p. 1756; Burchell, *Victorian Schools*, 1980, p. 165.

⁴⁷⁷ Jane Lennon, *Our Inheritance*, 1992, p. 61.

⁴⁷⁸ Blake, *120 Years On*, 1994, p. 16.

⁴⁷⁹ www.arapiles.net; accessed August 2011.

⁴⁸⁰ Blake, *120 Years On*, 1994, p. ?

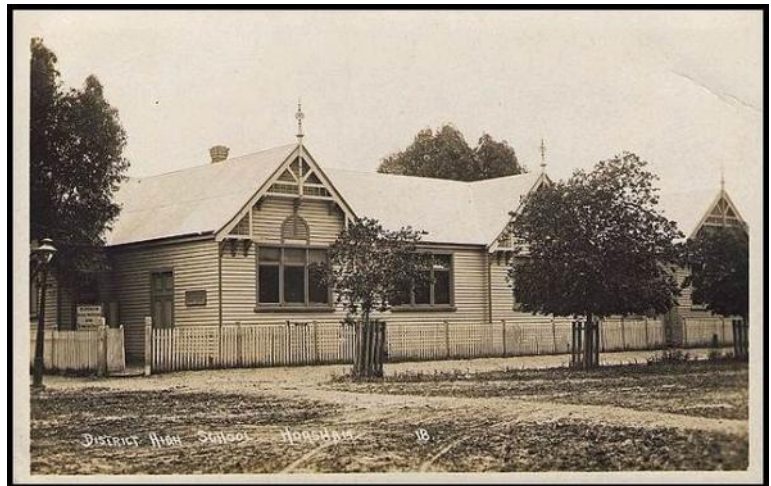
⁴⁸¹ Whitworth, *Bailliere's Guide*, 1879, p. 468.

⁴⁸² 'German Heritage Study', 1999, p. ?, *Pinnacle*, 1927?; *Adelaide Advertiser*, 11 December 1905.

⁴⁸³ Coulson, *Horsham Centenary*, 1950, p. ??

⁴⁸⁴ *Horsham Times*, 23 February 1926,

were also established in Horsham, which included the Catholic convent school, run by the Brigidine order.



24.1 Horsham District High School, c.1912 (State Library of Victoria)



24.2 Brigidine Convent, Horsham, opened in 1920 – now demolished (State Library of Victoria)

Horsham Working Men's College

Several early technical colleges were established in Victoria the period from 1887 to 1891: the Melbourne Working Men's College, first proposed in 1882, was opened in 1887; the Gordon Institute of Technology opened in 1885 (1887), an amalgamation of the Geelong Technological School and the School of Art and Design;⁴⁸⁵ and the Horsham Working Men's College, was established in 1890. The period of the 1890s was something of a 'golden age of technical education' that saw a dramatic rise in government funding, which grew more than three-fold from 1887–88 to 1890–91.⁴⁸⁶ A new art school building was completed at Horsham in 1894. In the early 1900s the college at Horsham was designated as a technical school and later a farm course was introduced.

Longerenong Agricultural College

In 1884 the Agricultural Colleges Act was passed in the Victorian Parliament. Under this Act, 'thousands of acres were excised from state forests and timber reserves for agricultural college

⁴⁸⁵ Kiddle, *Men of Yesterday*, 1969, p. 456. *Australian Encyclopedia*. says 1885, as does *Victorian Year Book*, 1973, p. 501.

⁴⁸⁶ Blake (ed.), *Vision and Realisation*, vol. 1, 1973, p. 621.

purposes. The first college was Dookie College, which opened in 1885. The second was established in 1889 at Longerenong, eight miles east of Horsham, and in the heart of the rapidly developing Wimmera farmlands.⁴⁸⁷ Longerenong incorporated an experimental farm, covering 2386 acres. In 1925 Longerenong accommodated 60 resident students.⁴⁸⁸ Longerenong has played an important part in the development of Horsham and in the development of agriculture in the wider district.

There was an additional reserve in the district set aside for 'agricultural college' purposes. This was located just south of Polkemmet PR on the Wimmera River; this measured over 495 acres. There was possibly the reserve for 'agriculture college' purposes that was turned over for soldier settlement after World War II.⁴⁸⁹

Ex-servicemen's Vocational College

This was established after the First World War as a way of providing re-training to ex-servicemen. [See Reynolds, Naming Horsham's Streets, 2003]

Better Farming Train

The Better Farming Train was a State government initiative of the 1930s. The train was designed as an educational facility, with each carriage teaching an important aspect of farm life, including cooking and infant welfare. It was instrumental in reaching out to settlers in isolated areas and providing them with expert advice.

⁴⁸⁷ Ray Wright, *The Bureaucrats' Domain*, 1989, p. 238.

⁴⁸⁸ *Australian Encyclopedia*, vol. 1, 1925, p. 40.

⁴⁸⁹ Small, *Hard to Go Bung*, 1992.

Chapter 25

Defending Australia and the Wimmera

Frontier warfare

In the early settlement period settlers waged a bitter and violent war on the traditional occupants of the country, the Wotjobaluk, Wergaia, Jupagalk, Jaadwa, and Jardwadjali. It has been estimated that hundreds, and probably thousands of people had once populated this land. The Aboriginal population was drastically reduced, partly on account of reprisals against them by European settlers for sheep stealing, and partly through introduced European diseases and a resultant decline in fertility. It is unknown exactly how many Aborigines were killed but it was no doubt a large number.

This conflict, which was often clandestine and went unacknowledged at the time, is not remembered in any tangible way through memorials or monuments. Descendants of the traditional owners of the Wimmera country remember these killings and the broader ramifications of this loss of life on their cultural identity.

Colonial defence

In the 1850s the seaports of the south-western coastline erected batteries and installed long-range cannon in anticipation of a sea-based attack by Russian vessels. While inland settlements like Horsham were not required to take such precautions, there was nevertheless enthusiasm for the local rifle club.⁴⁹⁰ By the 1890s a detachment of rangers was also active.⁴⁹¹

Participation in overseas operations

Hundreds of local men have participated in Australia's major military campaigns, including the South African Wars, World Wars I and II, and the Vietnam War. Some of the horses bred in the district were also enlisted in the Light Horse in World War I. The mixed ethnic origins of settlers in the Horsham area — in particular the sizeable German community and the large number of Irish (Catholic) settlers, who were not always inclined to want to fight alongside the British — possibly led to some diffidence about Australia's involvement in South African Wars (1899–1902) and World War I (1914–18). In Nathan Spielvogel's novel *The Cocky Farmer* (1907), with its loosely masked setting of Pimpinio, the central character prefers not to go off to South Africa to fight the Boers, but instead to stay home and fight the drought.

Fighting the threat of communism

Political feelings impacted on the social life of the district at various times. Through the 1920s small farming communities in the Horsham district became alarmed at the growth of communism and the threat this posed to conservative values of hearth and home. To the rural communities of the Wimmera many settlers — including many small farmers — felt their livelihoods were threatened by communism. This fear of communism encouraged local involvement in the White Army, a conservative, nationalist, quasi-military organisation that was convinced that the Bolsheviks were poised ready to take control of Melbourne and Victoria. To counter the anticipated attack on Melbourne on 6 March 1931 by the 'Red Army' — a Bolshevik army of unemployed radicals — local men were mobilised into local brigades of the newly formed 'White Army' in Horsham and in many other towns across north-western Victoria.⁴⁹² While the attack on Melbourne proved to be pure imagining, this incident nevertheless served to polarise feelings between the employed or self-employed conservatives (small farmers, townsfolk) on the one hand, and the unemployed or disgruntled workers on the other.

⁴⁹⁰ For Horsham Rifle Club, see Coulson, 1950; *Home to Horsham*, 1929.

⁴⁹¹ *VMD*, 1898, p. 233.

⁴⁹² Judith Brett, *Robert Menzies' Forgotten People*, 1992, pp. 86, 89; Michael Cathcart, *Defending the National Tuckshop: Australia's secret army intrigue of 1931*, 1989, see, for example, p. 13.

War memorials

The various memorials that mark Australia's involvement in the various theatres of war are important elements of the civic townscape as sites that represent private and collective grieving, as well as commemoration and quiet reflection. The larger towns organise a soldiers' march and gathering at the local war memorial each Anzac Day and Remembrance Day. Three avenues of honour have been planted in Horsham, including one in Roberts Avenue to remember the Boer War soldiers, and memorial drives in McPherson Street (WWI) and Dooen Road (WW2).⁴⁹³ In McPherson Street (Western Highway), a bronze and granite monument survives, but most of the trees have died or been removed.⁴⁹⁴ The central Horsham cenotaph has been recently redeveloped.



25.1 Natimuk Memorial Hall erected in 1909 (National Trust of Australia)



25.2 Horsham Memorial Swimming Pool, opened in 1957 (State Library of Victoria)

⁴⁹³ Reynolds, *Naming Horsham's Streets*, 2003, p. ?, 'Listing of War Memorials in Victoria, as at 26.4.2004', c.2004, t.s.; see also Smith (ed.), *Cyclopedia of Victoria*, 1903.

⁴⁹⁴ 'Horsham and District World War I Memorial Drive' in *War Memorials in Australia*: <http://pandora.nla.gov.au/pan/14043/20010729-0000/www.skp.com.au/memorials/30009.htm>; accessed 7 October 2011.

Other structures have also been dedicated as memorials. There were memorial soldiers' halls built at Horsham (RSL hall, McLachlan Street),⁴⁹⁵ Haven (1940s?), Kanagulk (c.1930s?) and Noradjuha (1953). The Natimuk soldiers' memorial hall (built in 1909) would appear to have been re-named and dedicated as a memorial after one of the two major conflicts. At Natimuk there is also a memorial bandstand (1921) and memorial seats (WW2), while Horsham opened a Memorial Swimming Pool in 1958. The offer of government funding for public buildings dedicated as war memorials after World War II no doubt provided an incentive for some of these projects.

War trophies could be considered as memorials of sorts. In the years following World War I, when captured enemy guns were distributed across Victoria by the War Trophies Committee, the small township of Jung was allocated a German machine gun.⁴⁹⁶ A large gun also ornaments the Main Street of Natimuk.

⁴⁹⁵ See *Home to Horsham*, 1929, 1929.

⁴⁹⁶ *Horsham Times*, 20 December 1921.

Chapter 26

Attracting tourists and holiday-makers

Those who interested themselves to secure Mark [Twain]'s visit to Horsham have placed their fellow townsmen under a debt of gratitude ...

Horsham Times, 18 October 1895.

Hosting notable visitors

As a major stopping point between the two colonial cities, Melbourne and Adelaide, Horsham has long played host to travellers and has drawn a number of notable visitors. Ironically, it was indirectly a result of Horsham's isolation that it has from time to time attracted important visitors. The Governor of Victoria George Bowen visited in 1875, when the town was enjoying the sudden boost in population and economic activity as a result of the 1869 land selection act. Probably its most famous visitor was the celebrated American novelist Mark Twain (Mr Clemens) in 1895. Clemens and his wife and daughter stopped at Horsham from Adelaide *en route* by rail to Melbourne and stayed at the White Hart Hotel.⁴⁹⁷ In the 1920s Horsham provided a landing site for the celebrated aviator Charles Kingsford Smith and his trimotor aeroplane the *Southern Cross*.

Tourist attractions

The Horsham region benefitted from a number of significant local travel destinations, notably Mount Arapiles and the Grampians. These places were popular with local people from the early settlement period, when picnic parties were popular.⁴⁹⁸ Popular spots on the Horsham side of the Grampians were Roses Gap, Zumsteins and Lake Wartook.⁴⁹⁹

Increasingly, motor transport enabled tourists to come from further afield. The Royal Hotel in Horsham offered patrons the chance to visit Wartook Reservoir and could arrange 'a most charming drive in this direction through interesting and characteristic country scenery'.⁵⁰⁰ Both the Grampians and Mount Arapiles were further developed as tourist attractions in the 1920s and 1930s, with major new tourist roads and tourist infrastructure built. [for example, Mt William Picnic Ground, by 1927] The completion of a new tourist road to the Grampians from the western side in the 1920s meant that locals could 'motor through to Hall's Gap in a few hours, instead of having to skirt the ranges as they do now'.⁵⁰¹ The opening of a new road to the top of Mount Arapiles in 1937 was marked with a local celebration.⁵⁰²

Taking holidays

Modern recreational tourism was initially reserved for the wealthy leisured class. Few ordinary settlers could afford the time or money to take lengthy holidays, particularly farmers. Staying with relatives or friends in another part of Victoria or interstate was more typical. As farmers became more prosperous, many enjoyed extended family holidays at Portland or Port Fairy, usually over January after the harvest. The squatting class had enjoyed these quiet summer resorts since the 1850s.

⁴⁹⁷ Twain, *Following the Equator* (1895), quoted in Peter Pierce (ed.), *A Literary Guide to Australia*, 1987, p. 327; *What to See: Horsham and District*, September 1966, p. 1.

⁴⁹⁸ *Lah Arum*, 1987; *VMD*, 1898, p. 276.

⁴⁹⁹ See, for example, 'A Trip to Roses Gap', *Pinnacle*, October 1925, p. 3.

⁵⁰⁰ Lorck, *Victoria Illustrated*, 1909, p. 122.

⁵⁰¹ *Pinnacle*, September 1923, p. 16.

⁵⁰² *Argus*, 1 November 1937.

In the Grampians, a range of holiday accommodation was provided at Halls Gap (outside the study area), including guest houses, holiday shacks and camping grounds. Holiday accommodation was also provided at Wartook. Provision for camping was also made at Mount Arapiles.



26.1 The new tourist road to Mt Arapiles, completed in 1937; photographed in 1948 (SLV Accession No: H91.330/1760)



26.2 The novel attractions of an early motel at Horsham c.1950s (State Library of Victoria)

The Western Highway has long carried a steady stream of tourist traffic and, as such, Horsham has developed a range of accommodation for passing tourists, especially in the postwar heyday of motels and caravans. A camping ground was established at the Horsham Botanic Gardens in 1948. In the 1980s, efforts to attract passing tourists witnessed the development of roadside attractions, such as the 14-metre high 'Big Koala' at Dadswell's Bridge (1988) and the historical theme park, 'Old Dadswell Town'.

A range of holiday accommodation was provided at Halls Gap, including guest houses, holiday shacks and camping grounds. Camping was also permitted at Mount Arapiles.

Rock-climbing⁵⁰³

Mount Arapiles continued to be a popular spot for picnics, and early settlers in the area may well have explored some of its climbing possibilities. More recently, the sport of rock-climbing has drawn people to Natimuk and Mount Arapiles from Australia and overseas. There is scarce information on exactly when rock-climbing first began at Mt Arapiles, but it is likely to have started, almost by accident, in September 1963. After having seen a picture of Mitre Rock on a railway poster, Bob and Steve Craddock drove out from Melbourne to investigate the potential for rock-climbing, only to discover the sprawling mass of Mt Arapiles across the road. The late 1960s could be considered the golden era of climbing at Mt Arapiles, with most of the great lines being done during this period.

A house at 117 Main Street, Natimuk, was the home of the town's first climbing business and equipment shop.⁵⁰⁴ The mid 1970s saw Mt Arapiles become Australia's premiere location for the development of climbing style and difficulty. The high-point in this period of development was the 1975 visit by American Henry Barber. This was a pivotal moment in the development of climbing in Australia, as Henry Barber introduced a new style of climbing to Australia, and established degrees of difficulty not yet seen. Climbing at Mt Arapiles, and indeed across Australia, was never to be the same again.

The introduction of this new style, known as 'Free climbing' kindled renewed interest in climbing at Mt Arapiles, and through the rest of the 1970s and into the 1980s, Mt Arapiles continued to be the climbing area that led the way in Australia for development of ever higher degrees of difficulty, culminating in the 1985 ascent of 'Punks in the Gym' grade 32 by German climber Wolfgang Gullich. This route remained the hardest climb in the world for about the next ten years. This ascent put Mt Arapiles at the forefront of world climbing.

Though other harder climbs exist elsewhere, Mt Arapiles is still considered to be one of the best locations for rock-climbing in the world, with some visitors staying for months at a time. The unique qualities of the quartzite rock, both incredibly hard and multi-faceted, makes Mt Arapiles a climbing area that is accessible to people of all climbing abilities. The warm weather, accessibility, and quantity and quality of climbs have helped to maintain the popularity of Arapiles with locals, Australian and international travellers.

⁵⁰³ This section was contributed by Edwin Irvine, with grateful thanks.

⁵⁰⁴ www.arapiles.net; accessed August 2011.

Chapter 27

Celebrating and commemorating the past

... all eyes turned to the road leading to the picnic reserve, where, to the crack of whips, "Major Mitchell", garbed in riding attire and wearing a blue shirt "ribbed" with white stripes, led the caravan. "Aborigines" led the horses, which bore marks of having come through miles of Wimmera mud, while the riders, all dressed in red shirts and wearing flowing moustaches, carried rifles of ancient make. There was a covered waggon, at the front of which sat two gaunt-looking "explorers" smoking huge amber colored pipes. Mr Frank Woolcock, of Natimuk, made a good "Major Mitchell" and at the memorial gates, he named the mount and three cheers were given for the King. Those assembled then sang the National Anthem, after which the pageant passed through the gates and up the slopes to the clicking of many Press and private cameras.

Horsham Times, 24 July 1936.

Recording and celebrating local history

The story of European settlement in the Horsham and surrounding district has provided subject matter for various monuments and memorials that form part of the physical fabric of the area. At certain periods in the district's history there was greater interest in the local past. The 1920s and 1930s saw a newfound popular interest in the recognition and preservation of local settlement history across Victoria. In 1922, Victorian state schools penned their local histories as part of a state-wide history project and three of these valuable school records survive for the study area: Lah Arum, Vectis East and Walmer.⁵⁰⁵

Jubilees and centenaries of major historical events provided a reason to celebrate. Various events were organised to celebrate the centennial anniversary of Mitchell's 'Australia Felix' expedition, for example, including the official opening of the suitably named 'Centenary Park' and memorial gates at Mt Arapiles in 1936. On this occasion, 3000 people turned out to enjoy an historical pageant and to hear an address by A.S. Kenyon on the special significance of Mitchell's camp at Mt Arapiles.⁵⁰⁶ In 1949, Horsham residents proudly celebrated the centenary of Langlands store. The following year, Horsham celebrated its centenary with a grand procession that depicted the history of commerce, agriculture and industry.⁵⁰⁷

'Back-to celebrations' became enormously popular in Victoria in the 1920s and 1930s. There was a 'back-to' held at Natimuk in 1924, followed by a 'Home to Horsham' in 1929, and subsequent celebrations at Natimuk in 1947 and at Horsham in 1950, to coincide with the town's centenary. There was also a 'Back to Haven' in 1978 and a 'Back to Dadswell's Bridge' in 1980. These celebrations incorporated various events organised around the return 'home' of many former older residents. Back-to-school days, church meetings, cemetery visits, and dressing in period costume were among the popular activities on offer. Private reunions were also celebrated, especially family reunions, which celebrated the success of a particular local family.⁵⁰⁸ Local historical societies were also established, with Horsham forming the first society in the district in 1959. The Arapiles Historical Society, based at

⁵⁰⁵ See Education Department, Collection of histories of state schools and school districts, 1922, MS 3241–3983, SLV.

⁵⁰⁶ *Horsham Times*, 24 July 1936.

⁵⁰⁷ *Horsham Times*, 3 October 1950.

⁵⁰⁸ See, for example, 'Family reunion: Pioneers of the Wimmera', *Weekly Times*, 10 September 1921, p. 9.

Natimuk, was established in the 1980s (1968) and has established an historical museum at the former Natimuk Court House building (1891).⁵⁰⁹



27.1 'Back to Natimuk' celebrations, 1924 (Museum of Victoria)

Historic monuments and memorials

Monuments and memorials provided tangible reminders of major moments and events in local history. Explorers and early settlers were the first to be honoured in this way. A cairn that records the name of early squatter James Monckton Darlot was erected on the road near Longerenong.⁵¹⁰ The route of the South Australian Gold Escort of 1852–53 that carted gold to Adelaide, and an important element of Horsham's early history, is also remembered with an historical marker.⁵¹¹



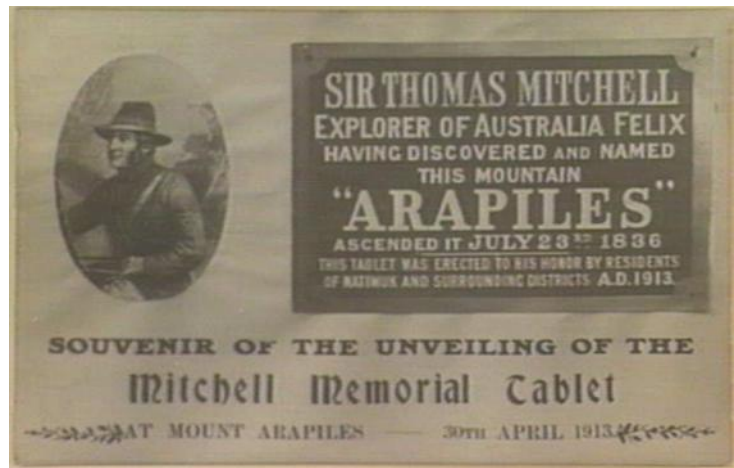
27.2 Monument erected to mark the Gold Escort Route of the early 1850s (State Library of Victoria)

⁵⁰⁹ Neither the Horsham or Arapiles historical collections appear to have been studied as part of a Significance Assessment, but this would be highly recommended in order to ascertain the potential heritage significance of items held in these collections.

⁵¹⁰ *What to See: Horsham and district*, 1966.

⁵¹¹ *What to See: Horsham and district*, 1966, p. 4.

A surge in interest in local history in Victoria in the 1920s and 1930s led to a state-wide program to erect cairns to important explorers, one whom the most prominent was Major Thomas Mitchell.⁵¹² These cairns were built locally, possibly with advice concerning a suitable location being provided by the Royal Historical Society of Victoria, where members such as Charles Long and A.S. Kenyon had mapped the routes of the explorers as accurately as possible. Within the study area, a simple rough-built stone cairn was erected at Green Park to mark the route of Mitchell's expedition. An earlier memorial to Mitchell had been unveiled at Mt Arapiles in 1913. The text on the Mt Arapiles cairn declared: 'This plaque commemorates the passing by of Major Thomas Mitchell on 22 July 1836.'⁵¹³ Another memorial to Major Mitchell was unveiled at Mt Arapiles in c.1929 before 1500 people, many of whom had made the trip by special chartered train.⁵¹⁴



27.3 Souvenir of the unveiling of the Major Mitchell Memorial Tablet at Mt Arapiles, 1913 (State Library of Victoria)

Civic leaders are also honoured with monuments and memorials. The J. Weldon Power Memorial Gates, for example, were installed at the Horsham showgrounds.⁵¹⁵ The first woman councillor and mayor is remembered through the Veta Landt Memorial Park, created in 1973 on the site of the former pumping station on Baillie Street Horsham. The Horsham branch of the CWA (after 1937) built a holiday shack on leased land in the Grampians to serve as a memorial to pioneer women.⁵¹⁶ There is a plaque at Wartook Reservoir and an obelisk at Natimuk to honour the water engineer John Dickson Derry, who promoted the development of the Wimmera through water supply and irrigation, and who was responsible for building the Wartook Reservoir, and the Natimuk and Arapiles Channels in the late 1880s.⁵¹⁷

⁵¹² Tom Griffiths, 'In Search of Classical Soil', *VHM*, November 1988, pp. 21–38.

⁵¹³ Arapiles website: www.arapiles.net; accessed September 2011.

⁵¹⁴ *Home to Horsham*, 1929, p. 14.

⁵¹⁵ Reynolds, *Naming Horsham's Streets*, 2003, p. 101.

⁵¹⁶ Coulson, 1950, p. 51.

⁵¹⁷ www.arapiles.net; Rhona Van Veldhuisen, *Pipe Dreams*, 2001, p. 73.



27.4 Millar Drinking Fountain, reinstated in May Park, Horsham (2013)

Small communities have recorded their own stories of settlement with the physical inscription of an historical marker. School sites and settlement sites have been recorded in this way in many small localities. Schools, churches and cemeteries are also the sites of numerous local memorials. Former soldier settlement estates have more recently been marked with plaques or stone slabs, which are often inscribed with the names of the settlers who took up blocks on a particular estate. Examples are at St Helens Plains and Drung.

The plethora of historic markers across the municipality indicates that much of the historic fabric of places has been lost — victim to natural disasters, such as bushfires and the 1897 tornado; but subject also to ordinary deterioration and ruin; and the steady march of progress which saw new replace old.

Remembering the 'Lost in the Bush' story

The heroism of Jane Duff, who was lost in the bush with her two brothers, has been a celebrated story in the history of the district. Jane provided a model of female bush heroism to generations of school children. Appearing first in the government-issued *School Paper* and the *Victorian School Readers*, the popular story of Jane Duff was the subject of Les Blake's *Lost in the Bush* (1964).⁵¹⁸ A memorial to Jane Duff was proposed by 1929, when it reported: 'a movement is now on foot to erect a memorial on the spot near Mount Arapiles where the event happened.'⁵¹⁹ In an effort to keep her name and memory alive, the railway siding near where the three lost children were found was re-named 'Duffton'.

⁵¹⁸ Victorian Education Department, *Fourth Book (Victorian Readers)*; Kim Torney, *Babes in the Bush: The making of an Australian image*, Curtin University Books, Fremantle, 2005.

⁵¹⁹ *Home to Horsham*, 1929, p. 14.

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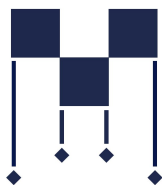
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Review of Horsham Heritage Study (2014)

Prepared for Horsham Rural City Council



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11 December 2024

Cover image: House at 85 Lake Avenue, Natimuk

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Executive summary

Purpose

Landmark Heritage Pty Ltd was engaged in March 2022 by Horsham Rural City Council (HRCC) to carry out a peer review of the Horsham Heritage Study, 2014. It had been prepared by heritage consultancy Grieve Gillet Anderson (trading as Grieve Gillet) in association with historian Dr Helen Doyle in two stages, starting in 2011.

As eight years had passed since the Horsham Heritage Study was completed, in 2022 HRCC sought a review of the Study by a suitably qualified heritage consultant. The purpose was to ensure that all heritage citations and recommendations were prepared in accordance with an appropriate methodology and that they were still accurate and conform to current best practice. In addition, a recent assessment of the Horsham Grandstand and Oval, carried out by Grieve Gillet Anderson in 2021 was sought.

In addition, HRCC requested a review and revision of heritage-related planning scheme policies, including Clause 2.03 Strategic Directions – Built environment and heritage, and Clauses 15.03-1L Heritage conservation.

Approach and methodology

All three volumes of the 2014 Horsham Heritage Study were reviewed:

- Volume 1. Introduction and Recommendations (including methodology)
- Volume 2. HO Places and Precincts (heritage citations, draft HO Schedule, mapping)
- Volume 3. Thematic Environmental History

Peer review tasks carried out by Landmark Heritage were:

- A desktop review of all three volumes:
 - Read the 2014 Thematic Environmental History (Vol. 3) to understand the context for the places and precincts recommended for the Horsham Heritage Overlay.
 - Review the methodology of the 2014 Horsham Heritage Study in Volume 1 to gauge its level of rigour and whether it meets current expectations.
 - Review all heritage citations in Volume 2, noting whether they meet the guidance of PPN01 (as revised in 2018), checking on their level of rigour and consistency.
 - Note in the citations any gaps in information, and any that may not have a strong case for local significance.
 - Review the approach used to delineate precinct boundaries and individual place HO polygons. Create a shortlist of questions to be investigated during fieldwork.
 - Consider whether there is justification in citations where additional HO Schedule controls are proposed. Conversely, note instances where additional controls should be introduced (e.g. survival of early finishes noted, but no External Paint Controls recommended).

HORSHAM HERITAGE STUDY (2014)

- Fieldwork carried out over three consecutive days, 8-10 May 2022, to visit all individual places and precincts recommended for the Heritage Overlay by the Study, viewing them from the public realm or entering properties that could not be seen from the road with the express permission of the property owner. During these visits the general integrity, condition and architectural quality of all places was checked, as well as property gradings in precincts and precinct boundaries.
- Revision of place and precinct citations to bring them up-to-date in regard to the condition of the places, reformatting statements of significance to meet current standards, and ensuring that all citations provide sufficient rationale for the inclusion of the place or precinct in the Heritage Overlay. In addition, information from the 'Limited Heritage Study for the Rural City of Horsham', authored by Andrew Ward in 1998, was added to precinct citations.
- Revision of all precinct maps to reflect proposed grading and boundary changes, and preparation of curtilage maps where proposed boundaries for individual properties do not accord with the cadastral boundaries.
- Revision of the local heritage policy (for Clause 15.03-L) and Clause 02.03 Municipal Planning Strategy, with input from Heritage Planner Annabel Neylon, of Plan Heritage.

In addition, Historian Dr Peter Mills carried out a separate assessment of post-war buildings in and around the Firebrace Street Commercial Precinct. His input to the history, description, statement of significance and list of contributory properties has been integrated into the final version of the precinct citation and map.

In 2024, in preparation for implementation of the recommendations of the 2014 Horsham Heritage Study, as revised in 2022, Victoria's Department of Transport and Planning (DTP) requested a further review and revision of precinct citations. This involved breaking up two "serial" precincts in Horsham into seven smaller precincts, and breaking one large precinct in Natimuk into two smaller ones, as well as confirming that all new precincts met the threshold of local significance. In addition, places with site-specific HOs in the vicinity of the precincts were expressly removed from precinct boundaries.

Conclusions and recommendations

While there are revisions that should be made to the citations so they follow standard practice as set out in PNo1 'Applying the Heritage Overlay' (2018), and in a handful of cases more information is required, the approach to choose examples illustrating key themes from the Thematic Environmental History has resulted in a sound selection of places and precincts, most of which are of *prima facie* heritage significance. While parts of the citations are often as minimal as possible, in most cases this is enough to demonstrate their significance.

On this basis, Landmark Heritage finds that all individual places, precincts and serial listing are of local significance (at minimum), as documented by the revised citations and mapping. The revised citations and maps are found in a separate volume to this report. The Horsham Grandstand is also found to be of local heritage significance, though a revised citation was not produced as part of the peer review.

The peer review also concluded that there are many more heritage places that warrant assessment as soon as possible. A large number of them are listed in Volume 1 of the Horsham Heritage Study, with several new inclusions listed in section 2.6 of this report. The identification of a new list of promising places during the non-comprehensive fieldwork

carried out during the peer review indicates that there is still further identification work to be done, in particular, in regard to identification and assessment of post-war places and rural places outside of townships.

On this basis, the peer review recommends that:

- The following places, precincts and serial listing be added to the Horsham Heritage Overlay:
 - Brimpaen Hall and WW Memorial Gates, 157 Brimpaen - Laharum Road, Brimpaen
 - Former Clear Lake State School, 4006 Harrow - Clear Lake Road, Clear Lake
 - Mud brick farm complex, Wards Road, Haven
 - Droylsden, 143 Baillie Street, Horsham
 - Former Doctor's Residence and Surgery, 153 Baillie Street, Horsham
 - Church of St John the Divine, 164-166 Baillie Street, Horsham
 - Horsham Botanical Gardens, 182-184 Firebrace Street, Horsham
 - Kalimna Park, 18-24 Kalimna Avenue, Horsham
 - Showgrounds - J M Power Memorial Gates, 95 McPherson Street, Horsham
 - Water tower, 47-51 Mill Street, Horsham
 - St Andrew's Uniting Church, 10 Pynsent Street, Horsham
 - Horsham Railway Station, 21 Railway Avenue, Horsham
 - Horsham House and garden, 27-29 Roberts Avenue, Horsham
 - Remnant Memorial Avenue of Honour (Ulmus), 47 Roberts Avenue, Horsham
 - Horsham Silo and Noske Mill Complex, 35-39 Wawunna Road, Horsham
 - Former Young Bros. Stables, 79 Wilson Street & 64 Hamilton Street, Horsham
 - Jung Memorial Hall, 28 Baker Street, Jung
 - Kanagulk Timber Trestle Railway Bridge, Glenelg River Floodplain off Natimuk - Hamilton Road, Kanagulk
 - Kewell Park, 2991 Henty Highway, Kewell
 - Mitre Public Hall, 1429-1431 Natimuk – Frances Road, Mitre
 - Sailors Home Hall, 2537 Blue Ribbon Road, Murray Warra
 - Former St John's Catholic Church, 27-29 Main Street, Natimuk
 - Behlen Grain Silo, 44 Noradjuda - Tooan East Road, Noradjuda
 - Former Polkemmet State School, 196 Polkemmet East School Road, Pimpinio
 - Polkemmet homestead complex and burial site, 1614 Polkemmet Road, Pimpinio
 - Vectis Zion Lutheran Church, 121 Vectis Station Road, Quantong
 - Quantong Timber trestle railway bridge, spanning Wimmera River adjacent to 1844 Wimmera Highway, Quantong
 - Wimmera Inlet Channel, Off Golton Road, St Helens Plains
 - Thatched Barn, 1665 O'Brees Road, Vectis
 - Oakville Park homestead complex, 522 Vectis Station Road, Vectis

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- Silos serial listing: 86o Henty Highway, Dooen; 15 Station Street, Natimuk; 14 Railway Street, Jung; 36 Pimpinio Tip Road, Pimpinio; 273 Vectis Station Road, Vectis; 7o Wail Nursery Road, Wail
- Firebrace Street Commercial Precinct: 2 & 4 Bradburys Lane, 1-31, 59-109, 2-34 & 38-146 Firebrace Street, 58-6o Hamilton Street (northern half only), 17A-25 & 36A McLachlan Street, 43-51 Pynsent Street, 28 Roberts Avenue, and 45-71, 79 (frontage), 83 & 42-72 Wilson Street, Horsham
- Dooen Road Residential Precinct: 3-35, 41-47 & 2-8o Dooen Road, 1o6 (part) Baillie Street, and 29-35 Palk Street, Horsham
- Natimuk Road Residential Precinct: 2-44 & 2/51-81 Natimuk Road, and 76-8o Bennett Road, Horsham
- Natimuk Residential Precinct: 1, 2 & 31-59, 73-75 & (part) 85 Lake Avenue; and 128-16 Lake Road, Natimuk
- Natimuk Township Precinct: 27-35, 57-83, 87-135, 36-48 & 64-76 & 84-1o6 Main Street; 1-3, 7 & 4 Schmidt Street; 1 & 2-4 Sisson Street; and 44 & 62-7o Station Street, Natimuk
- Albert Street Residential Precinct: 5A-15 & 1o-3o Albert Street, 1A-1 & 2 Anderson Street, and 55-57 Lynott Street, Horsham
- Bowden & Searle Streets Residential Precinct: 1oA-38 & 11-45 Searle Street, 3-29 & 2-22 Bowden Street, 6A-2o & 7-21 McPherson Street, and 8-1o & 13 Urquhart Street, Horsham
- Bowen Street Residential Precinct: 3/1-13 & 4-16 Bowen Street, Horsham
- Edward Street Residential Precinct: 1-5, 13 & 2-2o Edward Street; 13-35 & 18-22 Frederick Street; and 43-79, 26-28 & 42-44 Wawunna Road, Horsham
- Railway Avenue Residential Precinct: 2-36 Railway Avenue, 23-27 & 28-34 David Street, 1-13 John Street, and 15-33 & 4-12 Wawunna Road, Horsham
- Revise the heritage citation for the Horsham Grandstand and Oval to reflect this Review, including careful consideration of the appropriate extent of the HO polygon and the heritage value of other built elements on this site.
- Revised text of the following planning scheme clauses be incorporated into the Horsham Planning Scheme:
 - Clause 2.o3 Strategic Directions - Built environment and heritage
 - Clause 15.o3-1L Heritage conservation
- Further identification and assessment of potential heritage places be carried out as soon as possible.
- Horsham Rural City Council consider contracting a regular Heritage Advisor to assist with consistent best-practice management of the places in its Heritage Overlay, particularly as it will be greatly enlarged if the recommendations of the 'Horsham Heritage Study' and this peer review are implemented.

1 BACKGROUND AND BRIEF

The Horsham Heritage Study (the Study) was carried out by heritage consultancy Grieve Gillet Anderson (trading as Grieve Gillet) in association with historian Dr Helen Doyle. It was carried out in a two-stage process which is standard by Heritage Victoria.

It is good practice for a municipality to regularly review the state of their Heritage Overlay, to ensure that it protects as many places and precincts of local significance as possible, including places only recently recognised as worthy of heritage protection (e.g. postwar and late twentieth-century heritage). If gaps in the Heritage Overlay are apparent, then it is important to carry out a heritage gap study, such as the 2014 Horsham Heritage Study, to identify and assess places of heritage value. This is particularly important for the Rural City of Horsham for two reasons. Firstly, the 1998 study carried out by Andrew Ward had a very small scope, as indicated by its name 'Limited Heritage Study', and did not come near to assessing all known heritage places at that time. Secondly, since its completion, it has become accepted best practice to prepare a 'thematic environmental history', which assists in identifying places that are characteristic of the municipality and illustrate particularly important themes in its historical development.

Once "gaps" in the Heritage Overlay have been identified, and their local significance demonstrated in a heritage citation, it is important to implement the recommendations of the heritage study and add new places and precincts to the Heritage Overlay. This planning tool will allow council to manage future change in a way that protects valued heritage places and the valued historic character of its towns.

1.1 Stage 1

In 2011 Horsham Rural City Council (HRCC) was a successful recipient of a grant from DELWP to carry out a heritage study. The grant was administered by Heritage Victoria. This funding was used to prepare a thematic environmental history and establish a list of places of potential heritage significance. This stage of the Study included extensive community consultation, including public workshops, a survey for members of the public to nominate places, and work with special interest groups including the Horsham Family History Group, Wimmera Association for Genealogy, Arapiles Historical Society, Horsham Historical Society, and neighbouring groups such as the Murtoa & District Historical Society and the Wimmera branch of the National Trust.

Apart from preparation of the draft thematic environmental history, the outputs of Stage 1 included a list of 167 individual places and nine precincts of potential heritage significance. It recommended a focus in Stage 2 on places and precincts in Horsham, due to development pressures, as well as irrigation infrastructure to assist in management of significant fabric still extant after the GWM decommissioning project.

1.2 Stage 2

The second stage of the Study was largely funded by Heritage Victoria and carried out in 2013-14. It involved the prioritisation of a shortlist of individual places and precincts to undergo full assessment, followed by documentation to support their inclusion in the Heritage Overlay. Based on place and precinct research carried out in this stage, the thematic environmental history was revised and expanded.

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The Stage 2 work is presented in three volumes:

- Volume 1. Introduction and Recommendations (including methodology)
- Volume 2. HO Places and Precincts (heritage citations, draft HO Schedule, mapping)
- Volume 3. Thematic Environmental History (as revised in Stage 2)

Following the Stage 2 assessments, 31 individual places, one serial listing and four heritage precincts (three in Horsham, one in Natimuk) were recommended for the Heritage Overlay. The Study also recommended further work, in the form of heritage design guidelines be prepared to assist HRCC planners in assessing planning permit applications, as well as more text about heritage in the Municipal Strategic Statement (now Clause 02.03 Municipal Planning Strategy).

The three volumes of the Study and its recommendations have not yet been adopted by HRCC, and none of the recommended places have been added to the Heritage Overlay as yet.

1.3 Peer review

As eight years had passed since the Horsham Heritage Study was completed, in 2022 HRCC sought a review of the Study by a suitably qualified heritage consultant. The purpose was to ensure that all heritage citations and recommendations were prepared in accordance with an appropriate methodology and that they were still accurate and conform to current best practice.

Natica Schmeder, Principal of Landmark Heritage Pty Ltd, was engaged in April 2022, and she carried out the review in May and June 2022. She is an architectural historian (BA) and buildings conservator (MSc) with over 20 years' experience. She has worked on dozens of municipal heritage studies and gap reviews across Victoria, either as architectural historian or project lead. Ms Schmeder has also carried out many peer reviews of heritage studies, to assist with their implementation, for the cities of Boroondara, Maroondah, Moonee Valley and Yarra. She is also a member of the Heritage Council of Victoria and Chair of their Local Government Specialist Committee; a member of the National Trust of Australia (Victoria) Heritage Advocacy Committee and former Built Environment Committee member (Chair 2012-17); and a full international member of Australia ICOMOS (International Council on Monuments and Sites) having served on their Executive Committee in 2009-12.

Heritage Planner Annabel Neylon, of Plan Heritage, assisted with the preparation of a local heritage policy (for Clause 15.03-L) and Clause 02.03 Municipal Planning Strategy.

Dr Peter Mills carried out a separate assessment of post-war buildings in and around the Firebrace Street Commercial Precinct. His input to the history, description, statement of significance and list of contributory properties has been integrated into the final version of the precinct citation and map. Dr Mills has worked in the heritage field for thirty years, with experience ranging from hands-on conservation works on vernacular buildings, to stints at Heritage Victoria and in the offices of heritage architects. For the last 17 years, he has had his own practice as a professional historian and heritage consultant.

The remainder of this report sets out the methodology, findings and recommendations of Landmark Heritage's review of the Study. Heritage citations and mapping revised during the review are found in a separate volume compiled by Horsham Rural City Council.

2 DESKTOP REVIEW

2.1 Purpose

The first part of the Review of the Horsham Heritage Study was a desktop review of all documentation and recommendations of the Study found in the three Stage 2 Study volumes.

The desktop review included the following:

- Read the 2014 Thematic Environmental History (Vol. 3) to understand the context for the places and precincts recommended for the Horsham Heritage Overlay.
- Review the methodology of the 2014 Horsham Heritage Study in Volume 1 to gauge its level of rigour and whether it meets current expectations.
- Review all place and precinct citations in Volume 2, noting whether they meet the guidance of PPN01 (as revised in 2018), checking on their level of rigour and consistency.
- Note in the citations any gaps in information about places/precincts, and any that may not have a strong case for local significance.
- Review the approach used to delineate precinct boundaries and individual place HO polygons. Create a shortlist of questions to be investigated during fieldwork.
- Consider whether there is justification in citations where additional HO Schedule controls are proposed. Conversely, note instances where additional controls should be introduced (e.g. survival of early finishes noted, but no External Paint Controls recommended).
- Review the current Clause 2.03 (2.03-5 Built environment and heritage) and Clause 15.03-1L (Heritage conservation), along with wording proposed by the 2014 Horsham Heritage Study (Vol. 2, pp. 284-285). Compare them against recent work by other rural and regional councils in new format planning schemes.
- Prepare a summary of the findings of the desktop review.
- Present findings, and the implications of these findings for the remainder of the project, to the HRCC Project Control Group, and discuss the way forward.

2.2 Review of Thematic Environmental History (Vol. 3)

As set out in the *Heritage Victoria Model Consultants Brief for Heritage Studies* (2010), 'A Thematic Environmental History sets out the key themes that have influenced the historical development of the municipality or study area since first contact between Aboriginal and non-Aboriginal people. It is meant to explain how and why the municipality or study area looks like it does today' (App. 4). There is no defined end-date up to which a thematic environmental history should cover, but as there is increasing recognition for heritage places created in the post-WWII period and late twentieth century, these period are frequently covered along with earlier eras of development.

It goes on to list the three key goals of such a history, to:

- 'isolate the key themes in the historical development of the municipality or study area;

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- 'explain how those themes may have influenced the settlement and development patterns of the municipality or study area; and
- '[it] can help to raise community awareness of the historical development and heritage of the area' (App. 4).

The Thematic Environmental History (the History) prepared as part of the Horsham Heritage Study was found to be a well-written and engaging document, clearly written by a skilled professional historian. It follows the model for thematic environmental histories established by Heritage Victoria in its Model Consultants Brief, and its format is still current.

The History is appropriately illustrated with historic and contemporary images, as well as diagrams showing development over time. These diagrams are potentially very interesting and useful, though are at a scale that makes them hard to decipher. It covers important post-war events, such as 1950s soldier settlements and Southern European migration, and a few historical events after that, for example opening of the Wheat Research Institute and nature conservation efforts in the 1960s and 1970s, but there is little about the built form from the post-war era.

In accordance with good practice, the History was revised in response to community feedback and to incorporate the detailed research from Stage 2 (as noted in Vol. 1, page 10).

Weaknesses found in the History are minor in nature. They include formatting and typographical errors, occasional incorrect use of architectural terminology, and a few places where additional details were supposed to be added.

As part of the Review, a marked-up version of the History was prepared. If HRCC should update the History again in the future, these corrections can be incorporated. Note that a few of them require checking of historical sources.

Despite these issues, the History is fit for purpose to provide an understanding of the physical development of the Rural City of Horsham, to assist in identifying and comparing places of potential heritage significance, and to raise awareness and appreciation of local heritage among members of the community.

2.3 Review of methodology – Volume 1

2.3.1 Guidance principals and documents

Volume 1, Introduction and Recommendations, provides a brief overview of the Study's methodology, including the guidance documents referred to. These include the Australia ICOMOS *Burra Charter* and *Victoria's Framework of Historical Themes*, which both provide appropriate guidance for parts of a heritage study. It also refers to 'the Victorian Heritage Council *Criteria for Assessing Cultural Heritage Significance*' (page 3). This presumably refers to the Heritage Council of Victoria's *Assessing the cultural heritage significance of places and objects for possible state heritage listing: The Victorian Heritage Register Criteria and Threshold Guidelines* (2012, since updated regarding social significance in 2019).

The main gap in the guidance materials that informed the Study is the Victorian Planning Provisions Practice Note 1 'Applying the Heritage Overlay' (2012, since updated several times, abbreviated as PN01). It is not referred to in the list of documents that guided the Study, though its use was expressly recommended in the brief for Stage 2 of the Study (NB: this brief is appended to Vol. 1). This is apparent in the unusual phrasing used for statements of significance, which does not correspond with standard practice in Victoria (in 2012 or now).

2.3.2 Approach to shortlisting places/precincts for assessment

The Introduction (Chapter 2) of Volume 1 sets out the decision-making process followed during the Horsham Heritage Study to narrow down the Stage 1 list of places of potential significance into a shortlist that could be assessed within the available Stage 2 budget. Heritage Victoria was represented on the Steering Committee and assisted with this process.

They chose places for assessment 'to represent as many historic themes as possible' (page 7). This approach is commended, as it makes full use of the Thematic Environmental History and avoids the trap of assessing just "pretty" old houses and imposing civic buildings. While this shortlist is as representative as possible, there are still many similar places that are likely to also warrant full assessment and protection in the Heritage Overlay.

There is information about the selection and shape of proposed heritage precincts that provides useful background. In particular:

- Horsham Residential Precinct – was 'proposed by the Steering Committee, as the most effective way of identifying suburban streetscapes of high intactness which illustrated key project themes. It was agreed that the heritage attributes of these areas were similar and planning policy could be developed to cover these attributes in suburban Horsham' (page 7). 'The HO precinct is proposed in several polygons, rather than as a single overlay polygon, as parts of the town are vacant land, or do not reflect the heritage values of the HO precinct. The Steering Committee decided to use this approach because a blanket HO overlay would not have provided additional heritage control benefits' (page 12). 'Specific streetscapes with consistent rows of contributory dwellings were selected, all located in early subdivision of the period. Similar planning controls could be applied to all parts of the HO, as the heritage attributes of each polygon are similar' (page 13).
- Natimuk Township Precinct – 'Natimuk was selected for consideration as a HO Precinct country town within the Shire [sic], as it was the most intact town and played a key role in the history of the whole Shire [sic]' (page 7). 'The project team identified several potential HO Precincts in Stage 1 of the Study – Natimuk, Jung, Dooen/Natimuk Roads, Firebrace St and several suburban streetscapes north of Baillie Street [in Horsham]. ... The Project Team agreed that Jung (town) did not meet the threshold for consideration, as the remnant building stock was in poor condition and historic themes (19th century town in developing agricultural district) were better illustrated in the more intact town of Natimuk' (page 12).

The above text has been quoted at length because it provides information missing in the two precinct citations themselves: why the given areas were chosen for assessment and how they compare with other areas in the Rural City of Horsham.

In a sense, the Horsham Residential Precinct has been documented like a 'group, thematic or serial listing'. This is defined in PNo1: 'Places that share a common history and/or significance, but which do not adjoin each other or form a geographical grouping may be considered for treatment as a single heritage place. Each place that forms part of the group might share a common statement of significance; a single entry in the Heritage Overlay Schedule and a single Heritage Overlay number.'

This 'thematic listing' approach was used for the Horsham Residential Precinct – with four sub-precincts – and for the Natimuk and Dooen Roads Residential Precinct – with two sub-precincts. Both precincts encompass residential development, ranging from the Victorian to

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interwar era, with most substantial dwellings on the prestigious entry roads to the town (Natimuk Road and Dooen Road).

This is a reasonable approach to maximise the HO precinct areas that can be covered for the minimal spend, so long as there is enough similarity between the geographically separated areas and the statement of significance provides sufficient guidance for all sub-precincts.

Note that a similar, and more typical use of the 'group, thematic or serial listing' tool was used for a serial listing of concrete grain silos, spread across the municipality. They are all very similar in form, and all were constructed by the Grain Elevator Board in 1938-39, so it is entirely appropriate to protect and manage them together.

2.3.3 Application of HERCON Criteria

For the most part, the discussion of how the HERCON Criteria should be applied in Volume 1 (page 10) is accurate, but this often does not translate to their actual use in the citations.

In the citations (in Volume 2) there is frequent misapplication of Criterion C: Potential to yield information that will contribute to understanding our cultural or natural history. PN01 calls this "research potential", and in the past it has also been referred as scientific or archaeological significance. With historic places, it generally refers to the probable presence of something useful beneath the surface, whether that be under the ground or within the walls of a building. *The Victorian Heritage Register Criteria and Threshold Guidelines* (2012 & 2019) describe this as: 'a likelihood that the place/object contains physical evidence of historical interest that is not currently visible or understood'.

The Grieve Gillet assessors defined Criterion C differently, stating that it is mostly for natural places but 'can also be considered for historic events/activities now past or key to the development of the place'. This definition is, instead, more appropriate for places that satisfy Criterion A (defined in the *VHR Criteria* document as having 'a clear association with an event, phase, process, function, movement, custom or way of life in Victoria's cultural history'). As a result, a number of places were assessed as satisfying Criterion C, but their significance would best be expressed in relation to another criterion.

2.4 Review of citations – Volume 2

2.4.1 Place histories

Generally, the histories are well-researched and fleshed-out, and nearly all appear to be the work of a professional historian. The only occasional drawbacks are too much information about elements of a site later assessed to fall below the threshold of local significance (e.g. Horsham Showgrounds), and in a few cases the historian has included architectural descriptions that betray a lack of knowledge. Ideally, such things would be edited by the principal assessor of the place when finalising the citation.

The only history that is genuinely poor is for 'Oakville Park' homestead, Vectis, which has no sources and may be based solely on the recollections of the current owner (though no sources are listed at all).

2.4.2 Descriptions

Most descriptions are very brief, in note form, providing the bare minimum information required. There are exceptions, including very detailed and authoritative descriptions of structures such as bridges and vernacular buildings (e.g. the thatched barn in Vectis).

2.4.3 Comparative analysis

The comparative analyses are also very minimal, often comprising a list of comparable places with no discussion of how the place under assessment compares with them.

In two cases, the comparative analysis does not provide sufficient support to demonstrate local significance, so they required further investigation (Horsham Water Tower and Kewell Park). Note that later discussion with the Council officers indicated that the Water Tower has strong landmark value in Horsham. This information was incorporated into the revised citation. The site visit to Kewell Park, as noted in section 3.2, was sufficient to confirm its local significance.

In many cases, comparators from other municipalities are used, but this is often not clearly indicated. In some cases, this may indicate that the place under assessment is the only one of its type in the Rural City of Horsham, and more valuable for this reason, but this is not drawn out in discussion.

There is no comparative analysis at all for the proposed HO precincts. There is, however, some information about how and why certain precincts were chosen, as cited above in section 2.3.2.

2.4.4 Statements of significance

The statements of significance conform to the 'what, how, why' format prescribed by PNo1, but the wording used is very idiosyncratic and repetitive. This is seen in the repetition of the types of significance embodied in a given place in all three sections, instead of just in 'how', and the phrase that the places and precincts are significant to 'Horsham Rural City Council' instead of to 'Horsham Rural City'.

Apart from the above, the 'what' sections defining which elements of individual places are of heritage value generally correspond with PNo1. The lists of heritage elements is often accompanied by an indication of elements that are not of heritage value (called 'exclusions' in the Study), which is also of use.

The 'what' section for the precincts, however, are not in accordance with PNo1 and provide no real information, only indicating that buildings shown as Contributory or already in the Heritage Overlay are of heritage value, and that those that 'illustrate the Statement of Significance' are of heritage value.

There is much confusion in regard to the application of the HERCON criteria. This ranges from straightforward reversals (e.g. "associative" significance attributed to Criterion G, and "social" significance to Criterion H) to more complex non-standard application of the criteria. For example, Criterion C (scientific/archaeological) is applied to places built with outdated technology, but without any known "hidden" aspects. And Criterion F is applied to engineering structures as they are "technical" in nature, but the high degree of achievement at a particular period has not been evidenced. Instead, many of the places assessed under Criterion F are noted as being representative examples of their type. For example, the Quantong timber railway bridge is described in its statement of significance as 'an illustration of a particular class of Victorian Railways timber railway trestle bridges of the 1880s'. This indicates that it is more properly addressed under Criterion D.

That said, the information set out in the 'why' sections of the citations generally gives a clear expression of the reasons the place or precinct is of heritage significance, so it is just a matter of correcting which HERCON criteria they are set against.

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In a few cases, there is no clear link between the assessment against criteria section of the citation and the statement of significance. In others, new information appears in the statement of significance not found elsewhere in the citation. This 'jumping to conclusions' may well result from the knowledge of the assessor, but their rationale for the conclusions should be set out somewhere in the citation.

2.4.5 1998 heritage study

After Landmark Heritage had made its draft revisions to the place and precinct citations, a council officer discovered a copy of the long-lost 'Limited Heritage Study for the Rural City of Horsham', authored by Andrew Ward in 1998. It was found to contain extensive historical information about properties within three proposed HO precincts, which goes beyond the information in the 2014 Heritage Study.

So that this information was not "lost" again, it has been integrated into the heritage citations of the following precincts:

- Firebrace Street Commercial Precinct
- Dooen and Natimuk Roads Residential Precinct
- Natimuk Township Precinct

2.4.6 HO Schedule controls

For the most part, the Study recommends External Paint controls for all places (and precinct) that could possibly be painted, though there are a few places left out (e.g Brimpaen Hall). This accords with the broad application of External Paint Controls on places already in the Horsham Heritage Overlay.

As checking and approving paint schemes can be time consuming, and potentially a financial drain on Council if professional heritage advice is required, this Review recommends that they be applied in a more nuanced and restricted manner. After discussion with Council officers, it was decided that External Paint Controls would be applied to the following types of places:

- Buildings and structures with masonry external walls that were either: 1) retain an original finish (e.g. limewash), 2) never painted (and never intended to be painted); or 3) have been inappropriately overpainted (and should be stripped in the future). As this applied to most buildings in the Firebrace Street Commercial Precinct and many in the Natimuk Township Precinct, the controls were retained in those precincts.

Internal Alteration Controls had been inconsistently applied, as they are recommended for a few places, but not for all places whose interiors are cited in their statement of significance.

Tree Controls are recommended in appropriate fashion, only for specific mature trees.

Fence and Outbuilding exemptions are applied in an overly extensive fashion. For the residential precincts they are described as covering 'fencing along streetscape frontages, to depth of front of existing dwellings'. The removal and replacement of fences is automatically controlled in the Heritage Overlay. As noted in PNo1, this control is intended to protect fences (and outbuildings) of heritage value, and if possible the specific addresses of original and early fences should be recorded in the HO Schedule and/or the statement of significance. These details have not been recorded in the Study.

2.4.7 Conclusions

While there are revisions that should be made to the citations so they follow standard practice as set out in PNo1, and in a handful of cases more information is required, the approach to choose examples illustrating key themes from the Thematic Environmental History has resulted in a sound selection of places and precincts, most of which are of *prima facie* heritage significance. While parts of the citations are often as minimal as possible, in most cases this is enough to demonstrate their significance.

2.5 Review of mapping

2.5.1 Revisions to mapping of existing HO places

While not discussed in any of the volumes, during the Study fieldwork Grieve Gillet identified a number of mapping errors concerning places currently in the Heritage Overlay. These include both places that had been demolished and no longer warrant inclusion in the Heritage Overlay, as well as a number of cases where the HO polygon is partly or wholly in the wrong location. These errors and recommended corrections are shown in the mapping appendix of Volume 2.

Currently, Amendment C82 to the Horsham Planning Scheme is under preparation to make all of these mapping corrections.

With this in mind, on all the new precinct maps prepared as part of this Review, the corrected locations of HO polygons are shown, in accordance with Amendment C82 mapping. These include:

- HO1 'Glen Logan', cnr Dooen Road & Park Street, Horsham
- HO2 White Hart Hotel, 55 Firebrace Street, Horsham
- HO3 Former Shire of Wimmera Offices, 35-51 Firebrace Street, Horsham
- HO4 T&G Building, cnr Firebrace & McLachlan Streets, Horsham
- HO7 Former Mechanics' Institute, 33-35 Pynsent Street, Horsham
- HO11 RSSILA building, McLachlan Street, Horsham
- HO14 Former Wilson's Store, 69 Main Street, Natimuk
- HO17 'Flowerdale', Schmidt Street, Natimuk

2.5.2 Mapping new places and precincts

The Horsham Heritage Study includes an extensive appendix to Volume 2 devoted to mapping individual places, in and outside of townships. Those in Horsham and in a few other places are shown on planning base maps. Most rural properties have an HO polygon provided on an aerial photo. In some cases, the polygon is neatly aligned to boundaries, and in others it appears to be indicative (unrelated to property boundaries and the location of heritage elements). There are also many addresses given in a general sense (e.g. at the corner of two roads).

While mapping technology and the availability of high-resolution aerial photo aligned with planning maps has improved since 2014, and some of these HO polygons should be corrected before implementation, the extensive mapping documentation is very useful in a heritage study for a largely rural area such as this one.

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There are also detailed maps for all of the precincts, showing gradings of individual properties and proposed precinct boundaries. The precinct mapping is supplemented by tables showing a current photograph of each property of heritage value.

2.6 Review of Horsham Grandstand and Oval assessment

As an additional part of the Review, Landmark Heritage was asked to peer review a separate report by Grieve Gillet Anderson, titled 'Horsham City Oval & Grandstand Heritage Assessment', March 2021 (the "Assessment"). Like a typical heritage citation, this report includes a history, description, assessment against the HERCON criteria, comparative analysis, a statement of significance, and recommendations. It primarily focuses on the grandstand, which stands at the north end of the oval, but also covers the general history of the oval and other facilities located at this site. The heritage consultants carried out this assessment remotely, with current photos of the exterior and interior (including the undercroft) of the grandstand provided by a council officer.

The Assessment concludes that the Horsham City Oval and Grandstand are of local historic and social significance, and should be included in the Heritage Overlay.

2.6.1 Review of heritage significance

The Horsham City Oval was established around 1901, and the grandstand built in 1924. In recent decades the grandstand was covered with a layer of metal cladding, and the original timber bench seating replaced with metal seats.

A structure like a grandstand (and the associated oval) is often of prima facie heritage significance, usually for historical and social values, so long as it is moderately early and moderately intact.

The interwar build-date of the grandstand makes it "moderately early", so worthy of further investigation for heritage significance.

Does it meet the second criterion, being "moderately intact"? Landmark Heritage's review of the photos provided in the report concluded that while the building is currently of low integrity (its appearance differs from the original), it is in fact fundamentally intact, retaining its external weatherboards and timber sash windows beneath the current metal cladding. This means that its original appearance and fabric could be easily revealed and made good.

Thus the Assessment's conclusion that the grandstand is of local significance is supported by its relatively early build-date and largely intact building fabric.

In the assessment against the HERCON Criteria, Grieve Gillet Anderson concluded that 'Criterion D is met' as the Grandstand (and Oval) are a 'good representation of this typology'. This conclusion was not, however, translated into the final statement of significance. Considering that the Grandstand has a higher level of intactness than originally thought, it is considered appropriate to add this to the revised statement of significance (below).

2.6.2 Consideration of building fabric

The Assessment does not, however, analyse the difference between intactness and integrity of the grandstand, and does not seem to understand the extent of original fabric survival (calling the weatherboards visible in the undercroft "lining boards").

This appears to lead to their conclusion that there is 'less importance on the physical fabric of the place' which 'affords a level of flexibility in development opportunity'. Such conclusions

raise a danger that the grandstand will be demolished and its heritage value recognised with a plaque.

This approach is not considered appropriate for a building that is, in fact, largely intact and should simply be “uncovered” to fully reveal its heritage significance. Once demolished, all of its heritage significance will be lost, and a mere interpretive plaque cannot undo this.

2.6.3 Comparative analysis

The assess provides a very extensive table of other grandstands in Victoria, mostly in country towns and most with some form of heritage protection. There is no discussion, however, of how the Horsham grandstand compares to the others, so it is not useful in establishing its level of heritage significance.

2.6.4 Extent of Heritage Overlay

The final recommendations of the Assessment recognise the local heritage significance of the grandstand and associated oval. The statement of significance defines the following aspects of the oval site as being part of that significance:

The Horsham City Oval and Grandstand, including the remaining original fabric of the Grandstand, the ongoing use as a sporting facility, and the associated social uses including the City Pipe Band and City Brass Band.

While these two additional buildings are mentioned in the history – the Pipe Hall Band is c1930s-40s and the Brass Band Hall is c1970s – there is no photo, description, comparative analysis or assessment of their heritage values.

While it is possible that these two buildings are of local heritage significance on their own, or contributory elements that warrant protection largely because of their association with the oval, this has not been demonstrated by the Assessment.

In addition, there are many other buildings on the larger oval site (Netball Clubrooms, Men’s Shed, Visitors Centre, Gates x2, WC x2, Shelter, Football Clubrooms) and not enough information to appropriately manage them in the Heritage Overlay (are they of heritage value? Have they actually been considered?).

2.6.5 Revised statement of significance

The findings of this review have been incorporated in a revised version of Grieve Gillett Anderson’s statement of significance for the Horsham City Oval and Grandstand. Edits are shown underlined (new text) or struck out:

What is significant?

The Horsham City Oval, established in 1901, and the 1924 Grandstand, including its remaining original fabric ~~of the Grandstand~~ currently concealed beneath metal cladding, and and their ongoing use as a sporting facility, are significant ~~and the associated social uses including the City Pipe Band and City Brass Band.~~

How is it significant?

The Horsham City Oval and Grandstand are of historical, representative and social significance to the Rural City of Horsham ~~community~~.

Why is it significant?

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The Horsham City Oval and Grandstand are of historical significance for their enduring association with the development of sporting codes, particularly Australian Rules football and cricket, and other popular recreational pastimes from around the turn of the century through to the present day. The ongoing use of the place and associations with local sporting clubs is of historic importance to the City of Horsham. (Criterion A)

The Grandstand is of representative significance as a good representation of this place typology, being a public facility supporting sport and other recreational and social activities. While very simple in form, the Grandstand is still largely intact beneath the current metal cladding. (Criterion D)

The Horsham City Oval and Grandstand and associated facilities are of social significance to the Horsham community, having provided a venue for countless sporting and recreational events since the turn of the century. ~~It is an important gathering place for a variety of community groups and~~ has hosted many significant events for the district, including football grand finals, and regional sporting competitions, ~~and musical events.~~ (Criterion G)

2.6.6 Conclusions and recommendations of the Review

It is agreed that the Horsham City Oval and Grandstand are of local heritage significance to the Rural City of Horsham, in keeping with the conclusions of the Assessment.

The Assessment of the grandstand in particular would be improved by consideration of the overall intactness, though low integrity, of the grandstand and considering it against the other grandstands itemised in the comparative analysis section. This will assist in future management of the grandstand, to ensure that it retains its heritage value.

While there is a strong case to include the grandstand, in a protective curtilage, in the Heritage Overlay, there is a lack of analysis and rationale to extend the HO to encompass the entire oval and all buildings on it. While the Pipe Band and Brass Band halls may have some level of heritage value and warrant protection, this has not been demonstrated by the Assessment.

Due to this, it is recommended that a much smaller HO polygon is placed on this site, encompassing the Grandstand, with a 10-metre curtilage to the east and west sides, and up to the edge of the Oval at the south, as shown below:



Figure 1. Revised HO polygon proposed for the Grandstand at Horsham City Oval, shown in red outline. (VicPlan)

The heritage citation has been revised to reflect this Review and included with other peer reviewed heritage citations. It is recommended that the revised statement of significance (above) be incorporated in the Horsham Planning Scheme, and the revised extent of the HO polygon applied when adding this place to the Heritage Overlay.

3 FIELDWORK

3.1 Fieldwork methodology

Prior to the fieldwork for the Review, questions requiring clarification from the Study were noted, for example, where contradictory or overly brief details were provided in the description.

Fieldwork was carried out over three consecutive days: 8-10 May 2022. Ms Schmeder visited all individual places and precincts recommended for the Heritage Overlay by the Study, generally viewing them from the public realm.

For two of these days, she was accompanied by a Council officer, making a number of visits to places that could not be seen from the road. These on-site visits were with the express permission of the property owner, and most of them were accompanied by the owner or their representative (in the case of Council-owned halls, the owner's representative was the Council officer).

Thanks to the cooperation of owners, it was possible to view all properties to a sufficient degree to check their general integrity, condition and architectural quality. It was also possible to inspect the interior of the four buildings for which the Study recommended Internal Alteration Controls.

These on-site visits were to the following places:

- Mud brick farm complex, Haven
- St Andrew's Uniting Church, Horsham (internal inspection)
- Young Bros. Stable (former), Horsham (internal inspection)
- Kalimna Park, Horsham
- Memorial Hall, Jung (internal inspection)
- Timber Trestle Railway Bridge, Kanagulk *
- Behlen Grain Silo, Noradjuha (internal inspection)
- Polkemmet Homestead and burial site, Pimpinio
- Oakville Park Homestead, Vectis
- Thatched Barn, Vectis

During these site visits, apart from checking the previously flagged questions, each place was documented with photos and notes. The accuracy and currency of Study descriptions was reviewed. Appropriate HO polygons were also considered, to ensure they included all

* This site visit was held on 8 May, in the company of the owners of the surrounding land, but without the Council officer.

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elements of heritage value within a protective curtilage but without excessive amounts of land of no heritage significance.

The site visit to Kewell Park – one of the two places without sufficient comparative analysis to demonstrate its significance – revealed that it is a highly intact and substantial early Edwardian villa that on its architectural merits clearly meets the threshold of local significance.

In addition, some new places of potential heritage significance – mostly fine Victorian and Edwardian houses – were identified during the fieldwork. For the most part their addresses were recorded for future assessment (and listed in section 4.5 of this report). In cases where they were adjacent to a proposed HO precinct, and were comparable to Contributory properties in the precinct, they were photographed and noted as potential precinct extensions.

3.2 Fieldwork findings

Following the fieldwork, an illustrated report of findings and issues arising was assembled and discussed with Council officers at a video meeting.

The issues discovered can be summarised as the following types. Note that the Council officers also visited the Horsham precincts following the meeting, to consider the extension and reduction of precinct boundaries, and provided feedback later. The approach agreed with Council officers for each issue is noted in *italics*.

- Scope of elements recognised for protection:
 - Church of St John the Divine, Horsham – the 1880s and 1933 timber halls at the rear of the site were covered in the history, but not by the description and were left out of the proposed HO polygon and statement of significance.
Outcome: Note the church halls in the list of places for future assessment.
 - JW Powers Memorial Showgrounds Gates, Horsham - only the 1924 gates are mentioned in the statement of significance and description, but at their base are two circa 1920s ticket booths, with CGI cladding and hipped roofs, which are intact and provide information about the gateway's use.
Outcome: Include the ticket booths as Contributory elements of the place.
- Condition of redundant buildings – several early farm buildings have been supplanted by more modern buildings on the same site and left vacant for decades. Comparing current photos with those from 2014, their condition is largely stable, but they will require intervention in the short to medium term if they are to survive.
Outcome: Due to the rarity of these types of buildings in the municipality and/or their early date and high importance historically, continue to recommend them for the HO.
 - Polkemmet Homestead, Pimpinio – one of the Wimmera's early substantial pastoral runs, first settled in 1846 with the current house built in c.1863.
 - Oakville Park Homestead, Vectis – an elegant c1880s house with the very unusual construction of sun-dried (mud) bricks with fired brick quoins and dressings; further research as part of the Review revealed it was built for one of the key German families who settled the area in the 1870s.
 - Thatched Barn, Vectis – a traditional building type brought to the Wimmera by German farmers, it has a beautifully sculptural internal structure of forked tree trunks.

- Demolitions since 2014:
 - Good Shed at Horsham Railway Station – originally recognised as a significant building on this site, though the station building remains.
 - Horsham Residential Precinct, Railway Avenue sub-precinct - Contributory houses demolished at 13, 21 and 23A Wawunna Road.
 - Horsham Residential Precinct, Searle/Bowden Street sub-precinct – Contributory house at 1 Bowden Street demolished.

Outcome: Note the loss of these structures, correct HO mapping to reflect this.
- For the proposed precincts there were:
 - Precinct extensions – single or groups of properties adjacent to precinct boundaries and comparable to Contributory properties.
Outcome: Add these properties to make the precincts more geographically cohesive.
 - Precinct deletions – properties at the edge of the precinct where a Contributory building had been demolished/defaced; also lone Non-contributory properties on side streets that have no visual connection with the rest of the precinct.
Outcome: Deletions supported.
 - Properties to be downgraded to Non-contributory – either due to full demolition, extensive alteration, or not of the era recognised as contributing to the precinct.
Outcome: Downgrading supported.
 - Properties to be upgraded to Contributory – (largely) intact buildings of the type and era recognised as contributing to the precinct; also pre-1940s buildings in Firebrace Street Commercial Precinct with parapet and/or first floor façade hidden behind metal siding.
Outcome: Regrading supported.
 - Properties likely of Individual Significance – but not documented as such in the precinct citation
Outcome: Note the importance of these properties in the precinct statements of significance, but do not formally regrade them to Individually Significant (as this would require further documentation in the precinct citation to support it).
 - Mapping and street address errors – many of these, particularly in Natimuk Township
Outcome: Correct all errors identified.

On the basis of the revisions recommended following the the desktop review and the fieldwork, the place and precinct citations were revised, with the changes tracked, and proposed changes to HO Schedule controls and addresses were noted. The Council officers reviewed these proposed changes and provided feedback, after which the revised citation texts were finalised and uploaded to the Hermes database.

3.3 Additional post-war place identification

As a separate piece of work, Council engaged historian Dr Peter Mills to identify post-war properties in the Firebrace Street Commercial Precinct that could contribute to the precinct if its valued period was redefined.

This work included the following tasks:

- Identify post-World War II buildings in Firebrace Street and in close proximity to Firebrace Street. The period to be covered is from the end of the war to the early 1970s.
- Provide brief histories, descriptions, assessments of intactness and integrity, comparative analysis where relevant, and brief significance assessments for each of these buildings.
- On the basis of this research, recommend which of these buildings could be added as contributory sites to the citation for the Firebrace Street Heritage Precinct.
- Provide additional paragraphs on post-war development for the relevant sections of the current draft Firebrace Street Heritage Precinct citation.
- Provide an initial survey of the early 1980s buildings in the civic precinct, including the Civic Centre, the Police Station and the Law Court, with a view towards a more detailed survey at a later date.

Dr Mills concluded that the following places are contributory to the Firebrace Street Commercial Precinct:

- Former ANZ Bank, 71 Firebrace Street
- Former AMP building, 77-79 Firebrace Street
- Former CRB/VicRoads building, 140A & 140B Firebrace Street
- Former SEC building, 17A-19 McLachlan Street
- State Government Offices, 21-23 McLachlan St
- Post office and Telephone Exchange, 25 McLachlan Street.

The new text, and changes to the precinct gradings map, is found in the final version of the precinct citation in council's volume of revised place and precinct citations.

4 REVIEW FINDINGS AND RECOMMENDATIONS

This section set out the proposed revisions to the Horsham Heritage Study 2014 documentation and statutory recommendations that result from this Review.

4.1 Volume 1. Introduction and Recommendations

This volume of the Study contains the background and methodology of the work carried out by Grieve Gillet from 2012-14. It documents the decision-making involved, as well as a long list of places of potential heritage significance that should be assessed in the future.

It stands as a historical record of this Study, and should remain unchanged. In addition, the overall recommendations made in this volume are still relevant, though revised following this Review.

4.2 Volume 3. Thematic Environmental History

As discussed in section 2.2 of this Review, the Thematic Environmental History is a valuable and engaging piece of writing.

It does contain some typographical and other minor errors in it, so if it is revised again in the future, or released to the public as a bound book, the errors recorded in this Review should be corrected as part of the process.

4.3 Volume 2. HO Places and Precincts

4.3.1 Overall recommendation

All individual serial listing, place and precinct citations were revised as part of the Review. At minimum, this was fixing typos, changing the language used in the statement of significance, and noting changes since 2014. In others, there was more extensive rewriting or adding of new text. In addition, all precinct maps were redrawn, and new HO polygon maps were created for all individual places whose proposed boundaries did not directly conform to cadastral boundaries.

For this reason, it would be repetitive and potentially confusing to append the revised citations and maps to Volume 2 of the study. Instead, it is recommended that Volume 2 be superseded by a new version released by Council, with recognition of Grieve Gillet as the principal author of the work in 2014, as revised by Landmark Heritage 2022.

4.3.2 Detailed recommendations

As discussed in section 2.4.4, the text of all statements of significance from the Study have been revised. At minimum, the standard parts of the wording have been changed to reflect common practice as documented in PNo1. In many other cases, the HERCON criteria applied have been changed, but the fundamental reasons 'why' a place or precinct is of local significance have remained unchanged. In addition, all typographical errors identified have been corrected and descriptions updated where required.

As discussed, the 'what' section of all precinct statements of significance has been greatly expanded to indicate the precise boundaries covered by the precinct, identify all Individually Significant and Contributory properties within it, note other elements of note (such as original fences and trees), and highlight "standout" Contributory properties (i.e. those that are likely to be of Individual Significance).

The above types of changes are not listed in the tables below. They also do not list places for which the addresses have been corrected or made more precise. It also leaves out places for which the proposed HO polygon has been adjusted, as long as it is still on (part of) the same property.

Instead, the tables set out changes made by this Review to statutory recommendations, first to individual places and then to precincts. These changes include:

- Major changes to place/precinct name
- Changes to HO Schedule controls
- Major changes to HO polygon/precinct boundary
- Changes to gradings within precincts

HORSHAM HERITAGE STUDY (2014)**Table 1. Recommended statutory changes to individual places**

Individual place	Major revisions
Former Clear Lake State School 4006 Jallumba - Clear Lake Road, Clear Lake	Remove External Paint Controls, as this is a timber building Correct road name to Harrow-Clear Lake Rd*
Mud brick farm complex Wards Road, Haven	Add External Paint Controls
Church of Jesus Christ of Latter-Day Saints 154 Baillie Street, Horsham	Change place name to Former Doctor's Residence and Surgery Change place type from Church to House
Kalimna dwelling 18-24 Kalimna Avenue, Horsham	Change place name to 'Kalimna Park' Remove Fence controls on 'perimeter hedge' as it is already covered in Tree Controls
Showgrounds - J M Power Memorial Gates 95 McBryde Street, Horsham	Remove Fence/Outbuilding Exemption on the gates as this is the principal element protected by this HO Remove External Paint Controls as the masonry has been painted many times Add c1920s ticket booths to statement of significance as contributory elements
Horsham Railway Station & Goods Shed 21 Railway Avenue, Horsham	Remove Goods Shed from place name, statement of significance and HO polygon, as it has been demolished Add Tree Controls for the mature Norfolk Island Pine
Remnant Memorial Avenue of Honour Roberts Avenue, Horsham	Change address and HO polygon from the entire length of the street to a circle in front of 47 Roberts Ave where the sole Elm tree survives
Polkemmet homestead complex and burial site 1614 Polkemmet Road, Vectis	Change locality to Pimpinio* Remove External Paint Controls, as this is a timber building
Former Polkemmet State School 196 Polkemmet East School Road, Pimpinio	Remove External Paint Controls, as this is a timber building
Oakville Park homestead complex 522 Vectis Station Road, Vectis	Statement of significance expanded to reflect new research inserted in the place history
Vectis Zion Lutheran Church 121 Vectis Station Road, Vectis	Change locality to Quantong*
Wimmera Inlet Channel Off Gorton Road, St Helens Plains	Street name corrected to Golton Road*
Thatched Barn 1665 O'Brees Road, Vectis	Add External Paint Controls, as it has never been painted (and should not be)

* No actual change in location to which the HO polygon is to be applied.

Table 2. Recommended statutory changes to precincts

Precinct	Major revisions
Firebrace Street Precinct Horsham	Name changed to Firebrace Street <u>Commercial</u> Precinct Upgrade to Contributory: 1-3, 2-16, 13-17, 64, 71, 72, 76, 77-79, 80, 81, 86, 96, 112, 114 & 140A-140B Firebrace St; 17A-25 McLachlan Street; 28 Roberts Ave; 72 Wilson St Remove from precinct: 52-58 & part 60 Hamilton St; 27 McLachlan St; 30 Pynsent St; 30-34 & 35 Roberts Ave
Natimuk and Dooen Roads Precinct Horsham	Change name to Natimuk and Dooen Roads <u>Residential</u> Precinct Remove External Paint Controls Remove Tree Controls from 39 Dooen Rd (as already included in HO1) Add Tree Controls for 71 Natimuk Rd and 22 Dooen Rd Add Outbuilding exemption to 81 Natimuk Rd (intact 1920s garage) Upgrade to Contributory: 71 Natimuk Rd (trees only) Downgrade to Non-contributory: 32 & 34 Natimuk Rd (postwar houses) Remove from precinct: 2-12 Caroline St and 25-27 Palk St (Dooen Rd sub-precinct)
Horsham Residential HO Precinct Horsham	Change name to Horsham Residential Precinct Change place type from Residence to Residential Precinct Remove External Paint Controls <i>Albert St sub-precinct</i> Upgrade to Contributory: 20 Albert St <i>Edward St sub-precinct</i> Downgrade to Non-contributory: 23 Frederick St, 65-67 Wawunna Rd Add to precinct: 42 & 44 Wawunna St Remove from precinct: 16-24 Frederick St; 22, 24 & 81 Wawunna Rd <i>Bowen St sub-precinct</i> Upgrade to Contributory: 9 Bowen St <i>Searle & Bowden Sts sub-precinct</i> Add to precinct: 11-21 & 10A-22 Searle St Remove from precinct: 1 Bowden St (demo), 1A Caroline St, 36-38 Harriet St <i>Railway Ave sub-precinct</i> Downgrade to Non-contributory: 13, 21 & 23A Wawunna Rd (demo) Add to precinct: 12-35 Railway Ave and 4-6 Wawunna Rd Remove from precinct: 13 Wawunna Rd (demo); 1-3 & 2 Millar St
Natimuk Heritage Precinct Natimuk	Change name to Natimuk <u>Township</u> Precinct Remove Fence exemption as no original fences survive Add Tree Controls for cypresses in road reserve Upgrade to Contributory: 107 Main St Add to precinct: 31, 36, 42 & 57 Main St; 1 Lake Ave Remove from precinct: 2 Schurmann St

4.3.3 Conclusions

Following the revisions made as part of this Review, and the addition of historical information from the 'Limited Heritage Study' (1998), the revised citations and associated mapping are considered accurate and meet the standard approach for assessing and documenting heritage places and precincts, as set out in PNo1. They all provide sufficient information to demonstrate the local significance of the places and precincts, and provide enough information to guide the management of their heritage values once in the Heritage Overlay.

These precincts, with their proposed HO numbers, are:

- HO58 Firebrace Street Commercial Precinct
- HO59 Natimuk and Dooen Roads Residential Precinct
- HO60 Natimuk Township Precinct
- HO61 Horsham Residential Precinct

4.4 Review of planning scheme clauses

4.4.1 Clause 2.03 Strategic Directions - Built environment and heritage

Discussion

The 'Heritage Policy framework' found in Chapter 5 of the Horsham Heritage Study, Vol. 2, which was intended to be added to Clause 21 Municipal Strategic Statement (MSS). It is very brief and in large part repeats the statutory recommendations to implement the findings of the 2014 Study, as well as providing minimal guidance for assessing planning permit applications.

Following the changes to the format of municipal planning schemes, introduced by Amendment VC148, the MSS is now called the Municipal Planning Statement and is found in Clause 2, with a section on heritage and the built environment in Clause 2.03 Strategic Directions.

The current Clause 2.03 Strategic Directions (2.03-5 Built environment and heritage) in the Horsham Planning Scheme has some similarities to the text proposed in the Study, but is much shorter and does not appear to have been based on the Study text. It includes a motherhood statement about built heritage: 'The buildings, monuments and organizations which had their origin in Horsham's history play a continuing role.' This is followed, much like the proposed 'Heritage Policy framework', with encouragement to implement and regularly review Horsham's heritage studies.

In comparison, the recently incorporated Cl. 2.03 in Greater Bendigo Planning Scheme sets out known gaps in heritage protection, followed by high level objectives for preservation of heritage places (protection, balanced with development, contemporary design as precinct infill, restoration and sympathetic uses, Aboriginal heritage places). A number of other rural and regional councils that have translated their planning schemes into the new format have information on the types of heritage found in that municipality and the importance of heritage protection more generally (e.g. Hepburn, Surf Coast, Warrnambool). Horsham's Cl. 2.03-5 could be strengthened by providing a very brief overview of the types of heritage that characterise the municipality, drawn from the statement of cultural significance for the municipality (in Vol. 1, p.4).

Some of these councils, like Horsham, also have “big-picture” council goals (e.g. preserving heritage places, encouraging on-going use of heritage places and good design for their adaptation). Greater Bendigo, like Horsham, notes the need for further work to identify and/or assess places of heritage significance.

Note that heritage consultant Peter Mills has contributed new wording in regard to post-war heritage in the municipality.

Current Clause 2.03-5 Built environment and heritage

The built and urban environment influences community health and wellbeing and providing safe footpaths for pedestrians, sufficient lighting, access to services and places for people to connect is a Council priority.

The buildings, monuments and organizations which had their origin in Horsham’s history play a continuing role. Studies of the municipality’s cultural heritage identify places and precincts of heritage significance and value to the community. The periodic review and update of the studies is important to enable the protection, conservation and enhancement of identified heritage assets.

Council’s strategic directions for built environment and heritage are to:

- *Create a built environment that supports active living and social connectedness.*
- *Conserve the places and sites of cultural heritage value within the Horsham municipality.*
- *Protect notable historic sites within the CAD and support proposed modifications that enhance the character of the precinct.*

Revised Clause 02.03-5 Built environment and heritage

Clause 02.03-5 has been reviewed and the revised version set out below takes into account new text recommended for the MSS by the Study, as well as clauses found in other new format planning schemes. Note that only text in regard to heritage has been revised here. Horsham may wish to revise the general built environment text as well before translating the revised clause into the planning scheme.

The built and urban environment influences community health and wellbeing and providing safe footpaths for pedestrians, sufficient lighting, access to services and places for people to connect is a Council priority.

The distinct character of the built environment and heritage are intrinsically valuable and make a contribution to the social, cultural, environmental and economic quality of life in Horsham. Together they can foster civic pride and local identity and play an important role in rejuvenating Horsham’s urban environment. Improving the urban design and architectural quality of the built environment can enhance Horsham’s image and identity as a regional city

Horsham Rural City contains many pre- and post-contact cultural heritage sites of significance to the Wotjobaluk, Wergaia, Japagalk, Jaadwa and Jardwadjali Aboriginal groups, including fish traps, canoe trees, and artefacts at former camp sites. It also has a large number of historic cultural heritage places starting with those that illustrate its early pastoral development in the 1850s, followed by settlement in the 1870s and '80s under the land selection acts which is particularly characterised by German settlers. The City is significant for the development of private irrigation colonies and the extensive 1880s Wimmera-Mallee water supply system. Horsham grew to become an important regional centre and the ‘capital of the Wimmera’,

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evident through its diverse collection of buildings. The entire municipality is particularly significant for this strong collection of interwar structures, public and private, that reflect a peak period of development and prosperity.

The buildings, monuments and organizations which had their origin in Horsham's history are intrinsically valuable and play a continuing role. They represent community identity and need to be protected to maintain the City's character and sense of place. Their preservation and maintenance contributes to the social, cultural, environmental and economic quality of life in the Rural City of Horsham.

Studies of the municipality's cultural heritage identify places and precincts of heritage significance and value to the community. The periodic review and update of existing heritage studies is important to enable the protection, conservation and enhancement of identified heritage assets. Undertaking new heritage studies is equally as important as there are many places of potential heritage already identified that have not yet been assessed or protected, as well as others not yet identified.

Council's strategic directions for built environment and heritage are to:

- *Create a built environment that supports active living and social connectedness.*
- *Conserve the places and sites of cultural heritage value within the Horsham municipality.*
- *Encourage the retention, restoration and sustainable adaptation of heritage places.*
- *Protect heritage precincts in Horsham and other towns, and support proposed modifications that enhance the character of the precincts.*
- *Promote the tourism and economic benefits of heritage protection within the Horsham municipality and seek opportunities to interpret the history of its towns and heritage places.*

4.4.2 Clause 15.03-1L Heritage conservation

Discussion

The Horsham Heritage Study (2014) recommends the heritage guidelines be prepared covering things such as subdivision, restoration works, alterations, additions, new buildings in HO precincts, external painting, fencing, verandahs, carports and garages. While this recommendation is specifically about creating a suite of heritage design guidelines brochures that can be distributed to HO property owners, it is also appropriate to address these matters in the Horsham Planning Scheme. In the planning scheme, policies encouraging appropriate care of heritage places will guide the assessment of planning applications by council planners and provide support for their decisions at VCAT, as well as providing guidance for HO property owners and other applicants. The expanded Clause 15.03-1L can serve as a starting point for heritage design guideline brochures in the future.

The current local heritage policy, in Clause 15.03-1L Heritage conservation – Horsham Rural City, extremely brief. It sets out overarching strategies for heritage conservation – discouraging demolition and supporting appropriate development of heritage places. While these are expressed as 'strategies', they are more correctly described as 'objectives'.

While Amendment VC148 seeks to avoid any repetition between the state-wide Clause 43.01 Heritage Overlay and any local heritage planning policy, there is still extensive opportunity to include more guidance in Cl. 15.03-1L.

The brief for this Review specified that Clause 15.03-1L be revised to include: the parameters under which planning applications will be assessed in terms of Contributory, Not Contributory and Individually Significant places; and address matters including demolition,

subdivision, restoration, reconstruction, alterations and additions, new buildings, commercial heritage, painting and surface treatment, signage, trees, fences, and car parking.

In preparing the proposed revisions, new format examples of Cl. 15.03-1L were reviewed, particularly those for rural and regional councils, as well as the City of Brimbank. The most of useful of these was found to be for the Greater Bendigo, Hepburn and Surf Coast, with thoughtful policies for a wide range of issues.

In preparing a revised Cl. 15.03-1L for Horsham, useful guidance for the rural and township places has been informed by these examples. Where appropriate, differing approaches are provided for Significant, Contributory and Non-contributory properties. To assist applicants and Council planners with assessing application related to fence and commercial signage, freely available National Trust publications on these topics have been listed at the end as part of the policy guidance. The Australia ICOMOS *Burra Charter* is also in this list, so its principles can be relied upon when assessing applications.

Current Clause 15.03-1L Heritage conservation

Strategies

Facilitate development of heritage places that is compatible with existing built form and heritage significance.

Discourage the demolition of buildings and other elements of local and state heritage significance.

Support demolition only where a permit has been granted for the development of the land.

Revised Clause 15.03-1L Heritage conservation

General

Maintain the distinctive historic character and visual cohesion of streetscapes within Heritage Overlay precincts.

Maintain key views within Heritage Overlay precincts and to landmark buildings in the Heritage Overlay.

Encourage the repair, retention and uncovering of significant building fabric and elements.

Encourage reference to significant and contributory buildings and works when determining the appropriate siting, massing scale, colours and materials of additions to existing buildings and the construction of new buildings in a Heritage Overlay.

Demolition

Discourage the demolition of buildings and other elements of local and state heritage significance.

Ensure that where a permit for demolition has been granted, any replacement building is complimentary to the heritage place.

Encourage retention of the entire extent of significant building fabric.

Encourage retention of the entire extent of Individually Significant buildings (excluding non-significant later additions). Encourage the retention of Contributory buildings to the extent beneath their principal roof form.

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Discourage demolition to allow for total reconstruction of a heritage place as an alternative to repair and retention.

Allow the demolition of non-contributory buildings in heritage precincts provided the replacement building is sympathetic to and does not adversely affect the heritage significance of the precinct.

Restoration and reconstruction

Support reconstruction of an altered part of a heritage building if documentary and/or physical evidence of original design is available and the works will not detract from the significance of the heritage place. If no evidence is available, then this may be done using contemporary or traditional design with simplified detailing.

Encourage the removal of non-contributory elements from a heritage place using methods that do not damage the significant fabric.

Alterations and additions

Encourage the appropriate development of heritage places compatible with their built form and heritage significance.

Encourage retention of the main architectural style, structure and significance of the heritage place.

Encourage additions and alterations that are concealed from the public realm, or if this cannot be achieved, that do not dominate the heritage place.

Encourage design approaches to ensure new fabric is distinguishable from original heritage fabric and avoid development that distorts historic evidence by copying or reproducing historic styles or detailing.

Ensure non-contributory places respect the heritage significance of the streetscape or place.

External painting and surface treatments

Encourage retention of finishes and external treatments that contribute to the significance of the heritage place including painted surfaces, unpainted masonry surfaces and historic signs.

Encourage the removal of paint from originally unpainted masonry surfaces if it can be demonstrated that this will not damage the masonry.

Encourage external painting and finishes that are consistent with the period of the heritage place, , and which enhance the visibility of architectural details.

Encourage the use of colour schemes that coordinate with cladding elements of heritage value, such as face brick, unpainted render, roof and wall tiles, and any surviving early finishes

Subdivision

Retain all significant and contributory elements of a heritage place on the same title.

Maintain appropriate settings and elements for heritage places including the retention of any original garden areas, large trees, outbuildings and other features which contribute to the significance of the place.

Encourage subdivision that is sympathetic to existing built form patterns and will support development that is sympathetic to the scale, bulk and setbacks of surrounding heritage places.

Infill development

Encourage design of new buildings that responds to the context of the heritage precinct and nearby contributory buildings including scale, height, mass, form, siting, setbacks and materials.

Encourage infill buildings in a heritage place or precinct that retain vistas to and the visual prominence of significant heritage places and landmark buildings within heritage precincts.

Ensure infill development respects and enhances the heritage significance of a streetscape or place, but does not mimic historical styles or details.

Fencing

Retain and repair original fences where possible.

Support reconstruction of the original fence style including height, style and materials, if sufficient documentation exists.

Encourage all new fencing to be constructed in a style and height that is appropriate to the heritage place.

Landscape and trees

Retain significant trees, plantings and garden features, outbuildings and garden settings that contribute to the cultural significance of the context and setting of heritage places.

Ensure that development does not adversely affect trees and landscaping that are significant elements to the heritage place and adjoining heritage places.

Encourage replanting of the same species of tree where the removal of a significant tree is unavoidable, both for significant specimen plantings and in tree avenues.

Car parking facilities

Encourage car parking structures that do not impede views to heritage buildings.

Discourage crossovers and driveways wider than a standard single-car width.

Commercial buildings and signage

Encourage the retention of early and original verandahs and cantilevered awnings, and encourage the accurate reinstatement of demolished verandahs and awnings based on documentary evidence.

Encourage the retention of whole or partial early and original shopfronts.

Encourage new shopfronts to Individually Significant and Contributory commercial buildings to be consistent with the character of the heritage place including:

- Accurate reconstruction of missing parts where evidence exists about the earlier state.*
- A simplified, sympathetic form where no evidence exists about the earlier state.*

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Encourage the retention of early signage, including painted signage on walls.

Encourage signage on commercial buildings to be placed in traditional locations, according to the age of the building and to be of complementary proportions, designs, fonts and colours.

Discourage external paint schemes that constitute signage or corporate branding.

Services

Encourage the concealment of external services and equipment such as air-conditioners, hot water units, solar panels and satellite dishes from the public realm. If this is not possible, then encourage locations that will not dominate views to the heritage place, such as at the side of the building or on the side slopes of a roof.

Policy guidelines

Consider as relevant:

- Limited Heritage Study for the Rural City of Horsham (Andrew Ward, 1998)
- Horsham Heritage Study, Stage 2 (Grieve Gillet, 2014, as revised in 2022 by Landmark Heritage)
- The findings and recommendations of the Victorian Heritage Council.
- *Fences and Gates, c.1840-1925* (National Trust of Australia (Victoria), 1988)
- *Lettering and Signs on Buildings, c.1850-1900* (Australian Council of National Trusts, 1984)

4.5 Further precinct revisions, 2024**4.5.1 Background**

In the leadup to implementation of the recommendations of the 2014 Horsham Heritage Study, as revised in 2022, Victoria's Department of Transport and Planning (DTP) requested a further review and revision of precinct citations. In particular, this involved the separation of two residential precincts containing geographically separate sub-precinct areas into stand-alone precincts, as well as the separation of predominantly residential areas from the remainder of the Natimuk Township Precinct. Also requested was the removal of all individual heritage places with a site-specific HO from the precincts.

As noted in the 2014 Horsham Heritage Study background report (Vol. 1), the Steering Committee for that project – which included a representative from Heritage Victoria – proposed an unusual mechanism to protect the maximum precinct areas using a streamlined approach, similar to the serial listing approach supported by PNo1. Using this approach, Horsham's two most prestigious early residential avenues, Dooen and Natimuk roads, were combined into a single precinct, though they are not adjacent to each other. And five areas of early but more typical residential development were assessed as sub-precincts of the overarching Horsham Residential Precinct. In 2024, DTP did not support this approach, as it was considered non-standard.

In addition, in October 2024, during this work, a contributory building at 54 Firebrace Street, Horsham, suffered a catastrophic fire, requiring its demolition and reclassification to non-contributory within the precinct.

4.5.2 Methodology

In order to make changes considered essential for implementation of the heritage study recommendations, Landmark Heritage carried out the following additional work in 2024:

- Obtained information from Council about all building permits and planning permits granted for places within all proposed precinct areas since 2022, to determine if any contributory buildings had been demolished or substantially altered, requiring a reclassification to non-contributory.
Note that there were no such places. The only property requiring a reclassification for this reason was the fire-affected 54 Firebrace Street.
- Proposed an approach to drafting precinct statements of significance that would acknowledge the presence of important individual heritage places within their streetscapes, while making very clear that these site-specific HOs are not formally part of those precincts. This approach was accepted by DTP.
- Created nine stand-alone precinct citations out of the previous three larger precincts. Gaps in the documentation for each new stand-alone precinct were addressed, most commonly the precinct description, and in some cases the precinct history (especially for the new Natimuk Residential Precinct). In addition, two overarching comparative analyses were prepared, one for town centres, and the other for residential precincts. They were tailored for each precinct under assessment, and edits were made to the statements of significance in light of these findings.
- The heritage category of each property in the new precincts was considered, and some of them changed to non-contributory if they had unusually low intactness and/or integrity.
- The boundaries of each stand-alone precinct were considered, with several properties removed if they were non-contributory and not part of a precinct streetscape. The precinct maps were redrawn for this reason, and to clearly exclude places with site-specific HOs.
- The background report for the peer review (this report) was updated by the addition of this section 4.5 and an update to the Executive Summary.

4.5.3 Recommended changes

Based on the above work, and in addition to the revisions and new text in the stand-alone precinct citations, as well as remapping to exclude site-specific HO places, the following statutory changes are recommended for the proposed precincts:

- Firebrace Street Commercial Precinct
 - Reclassify 54 Firebrace Street to non-contributory
 - Include the front section of 79 Wilson Street in the precinct boundary (as non-contributory). Note that the rear of this property contains the Young Bros. Stables, recommended for a site-specific HO.
 - Note the inclusion of non-contributory properties 2 & 4 Bradburys Lane (which stand at the rear of 54 & 56 Firebrace Street) in the precinct
 - Final extent is 2 & 4 Bradburys Lane, 1-31, 59-109, 2-34 & 38-146 Firebrace Street, 58-60 Hamilton Street (northern half only), 17A-25 & 36A McLachlan Street, 43-51 Pynsent Street, 28 Roberts Avenue, and 45-71, 79 (frontage), 83 & 42-72 Wilson Street, Horsham

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- Dooen Road Residential Precinct
 - Sub-divided extent is 3-35, 41-47 & 2-80 Dooen Road, 106 (part) Baillie Street, and 29-35 Palk Street, Horsham
- Natimuk Road Residential Precinct
 - Sub-divided extent is 2-44 & 2/51-81 Natimuk Road, and 76-80 Bennett Road, Horsham
- Natimuk Residential Precinct
 - Remove 8 Lake Road (highly altered Victorian or Edwardian house) and 10 Lake Road (non-contributory) from precinct extent
 - Remove vacant (non-contributory) blocks of land including the northern part of 55-69, 71, 77, 79 & the southern half of 85 Lake Avenue from the precinct.
 - Final sub-divided extent is 1, 2 & 31-59, 73-75 & (part) 85 Lake Avenue; and 128-16 Lake Road, Natimuk.
- Natimuk Township Precinct
 - Add 44 & 46 Main Street to the precinct
 - HO14 Former Wilson's Store, at 75-79 Main Street, merged into the precinct. The former St John's Catholic Church, 27-29 Main Street, remains a Significant place in the precinct, while the remaining site-specific HOs are excluded.
 - Final sub-divided extent is 27-35, 57-83, 87-135, 36-48 & 64-76 & 84-106 Main Street; 1-3, 7 & 4 Schmidt Street; 1 & 2-4 Sisson Street; and 44 & 62-70 Station Street, Natimuk
- Albert Street Residential Precinct
 - Sub-divided extent is 5A-15 & 10-30 Albert Street, 1A-1 & 2 Anderson Street, and 55-57 Lynott Street, Horsham.
- Bowden & Searle Streets Residential Precinct
 - Remove 11A Urquhart Street and the rear section of 13 Dooen Road from precinct extent
 - Final sub-divided extent is 10A-38 & 11-45 Searle Street, 3-29 & 2-22 Bowden Street, 6A-20 & 7-21 McPherson Street, and 8-10 & 13 Urquhart Street, Horsham
- Bowen Street Residential Precinct
 - Sub-divided extent is 3/1-13 & 4-16 Bowen Street, Horsham.
- Edward Street Residential Precinct
 - Remove 7-11 Edward Street, and 3-11, 14-16, 24-28 & 37 Frederick Street.
 - Reclassify 1 & 3 Edward Street, 18 & 31 Frederick Street, and 61 & 63 Wawunna Road to non-contributory.
 - Final sub-divided extent is 1-5, 13 & 2-20 Edward Street; 13-35 & 18-22 Frederick Street; and 43-79, 26-28 & 42-44 Wawunna Road, Horsham.
- Railway Avenue Residential Precinct
 - Sub-divided extent is 2-36 Railway Avenue, 23-27 & 28-34 David Street, 1-13 John Street, and 15-33 & 4-12 Wawunna Road, Horsham.

4.6 Future work

As noted in the Study, while it represents an enormous piece of work in identifying and assessing places of heritage significance in Horsham Rural City, there is still much future work to be done once its recommendations have been implemented.

Volume 1 of the Study contains a long list of places of potential heritage significance that warrant full assessment. And the identification of a new list of promising places during this Review indicates that there is still further identification work to be done, in particular, in regard to identification and assessment of post-war places and rural places outside of townships.

Horsham Rural City Council should also consider contracting a regular Heritage Advisor to assist with consistent best-practice management of the places in its Heritage Overlay, particularly as it will be greatly enlarged if the recommendations of the 'Horsham Heritage Study' and this Review are implemented. A Heritage Advisor can not only provide advice in regard to planning referrals, but also provide pre-application and general advice to the owners and managers of heritage places, both private owners and to council's asset managers. This will ensure good heritage outcomes across the municipality, while providing necessary specialist support to the community.

Additional places identified for assessment by this review are set out below:

- 10-12 Andrew Street – timber hall associated with the Church of St John the Divine, built in 1933 (and possibly retaining part of the 1880s hall). The church hall illustrates the long-term occupation of this site by the church, and may also be of social significance. Note that the Church building itself, at 166 Baillie Street, is recommended for the Heritage Overlay by the 2014 heritage study.
- 31 Roberts Avenue, Horsham – mature Norfolk Island Pine which may have been in the original extent of Horsham House's garden. Note that Horsham House, 27 Roberts Avenue, is recommended for the Heritage Overlay by the 2014 heritage study.
- 41-47 & 55-57 McPherson St, Horsham – row of substantial late Edwardian and early interwar houses, No. 45 is likely to be individually significant, but the group could also be a small precinct.
- 127 Baillie Street, Horsham – mid-sized late Edwardian attic bungalow with unusual details
- 1 Roberts Avenue, Horsham – large and intact early interwar villa
- 94 Dooen Road, Horsham – substantial late Victorian house in large garden with mature Canary Island Palm
- 4154 Henty Highway, Haven – substantial late Edwardian farmhouse with elaborate return verandah
- 2616 Wimmera Highway, Jung – early interwar villa
- 696 Jung North Road, Jung – an intact timber Edwardian house in a garden that includes two mature Canary Island Palms
- Mitre Township, 1409-1423 Natimuk-Frances Road – group of mostly timber Victorian houses as well as a brick Edwardian villa and shop at the corner, just across from Mitre Hall. NB: the former brick villa and shop, No. 1423, was assessed as an

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individual place in the 2014 study, but found not to meet the threshold of local significance on its own. It was built in 1916 as a shop-house, by the same builder as Mitre Hall.

- 1476 Dimboola-Miniyip Road, Murra Wurra – Edwardian house
- 6141 Natimuk-Frances Road, Natimuk – Edwardian house
- 413 Natimuk-Frances Road, Natimuk – large Victorian house
- 302 Natimuk-Frances Road, Natimuk – Edwardian house
- 241 Natimuk-Frances Road, Natimuk – hipped roof house, potentially early

HERITAGE CITATION REPORT

name: Behlen Grain Silo
Address: 44 Noradjuha - Tooan East Road NORADJUHA
Place Type: Silo
Citation Date: 2022



Behlen Grain Silo, 44 Noradjuha - Tooan East Road.

Recommended Heritage Protection **VHR -**
HI -
PS
 Yes

Integrity

High – in original condition and unaltered intact when compared with 1961 construction photograph. Appears to be most intact and highest integrity example in Victoria.

History and Historical Context

Following the proclamation of the *Land Act* of 1869 vast tracks of land previously occupied by 'squatters' was opened up for closer settlement. Parcels of 320 acres were taken up in the Wimmera district leading to a dramatic increase in population and the development of small settlements such as the township of Noradjuha.

The township of Noradjuha, situated on the Natimuk – Balmoral Road, was officially gazetted in 1885, although a state school had been established in 1877 and several residential and commercial buildings were erected prior to the township survey.

HERITAGE CITATION REPORT

The passing of the *Railway Act 1884* (also known as the Octopus Act) authorizing the construction of the Horsham – Noradjuha railway line was a catalyst for further investment. As a result a number of important civic and community buildings were erected, including the Bible Christian Church (1884), Mechanics' Institute (1886), police station (1887), Arapiles Shire Hall (1889) and Colonial Bank (1909).

The Horsham – Noradjuha Railway Line

The Horsham to Noradjuha Railway League was formed in the 1870s to lobby the Department of Railways for a branch line to link the western and southern Wimmera districts to the Horsham railhead. Prior to the construction of Horsham's rail connection in 1879, farmers carted their produce to railheads at Stawell and Hamilton – an arduous journey over treacherous roads, which took several days.

In August 1887 the 12 mile Horsham to Noradjuha branch line was opened to traffic, with a station, goods shed and platform erected soon after. The *Horsham Times* records that the line carried 10,000 bags of wheat, 7,000 bags of salt and 2,000 bales of wool to the Horsham railhead in 1896.[1]

By the late 1890s the Portland District Railway League, formed by Portland's business elite, renewed its campaign to construct a north-south through-line connecting Horsham to the Port of Portland. Running south from the Noradjuha terminus to Hamilton (via Cavandish) the rail link was to re-direct the district's agricultural freight to the Port of Portland and away from established markets at Melbourne and Geelong.

The Hamilton – East Natimuk railway line (as it was eventually known) was opened to traffic in November 1920, although sections of the line had operated for local freight and passenger services from the turn of the 20th century.

Bulk Handling

The passing of the *Grain Elevators Act* in 1934 resulted in the construction of bulk grain storage facilities along the Mallee, Wimmera and Riverina rail network. While the creation of the Victorian Grain Elevators Board (GEB) marked the transition from manual handling (the collection and storage of grain in bags) to bulk handling (silo storage), Noradjuha was not selected to host one of the 140 reinforced concrete silos proposed for the 1938-42 bulk storage roll out.

The nearest storage facilities to Noradjuha were constructed at Vectis and Natimuk in 1939, with grain freighted to Horsham and then on to the purpose-built export terminal at Geelong. Although the GEB planned to build a grain export terminal at Portland, this proposal was abandoned in 1937 in favour of terminals at Geelong and Williamstown.

In 1949 the Noradjuha branch of the Victorian Wheat and Woolgrower's Association was formed to lobby the GEB for their own bulk handling facilities.[2] By December 1951 district farmers spent five days constructing a corrugated iron horizontal-type wheat bulk head, which measured 220 ft x 66 ft with a capacity of 47,000 bushels. [3]

Demand for more storage capacity a decade later resulted in the erection of a 'Behlen Bin' to store wheat, with the 1951 bulk head employed to store oats. The prefabricated galvanized steel shed was manufactured in the USA by the Behlen Manufacturing Company and was one of five 'Behlen horizontal-type storage' systems imported by the Grain Elevators Board for the 1960-61 harvest.[4] The Behlen system employed self-supporting 'folded galvanized steel sheets' that were assembled on-site to form a load-bearing structure. Contractor A. Rizza of Melbourne supervised the assembly of the shed, which held a capacity of 100,000 bushels of wheat.

HERITAGE CITATION REPORT

[5]

A later steel cylinder double cell silo was erected at the Noradjuha rail siding in 1968 to separate wheat varieties.

[1] *Horsham Times*, Friday 6 May 1898, page 3

[2] *Horsham Times*, Friday 9 April 1948, page 1

[3] Noradjuha history p 62; *Horsham Times*, Friday 14 December 1951, page 1; *Horsham Times*, 6 December 1961, p.14 .

[4] *Supplementary Report Of The Auditor-General For The Year Ended 30th June, 1961*. P. 24.

[5] *Horsham Times*, 6 December 1961, p.14.

Description

Physical Description

67x 20 metre shed – unique ‘folded galvanised steel sheet’ self-supporting construction for roof and walls, negating the need for structural steel framing for the shed. Shed has a gable roof of 20-25 degree pitch. Shed is a ‘BEHLEN’ shed, manufactured in USA and exported to Victoria. Grain Elevators Board purchased seven sheds – Noradjuha shed is one of the sheds purchased. In 2014 it was still utilised as grain storage shed, but this had ceased by 2022. Construction comprises galvanised steel pan sections, folded off site to provide stiffness for structural support. Shed held together via steel rods, fixed across structure and supported on galvanised steel brace plates externally. Grain fed to top via truck dump bins (pit) to side and fed to top. Grain access doors and personal access doors at base. Shed sits to side of former rail siding.

Internally, the base of all four walls is supported by closely spaced triangular steel struts measuring about 3 metres high and deep, occupying much of the clear floor space. At eaves level are closely spaced tie rods, running N-S and E-W beneath an open ceiling. The grain conveyor remains at the centre of the room.

Physical Condition

Average to good condition – surface corrosion (viewed from exterior) minimal. All parts of shed still extant and shed has not been noticeably modified from original installation.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (bulk handling of grain required such storage facilities post 1934 Act. Unique construction type, to save time and cost. Also reflected need for greater storage capacity as harvest yields increased post WW11 due to improved practices and agricultural activity.)

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (one of 7 Behlen silos imported from USA in kit form to Victoria 1960s. – rare construction type for silo.)

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Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (Part of a class of grain silos scattered across the municipality (and Victoria), reflecting changes to bulk handling of grain (1934 Act) and increases in agricultural production and importance of the railway in transporting grain to markets)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (Behlen type unique construction utilising deep folds in galvanised sheet cladding, to support structure – no internal framing system, allowing quick and economic erection and maximises storage capacity. Rare in Victoria and only one erected in Horsham)

Comparative Analysis

The Grain Elevators Board imported seven 'Behlen' storage systems from the USA. The following six (including the Noradjuha silo) have been located in other municipalities:

Behlen Silo, Donald-Swan Hill Rd, C261, railway siding, Lalbert: Extant – more corrosion evident than Noradjuha and simple pipe fed grain loading mechanism

Behlen Silo, Bendigo-Pyramid Rd (rail siding), Dinglee: Extant – shed roof added to one end, central ventilator missing, additional structural struts added to base of shed (perimeter) condition poor compared to Noradjuha

Behlen Silo, Brooklyn Road, Melton South: Extant – 'Melton Produce' – on the edge of Melton South suburb on rail siding. Appears to now be a shed, rather than grain silo – large entry doors cut into each gable end of structure – lower integrity than Noradjuha

Behlen silo, Natimuk-Frances Rd, Gymbowen (rail siding): Part of Horsham-Carrolac line extant and in good condition – still operational (probably) very similar to Noradjuha in intactness

Behlen silo, Stanhope: Extant, but in average to poor condition. Additional perimeter struts added around building

Statement of Significance

What is significant?

The elements of heritage value of the 1961 Behlen grain silo, 44 Noradjuha-Tooan East Road, Noradjuha, include:

- The closely spaced triangular steel struts at the base of all four walls, closely spaced tie rods North-South and East-West beneath the open ceiling, located at eaves level, which contribute to the stability of the self-supporting structure.
- The central grain conveyor system, is another key element reflective of the functional role in grain storage operations.

HERITAGE CITATION REPORT

- The original materials and construction techniques, including the self supporting folded galvanised steel sheet construction are essential to the unique engineering and historical importance.

How is it significant?

The 1961 Noradjuha Behlen grain silo is of local historical and technical significance to Horsham Rural City and potentially to the State of Victoria.

Why is it significant?

The 1961 Noradjuha Behlen grain silo is of:

- local historical significance as a part of a class of grain silos scattered across the Shire (and Victoria), reflecting changes to bulk handling of grain (1934 *Grain Elevators Act*) and increases in agricultural production and importance of the railway in transporting grain to markets. (Criteria A)
- local and potentially state-wide technical significance as a rare and the most intact example of the imported 1960s Behlen shed system – which features folded galvanised steel sheet section pans 160mm deep, which were erected to form self-supporting shed walls and roof, without the need for structural framing. The innovative shed construction system allowed easy transport, economic use of materials and speedy erection. (Criteria B and F)
- The significance of the interior lies in its largely unmodified condition and demonstrates an innovative and rare construction method during this period.

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	Yes
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: entry for Walter and Ruby Behlen House

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author: Nebraska State Historical Society

Literature publisher:

Literature year:

Literature title: Noradjuha 1873-1973

Literature type: General Reference

Literature author: Noradjuha Centenary Celebrations Committee

Literature publisher: Noradjuha Centenary Celebrations Committee, Noradjuha

Literature year: 1973

Literature title: Supplementary Report of The Auditor-General for the Year Ended 30th June, 1961

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1961

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

Moderate to good integrity - windows replaced with aluminium frames 1954, walls re-clad c1960+ with metal siding. Hall still operational and marker of community from 1922 to present.

History and Historical Context

A committee was formed in April 1922 to supervise the planning and construction of a public hall for the Brimpaen district. R Matthews was elected as chairman with H Dore acting as both secretary and treasurer. The committee set a target of £160 to cover materials and construction costs, with funds raised through public donations. A subscription list published in *The Horsham Times* documents that approximately £162 3s 6d was pledged by fifty individuals and Horsham based businesses. Some local residents generously donated as much as £10 per family.

Although the committee soon reached their target they were nonetheless eager to reduce costs, with the district's residents recorded as 'felling and hauling hardwood logs to Ludke's sawmill at Brimpaen' for use in the hall.[1]

An 11 acre parcel of land was selected adjacent to the Brim Springs State School No. 2525. Construction of the hall took place over a 12 day period in late October 1922, with Mr Tom Oulton, from Horsham, engaged to oversee works and manage the enthusiastic local volunteer labour force. The completed building measured 48 ft by 24ft and was clad in weatherboards with three large doors, seven windows and a Queensland myrtle wood floor.[2]

The opening ceremony was held on 30 November 1922. The *Horsham Times* published the following account of the event:

Thursday night will long be remembered by the residents of Brimpaen, when the public hall was officially opened by Mr. A. S. Rodgers, Minister of Customs. The hall was packed to its utmost, many having to remain outside. Over 300 people had assembled to join in the jollifications. Amongst those present were to be seen visitors from Pimpinio, Horsham, East Wonwondah, Jalumba, Dadswell Bridge, Glenisla and other closer districts. Mr. R. Matthews (chairman of the hall committee) presided, and in a brief speech introduced Mr. Rodgers, who, after congratulating the residents on their splendid effort in building a hall of this kind and of having a credit balance in hand, said he had very great pleasure in declaring it opened. Cr. Anderson (Mayor of Horsham), who was present, also congratulated the residents on their achievement.

The correspondent also recorded the festivities that followed the ceremony, noting that:

once the official business was over musical items were rendered by Misses Anderson, McClounan, Messrs. Frencham, Prideau Oates. Mrs Frencham acted as accompanist. Mr. Mutton amused the audience with his humorous recitations. The catering was in the hands of our old and esteemed friend, Mr. Culliver, who in his usual capable way carried out his-duties excellently. His large marquee had-been erected in close proximity to the hall, and here for a couple of hours or more he, with voluntary helpers, was kept busy supplying the wants of the inner being. Mr. Chas. Culliver was in charge of the soft drink booth, and did a roaring trade, this being very much appreciated by all. Dancing was brisk until 3 o'clock, when each-and-all began to think of home.[3]

The hall became a meeting place for Brimpaen's many community groups and organisations, as well as a venue for both Church of England and Presbyterian church services.

The Brimpaen Soldiers' Welfare Club met at the hall and staged farewell and welcome-home presentations for World War 2 servicemen of the district.

The club also organised a roll of honor and memorial commemorating the supreme sacrifice made by Brimpaen and district servicemen in World War 1 and 2.[4] The granite memorial gates erected at the entrance to the hall

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were dedicated by Canon Fettell, Vicar and Rural Dean of Horsham, Church of England Horsham on December 4 1949. The *Horsham Times* described the occasion:

About 150 residents of the Brimpaen district attended the dedication ceremony of the war memorial gates at the entrance to the Brimpaen Hall on Sunday. The gates were erected by the residents of Brimpaen in honor of servicemen from the Brimpaen district who lost their lives in World Wars 1 and 2. The dedication ceremony was performed by the Rev. Canon N. S. Fettell. Civic representatives were the President of the Arapiles Shire Council (Cr.L. McDonald). Cr. V. R. Lawrence (Horsham City Council), Cr. J. C. M. Carter (Wimmera Shire), and Mr. I. Anderson represented the Horsham R.S.L. The posts of the gates are of granite and have a tablet attached to each. One tablet has the following inscription: Dedicated by the people of Brimpaen in honor of those who gallantly gave their lives in World Wars 1 and 2. The other bears the names of the following servicemen: World War 1, M. Matthews, P. Smith, J. Twatt, R. Carter. C. Smith. G. McDonald, D. McTavish, G. Bowden, H. Hann and H. Wickham. World War 2, A. McGennissen and W. Boak. The tablet with the names was wrapped by the Union Jack and was unveiled by Mr. H. Smith.[5]

In the *Brimpaen Centenary 1880 - 1980* (1980) author Bill Kurtze provides a chronology of alterations and improvements to the building and surrounds:

1925 WW1 Honour Roll moved to hall from school;

1927 Piano purchased;

1928 Rear skillion constructed to house cloak and supper room;

1930 Stage constructed;

1935 12 Eucalyptus cladocalyx (Sugar Gum) trees established as perimeter plantings;

1945 Porch constructed;

1949 Lighting plant instated, driven by petrol engine;

1952 Supper room extended by 22 ft by 14 ft;

1954 New windows were installed, concrete entrance steps constructed, a new chimney and woodshed erected and the exterior of the hall and outbuildings were painted. Funds raised through euchre parties and dances at hall. The *Horsham Times* also records that a 'beautifully framed painted portrait of Her Majesty Queen Elizabeth II - a gift from Mrs Arthur Matthews' was presented to residents of Brimpaen to be exhibited in the hall;

1958 New floor installed in hall

1966 Electricity connected at Brimpaen, celebration at Hall to mark event;

1971 Construction of toilet block

1975 Refurbished ceiling in hall;

1979 Verandah on east elevation constructed.

Following the closure of the adjacent Brimpaen State School in the 1980s, the Brimpaen Public Hall has endured as an important focal point for the Brimpaen Community.

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Footnotes:

[1] *Horsham Times*, 19 May 1922, p 6; 4 July 1922, p 3, Kurtze, *Brimpaen Centenary 1880 - 1980*, p. 17

[2] Kurtze, p. 17; *Horsham Times*, Friday 6 October 1922, p 2, Friday 3 November 1922, p 6

[3] *Horsham Times*, 5 December 1922, p 6

[4] *Horsham Times*, Friday 28 July 1950, pg. 9

[5] *Horsham Times*, Tuesday 6 December 1949, pg. 5

Description

Physical Description

Single storey, hall with CGI clad gable roof, enclosed entry porch and lean-to supper room/ toilets/ kitchen to rear and side. Brick chimney and hearth remains to supper room. Later shed and deep verandah attached to side of hall (at rear). Hall is clad with metal profiled siding (post 1960s) replacing/ concealing original weatherboard cladding. Interior of hall simple in decoration - wall cladding replaced, floorboards replaced (1958) and ceiling now suspended acoustic tile in finish. Memorial gates (granite pillars/ plaques, with wrought iron gates) extant to front of hall and plaque on rock located to side of hall, celebrating 100 years of Brimpaen settlement and soldier memorialisation (1980). Photographic honour board displayed inside the hall.

Physical Condition

Average to fair condition. Most finishes (inside and outside) have been renewed/ replaced. Original form of hall and interior still extant.

Memorial gates and structure in good condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria -

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (erected to service the growing farming community of Brimpaen - which was developing rapidly as a community in the interwar period - following the re-subdivision of early stations and farms)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (community hall in district - one of many halls in the region - but representative of settlement and past population of the Brimpaen region)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (community hall - used for recreation, schooling, church services and civic events - a key part of the past/present Brimpaen community in southern Horsham)

Comparative Analysis

Brimpaen Hall is a common building type across rural and regional Victoria. Comparison with halls in other Shires has not been undertaken, as its significance is clearly local in threshold and the structure is not of particular architectural merit. Comparison with other Horsham halls is discussed below. The hall is comparable

HERITAGE CITATION REPORT

and represents community establishment/needs/growth in the southern section of the Shire of Horsham.

Sailors Home Hall, Murra Warra Hermes no. 186149: Sailors Home Hall - 1923 - framed construction - similar size/ construction - comparable - higher intactness though.

Jung Memorial Hall, Jung Hermes no. 186130: Jung Hall - erected 1926, reinforced concrete in construction - includes marble memorial boards on facade - similar in era to Brimpaen. Larger hall - has stage, balcony and backstage area - comparable.

Mitre Hall, Mitre Hermes no. 186146: Mitre Hall - erected 1915 - brick construction. Includes a stage and contemporary supper room - comparable.

Statement of Significance

What is significant?

The elements of heritage value of the 1922 Brimpaen Hall, 157 Brimpaen-Laharum Road, Brimpaen include:

- . 1922 hall structure, entry porch, early supper room of 1928, WW1 memorial board (inside)
- . Memorial Gates at entry - granite pillars and wrought iron gates.

Exclusions: Later additions to supper room, attached store shed, verandah, later windows, chimney, metal wall cladding. Also, toilet block, shed, playground and BBQ facilities at this site.

How is it significant?

The 1922 Brimpaen Hall, Brimpaen, is of local historic, representative and social significance to Horsham Rural City.

The hall is representative of the inter-war period's architectural and social development, reflecting the style and function of community halls built to meet the needs of rural communities during this time (Criterion D).

Why is it significant?

The 1922 Brimpaen Hall and memorial gates are:

- . of local historical significance, illustrating the results of local regional growth in the early 20th century and in particular inter-war period - a boom period for agricultural development in the district. (Criteria A, D)
- . of local social significance, illustrating the growing Brimpaen community's civic, educational, religious and recreational and community needs in the then outer Horsham district. The hall and gates are the only physical structures extant today in the Brimpaen locality. The memorial gates are also of social significance, memorialising the local community's contribution to WW1 and WWII. (Criterion G)

Recommendations 2022

External Paint Controls

No

HERITAGE CITATION REPORT

Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	Yes Memorial gates - fence and pillars
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Article: 19th May 1922, page 6

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1922

Literature title: Article: 4 July 1922, p. 3

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1922

Literature title: Article: Friday 6 October 1922, p. 2

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1922

Literature title: Article: Friday 3 November 1922, p. 6

Literature type: Heritage Area Study

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1922

Literature title: Article: 5 December 1922, p. 6

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1922

Literature title: Article: December 1954, pg 5.

Literature type: General Reference

Literature author: Horsham Times

HERITAGE CITATION REPORT

Literature publisher: Horsham Times

Literature year: 1922

Literature title: Brimpaen Centenary: 1880-1980

Literature type: General Reference

Literature author: Kurtze, Bill & Brimpaen Centenary Committee

Literature publisher: Brimpaen Centenary Committee, Brimpaen

Literature year: 1979

Literature title: Vision and Realisation: A Centenary History of State Education in Victoria Vol. 2

Literature type: General Reference

Literature author: Blake L.J (ed.)

Literature publisher: Melbourne, Education Department of Victoria

Literature year: 1973

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Church of St John the Divine
Address: 164-166 Baillie Street HORSHAM
Place Type: Church
Citation Date: 2022



Church of St John the Divine, Baillie Street Horsham

**Recommended
Heritage Protection** VHR -

HI -

PS
Yes

Integrity

**Church of St John the Divine
Hermes No 186088**

Heritage Citation Report
14-Jan-2025 10:33 AM

HERITAGE CITATION REPORT

High integrity externally and internally

History and Historical Context

Early services of the Anglican Church had taken place in Horsham from its early days of settlement, with Bishop Perry, the Anglican archbishop of Melbourne, holding a service at Horsham in 1858.[1] No permanent church building, however, was erected until the late 1870s. A vicarage and a church were commenced in 1876 and completed in 1877, occupying a prominent site in Baillie Street, facing the end of Firebrace Street. A parish hall was erected in the 1880s.[2] The land and the church had cost a total of £4200. It is unusual, however, that a Crown reserve was not taken up by the Church of England in Horsham for 'church purposes', as was the common practice elsewhere; instead the Church purchased a piece of land at the top end of Firebrace Street. St John's, Horsham was established within the Anglican Diocese of Ballarat.

The original church was built to a simple Gothic design by Lowan Shire Engineer Alfred Surplice.[3] It featured a castellated Norman square tower above the front entry. St John's developed a large and active congregation through the late nineteenth and early twentieth century.

St John's celebrated its jubilee in 1927. A new parish hall was built in 1933 for use by the Sunday school and various church groups. By the 1950s the building had become structurally unsound, having suffered significant damage over the years and as a consequence, it was decided to build a new church. This caused some upset in the community as people were attached to their church but the vicar assured them they would have a new church they could be proud of. The architect was Ballarat Diocesan architect G. Richards; the architect's sketch of the proposed new church appeared in the *Horsham Times* on 15 May 1953.

The new church, which used as its core remnants of the 1877 building, was completed in 1957 and opened for public use in 1958. It is notable for its 'expansive wooden ceiling, various stained glass windows, and two significant sculptures'.[4] The modern sculptures are a bronze sculpture called 'Wayside Calvary', by Leopoldine Mimovich commissioned in 1974 and located in the church's garden; the other is a stone sculpture by Wallace Anderson called 'Compassionate Christ' [pre1956] and is located inside the church.[5] The lych gate, which had been installed in the original church in 1923 as a memorial to the local men from St John's Parish who had been killed in the First World War, was retained. The new brick church incorporated into its design some elements of or references to the earlier building (for example the castellated Norman tower), but overall represents a building influenced by postwar design. Its tall and prominent central spire above its central entrance makes St John's Church a dominant landmark at the northern end of Firebrace Street.

-----[1] *Horsham Times*, 1935.

[2] Brooke and Finch, *The Story of Horsham*, 1982, p. 249.

[3] Brooke and Finch, *The Story of Horsham*, 1982, p. 249.

[4] Horsham Arts and Heritage Trail, n.d.

[5] Horsham Arts and Heritage Trail, n.d.

Description

Physical Description

HERITAGE CITATION REPORT

Pressed cream brick (stretcher bond) Church with gabled roof form, terracotta tiled roof with copper sheet clad octagonal spire to tower. Hard fired clinker bricks to building plinth. Angled brick buttresses to tower. Castellated parapets to front elevation.

Paired stained glass windows in concrete and steel frames. Timber double doors to front entry, timber lined ceiling and timber trusses internally.

Rendered quoin detail to front door opening with decorative rendered detail above doors and to tower parapet.

Copper rainwater goods to tower, pvc rainwater goods and square line gutter to rear section of building.

Front fence - steel plate with cross detail. Internally the church retains face brickwork walls, timber board lined ceiling, and ornate timber trusses.

Physical Condition

Average condition. Cracking to base of building and severe subsidence of ground surface around perimeter of building (generally hard paved / bitumen surface) with garden beds adjacent to east.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of Victoria' cultural history (representative of the development of the Anglican Church in Horsham from the 1850s onwards)

Criterion E: Importance in exhibiting particular aesthetic characteristics (as a restrained example of the Post-War Ecclesiastical style, referencing elements of its predecessor but exhibiting design characteristics in keeping with the 1950s materials palette)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons (as a focus for the Anglican congregation of Horsham)

Comparative Analysis

Holy Trinity Lutheran Church, 102-104 Baillie Street, Horsham, Hermes no. 186085: Also built 1957 but low integrity post 1971 and less progressive (more traditional) in design

Anglican All Saints Uniting Church, Hunt St, Ouyen, Hermes no. 108478: Constructed 1958, more contemporary form of building (flat roof, separate tower) – also demonstrative of regional town aspirations to support community and spiritual life

Statement of Significance

What is significant?

The elements of heritage value of the 1957 The Church of St John the Divine, 164-166 Baillie Street, Horsham, include:

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- External form of the building, including brick walls, tower, castellated parapet, buttresses, paired stained glass windows, timber front doors and decorative rendered detailing to front entry;
- Terracotta tiled roof, copper clad octagonal spire, and copper rainwater goods;
- Front fence with steel plate panels with cross detail;

How is it significant?

The 1957 The Church of St John the Divine, 164-166 Baillie Street, Horsham, is of historical, aesthetic and social significance to Horsham Rural City.

Why is it significant?

The 1957 The Church of St John the Divine, 164-166 Baillie Street, Horsham, is:

- Of local historical significance, illustrating the development and growth of the Anglican Church in Horsham; (Criterion A)
- Of local aesthetic significance, as an example of the Post-War Ecclesiastical style in a regional centre; (Criterion E)
- Of local social significance, as a focus for the Anglican congregation of Horsham and districts. (Criterion G)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	Yes Front fence
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: Horsham Times Newspaper

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author:

Literature publisher:

Literature year:

Literature title: Horsham Parish Plan

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Horsham Arts and Heritage Trail, n.d.

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Horsham in focus: 1849-1999

Literature type: General Reference

Literature author: Foley, Marie. & Jenkinson, Noelene M. & Horsham Historical Society

Literature publisher: Horsham Historical Society Horsham, Vic

Literature year: 1999

Literature title: Victorian Government Gazette

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Images and memories: The history and meaning of the stained glass windows of St John's Anglican Church, Horsham

Literature type: General Reference

Literature author: Young, Rona

Literature publisher: Anglican Parish of Horsham

Literature year: 2008

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Droylsden
Address: 143 Baillie Street HORSHAM
Place Type: Health Office,House
Citation Date: 2022



'Droylsden', 143-145 Baillie Street Horsham

Recommended Heritage Protection **VHR -**
HI -
PS
Yes

Integrity

High - intact dwelling retaining most original features, illustrating significance

History and Historical Context

Droylsden was built in 1927 by Sid and Clara Smith, formally of Lower Norton. Set on a 1,050 square metre title of two allotments, the Smiths resided in the double story brick dwelling until 1954, when they moved to Geelong. The original residence featured timber floors, five bedrooms, three living areas, a kitchen, dining room, maid’s scullery and bathroom.[1] It had 37 squares of living area and another 12 squares of verandah space. In 1986, the *Mail-Times* reported that:

Builders claim the house is one of the most solid buildings in Horsham. Mr Smith was keen to prove that an 11 room brick house could be built on Horsham’s unstable ground without cracking. He poured tonnes of concrete into the foundations and used 200 tonnes of railway line as reinforcing. He also used railway lines in the double-

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brick spine walls. There is no sign of warping or cracking in the brickwork. Mr Smith used railway line for girders in the floor and a second-storey billiard room.[2]

The dwelling was one of several substantial 'aspirational' dwellings erected along this section of Baillie Street during the interwar period, when Horsham was experiencing a period of substantial agricultural prosperity. Dwellings were of inter-war styles and were surrounded by extensive gardens. Similar dwellings were also erected along the city end of Dooen Road and Natimuk Road.

The name "Droylsden" comes from the Bough of Tameside in Greater Manchester, England – the birthplace of Sid's father, Mr John Smith who arrived in Australia in 1872. Sid's father was a well-respected local farmer and businessman who in his later career became the first government auditor for the Wimmera Shire. He resided in both Lower Norton and Horsham from 1872 until his death in 1922.[3]

Since its erection, Droylsden has been used as a private residence by former owners, dentist David Lye, and Peter Beyer and Ann Mitchell (1981-1987). Following the sale of the property to the Beyers, Mr Lye leased the separate commercial annex comprising of four consulting rooms, a kitchen and bathroom. The annexe was used as the commercial offices of Peter Beyer's firm, Beyer, Wilson and Crisp architects and engineers. During their ownership of Droylsden, the Beyers completed extensive renovations of the top floor in order to restore its former grandeur.

In August 1986, Horsham's Goolum Goolum Aboriginal Cooperative (Goolum Goolum), the representative organisation of the local Wotjobaluk, Jadawadjali, Jaadwa, Jupagulk and Wergia peoples, began negotiations with Horsham Real Estate Agents, Robert Walter and Gerry Smith to purchase Droylsden. The following year, in early 1987, Goolum Goolum bought the property for almost \$250,000 with funds acquired from federal and state government grants. In May 1987, Aboriginal Development Commission commissioner for Victoria, Mr John Atkinson, announced that 'apart from providing a permanent headquarters for Goolum Goolum Aboriginal Cooperative, Droylsden provided Aborigines with a valuable economic asset and a place from which they could promote and develop social and recreational activities'.[4] Mr Atkinson further stated that 'he was delighted that the Victorian government had recognised the importance of providing such a social facility in Horsham [which will] improve the self-esteem of Aboriginal people and encourage their self-determination and self-management'.[5] The official opening took place on 9 September 1987. Goolum Goolum occupied Droylsden until 2005 when they moved to new premises in Hamilton Street. During their time at Droylsden, they provided administrative, welfare, recreation, cultural and health services to the local Aboriginal community, as well as negotiated their native title agreement, which was to become the first successful consent determination in Victoria and south-eastern Australia in a decision that was handed down by the Federal Court in 2005.

Droylsden was untenanted from 2006 until 2010. Whilst vacant, parts of the floor and staircase were damaged as a result of a suspicious fire.

In June 2010, *Droylsden* was purchased by Mr Barry Sherwell and Dr Kate Alyssia.[6] Barry and Kate were committed to restoring the building. Inside, oak wall panelling was repaired, glazed bricks replaced, damaged timber staircase elements replicated, ceilings restored and later wall partitions removed. They also converted the lower level into an Allied Health Centre with a series of consulting rooms, and retained the upper level for their private residence.[7]

[1] Bibliophile (2010) New Neighbours. *Bibliophile* [online]. 3 June. Available from: <http://bibliophile-biblionet.blogspot.com.au/2010/06/new-neighbours.html> [Accessed 2 September 2013].

[2] Mail-Times (1986) Aboriginal bid for Droylsden. *Mail-Times*. 13 August, p. 3.

[3] Horsham Times (1922) Obituary. *Horsham Times*. 20 June, p. 5.

[4] Wimmera Mail-Times (1987) Commissioner applauds Droylsden purchase. *Wimmera Mail-Times*. 18 May, p.

HERITAGE CITATION REPORT

5.

[5] *Ibid.*

[6] ABC (2010) Droylsden house auction stalls. *ABC News* [online]. 31 May. Available from: <http://www.abc.net.au/news/2010-05-31/droylsden-house-auction-stalls/847370> [Accessed 9 September 2013].

[7] Elliston, A. (2010) Health service planned for Droylsden. *Wimmera Mail-Times* [online]. 6 June. Retrieved from www.mailtimes.com.au/story/972023/health-service-planned-for-droylsden [Accessed 29 November 2013]; Elliston, A. (2010) Historic refit at Droylsden. *Wimmera Mail-Times*. 29 September, p. 6.

Description

Physical Description

A local, substantial two storey 1927 'Inter-war California Bungalow' style dwelling of face brick, with stucco banding to facades and terracotta tile roof. Principal gables are finished with timber shingles and decorative timber brackets at each base. Dwelling features a projecting balcony/ porch over the entrance in face brick, with the balcony open and the entrance under framed by a brick archway. The name 'Droylsden' features on the central gable of the dwelling. Red brick chimneys dominate at roof level and substantial tile roof verandas, supported by masonry columns, wrap around all facades of the dwelling. Windows are timber framed and a bay window is featured adjacent to the double front doors. Interior features formal rooms to the ground floor and bedrooms to the upper floor. Main rooms feature blackwood wall dado panelling and decorative plaster ceilings. The centrally located staircase is blackwood in construction and simple in design.

Physical Condition

Very good condition. Well maintained to exterior and interior. Past fire damage to ground floor rooms has resulted in reconstruction of some finishes. Recent commercial premises to side of front façade erected over part of original verandah and also impact on heritage views of place.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (Illustrating residential growth of Horsham during agriculturally prosperous inter-war period in 20th C.)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (One of several substantial 'Inter-war California Bungalow' and 'Old English' style dwellings and gardens established on the main highway roads surrounding Horsham - evidence of new wealth in the town during the period)

Criterion E: Importance in exhibiting particular aesthetic characteristics. ('Inter-war California Bungalow' style, two storey dwelling of aesthetic merit. Designer unknown)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (Goolum Goolum co-op - as office area/centre for community needs and during Native Title agreement. (social value - no physical evidence illustrates occupation)

Comparative Analysis

HERITAGE CITATION REPORT

Horsham House, 27 Roberts St, Horsham, Hermes no. 186113: 1906 – 2 storey dwelling of Arts & Crafts styling of a scale (inc garden) to Droylsden – although earlier in construction. Along with Droylsden, represents ‘inner city’ wealth at turn of century.

Kalimna Park, 18-24 Kalimna Ave Horsham, Hermes no. 186094: 1915 – attic-storey dwelling – of high integrity – Arts & Crafts bungalow style dwelling on substantial grounds. Earlier in construction, but represents style and wealth of early 20th C Horsham – compares to Droylsden – but suburban.

Como Lodge, 83 Natimuk Rd, Horsham: C1930s ‘Como lodge’ dwelling of two storeys, of ‘Old English’ styling, with red tile roof. Moderate integrity. Located in substantial grounds in suburban Horsham – represents style and wealth of early 20th C Horsham – compares to Droylsden – but suburban.

Glen Logan House, Dooen Rd, Horsham: 1926 – built by Bolton – prominent two storey red brick ‘interwar’ dwelling with Arts & Crafts Arts & Crafts / cottage and ‘Romanesque’ styled features. Again, set in substantial grounds – reflects aspirational values of Dooen Rd precinct of the period. – compares to Droylsden – but suburban.

Bungalows of Natimuk Rd and Dooen Rds: Interwar, bungalow style dwellings in ‘dress-circle’ suburban location, most set in substantial gardens. – including ‘Leamont’ for eg (HO 5) – partly compares to Droylsden – but suburban and single storey.

Droylsden compares in scale, era and style to several other dwellings of the period in Horsham. It is only one of two remaining dwellings of the 1900-1920 period in ‘downtown’ Horsham. Other examples from the period are all located in suburban areas.

Statement of Significance

What is significant?

The elements of heritage value of the 1927 dwelling, Droylsden, at 143 Baillie Street, Horsham, include:

- . External form of the two storey dwelling, pitched, tiled roof, wrap around verandah with columns, timber framed windows and doors to external walls. Decorative timberwork to eaves and verandahs and the name ‘Droylsden’ on the façade is also of note.

Exclusion: Commercial addition to east side of front façade.

How is it significant?

The 1927 dwelling, ‘Droylsden’, 143 Ballie St, Horsham, is of historic and aesthetic significance to Horsham Rural City.

Why is it significant?

The 1927 dwelling, ‘Droylsden’, 143 Ballie St, Horsham is:

- . of local historic and social significance, illustrating the substantial growth and prosperity evident in Horsham during the inter-war period of the 20th Century. The dwelling is one of several substantial Horsham dwellings erected during the inter-war period along key roads/ boulevards, illustrating the agricultural and commercial prosperity of residents of the period. (Criterion A)

- . Of local aesthetic significance, as an intact and substantial example of a two storey ‘Inter-war California Bungalow’ style dwelling of design merit in Horsham. Few dwellings of this scale and integrity exist in Horsham today. (Criterion E)

HERITAGE CITATION REPORT

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: ABC (2010) Droylsden house auction stalls. ABC News [online]. 31 May 2010

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 2010

Literature title: Bibliophile (2010) New Neighbours

Literature type: General Reference

Literature author:

Literature publisher: Bibliofile [online]. 3 June 2010

Literature year: 2010

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Mail-Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Wimmera Mail-Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Former Clear Lake State School
Address: 4006 Harrow - Clear Lake Road CLEAR LAKE
Place Type: School - State (public)
Citation Date: 2022



Former Clear Lake State School, 4006 Jallumba - Clear Lake Road Clear Lake

**Recommended
Heritage Protection** **VHR -**

 HI -

 PS
 Yes

Integrity

High integrity internally and externally.

History and Historical Context

Following the proclamation of the Grant Land Act of 1869, vast tracks of land previously occupied by 'squatters' was opened up for intensive closer settlement. Parcels of 320 acres were taken up in the Wimmera district by yeoman farmers and their families, leading to a dramatic increase in population and the development of small settlements such as the township of Clear Lake.

In 1876 the Clear Lake Wesleyan Church was erected by parishioners below the lake's southern shoreline. Lessons were conducted in the church from April 1879, with Thomas Hall appointed to teach approximately 37 children drawn from the surrounding area. While the building was a cherished community asset and the nucleus

HERITAGE CITATION REPORT

of the growing settlement, it was an inadequate classroom. Head teacher Hall documented its shortcomings in a letter to the Education Department stating, 'there was no fire and no warmth. Most Children travelled more than two miles and at times arrived drenched and cold and were forced to sit in that state all day'.^[1]

Mr Hall was joined by members of the Clear Lake district in lobbying the Department for a new, standalone school building. The proposed site of the school was a key concern. Past students recounted that the journey to school was so treacherous that 'pupils were guided to school in the early days by a plough furrow through the heavily timbered country.(and) trees were also blazed for their guidance'.^[2]

By February 1881 a one acre site was reserved at nearby Carchap addressing the Jallumba - Douglas Road (application no. 2135).^[3] This site was subsequently revoked in favour of a four acre site reserved in 1882 (allotment 22G, Parish of Carchap) opposite the existing church.^[4]

The new school was assigned no. 2135 and a small portable building and attached living quarters, measuring a meagre 22 ft x 9 ft, was erected in March 1882.^[5] Hall lived in the attached residence with his wife and five children until his departure in 1886. Miss Lilla Morrison replaced Hall, although she boarded with a local family, rather than residing in the teacher's quarters.

In February 1886 land sales were held to establish the township of Clear Lake (originally named 'Jangeowra'). The site for a township had been surveyed the previous year and officially gazetted on the west bank of Clear Lake addressing the Arapiles - Balmoral Road. Half acre parcels were auctioned at £2 per lot, but the sale didn't stimulate immediate development, rather 'blocks were taken up by established residents for future use and none was lived on by any newcomer. No business premises or public buildings emerged'.^[6]

While the turn of the century saw a general decline in population and the subsequent closure of nearby schools such as Toolondo, Clear Lake School survived this period of low enrolments and economic hardship. Indeed, by 1901 the school community continued to lobby the Department:

'We, the undersigned, urgently request better accommodation at S.S. 2135. At present things are so unsatisfactory and in such an unsanitary condition that steps are requested for an immediate improvement. 36 children are huddled into one small room where the atmosphere is poisonous and unbearable' [7]

Although the petition called for a new building, refurbishment of the existing building was also suggested, including minor alterations such as the 'partition between the residential section and the class room be removed' to enlarge the space.^[8] Correspondence over the next twenty years documents even further deterioration of the building, including white ant and rabbit infestation, poor lighting and over-crowding.

At last, in 1927 a new school building was approved and erected on land acquired in the township grid addressing the Arapiles - Balmoral Road. It was officially opened on 23 March 1928. The West Wimmera Mail described the new school as 'neat in design with congenial surroundings and the interior the last word in comfort and hygiene in the midst of a eucalyptus charged atmosphere'.^[9]

A teacher's residence was constructed in 1958 and a new class room added in 1960. As a consequence of the Soldier Settlement Scheme a second wave of settlement occurred in the district and school enrolments rose to 53 by 1963. Other improvements included new shelter sheds, toilets and bike sheds.

An office, store room and kitchen wing were added to the north-west corner of the school building in 1996. However, this investment was not enough to prevent the closure of the school in 1997 due to declining enrolments.

HERITAGE CITATION REPORT

The former school has been retained by the community and continues to provide a focus for community life under the custodianship of Clear Lake School Inc, formed in 2000.

[1] Committee of the Clear Lake Back To, *Clear Lake Reflections 2004*, p. 28.

[2] *Horsham Times*, Friday 9 November 1951, page 3.

[3] *Gov Gazette* 28, Date: Friday, March 25th 1881, page 876; *Horsham Times*, Tuesday 21 March 1882, p. 2

[4] *Gov Gazette* 29, Date: Friday, March 17th 1882, page 667.

[5] Education Department: *Report of the Minister of Public Instruction for the year 1881-82*, p 125, 132

[6] *Clear Lake Reflections 2004*, p. 20

[7] Clear Lake Centenary Committee, *Clear Lake: Centenary 1978*, p. 28.

[8] *Clear Lake: Centenary 1978*, p. 28.

[9] *Clear Lake: Centenary 1978*, p. 30.

Description

Physical Description

Timber framed, weatherboard clad building approximately 11 metres by 9 metres with smaller entry porch under separate gable. Gable roof clad in corrugated sheet metal with wide eaves overhangs and exposed rafters. Large, multipane timber sash windows to north and south elevations; smaller timber frame windows to entry porch and kitchen area. Brick chimney. Internally the classroom retains its blackboard, timber panelling, fireplace and mantelpiece.

Physical Condition

The former Clear Lake school is in good condition and has had repairs conducted recently

Australian Heritage Commission Criteria

Relevant HERCON Criteria:

Criterion A: Importance to the course, or pattern, of Victoria's cultural history. (as a marker of the evolution of Clear Lake as a town and community, and the changing requirements of educational facilities in the district)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural places or objects. (typical design, configuration and materials for a small scale classroom building in the early twentieth century)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. (as the focus for a regional community as an educational facility and more recently for the general community of Clear Lake)

HERITAGE CITATION REPORT

Comparative Analysis

Former Riverside State School No 3398, 158 Riverside Road, Riverside, Hermes no. 186111: Very similar configuration and style, but earlier date (1901)

Former Kalkee State School No 1840, Kalkee School Road, Kalkee, Hermes no. 186134: Similar configuration and style, date not confirmed

Statement of Significance

What is significant?

The elements of heritage value of the former 1928 Clear Lake School, 4006 Harrow - Clear Lake Road, Clear Lake, include:

- . External form and materials of school building - weatherboard cladding, corrugated sheet metal roof, timber framed multi paned windows, and brick chimney;
- . Internal original fittings including timber wall panelling, fireplace and mantelpiece, and blackboard.

Exclusions: shelter sheds, toilets, water tank.

How is it significant?

The former 1928 Clear Lake School is of historic, representative, and social significance to Horsham Rural City.

Why is it significant?

The former 1928 Clear Lake School is:

- . Of local historical significance, illustrating the growing and later declining need for educational facilities in small rural communities outside Horsham. (Criterion A)
- . Of local representative significance, as an intact local example of a school classroom of the early twentieth century. (Criterion D)
- . Of local social significance, for its role as a focus for community activities and education of families in the Clear Lake district. (Criterion G)

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

HERITAGE CITATION REPORT

Literature title: Clear Lake: Centenary 1978

Literature type: General Reference

Literature author: Clear Lake Centenary Committee

Literature publisher: Clear Lake Centenary Committee

Literature year: 1978

Literature title: Clear Lake Reflections

Literature type: General Reference

Literature author: Committee of the Clear Lake Back To

Literature publisher: Clear Lake Back To Committee

Literature year: 2004

Literature title: Report of the Minister of Public Instruction for the year 1881-82

Literature type: General Reference

Literature author:

Literature publisher: Education Department, Melbourne

Literature year: 1882

Literature title: Article: Tuesday 21 March, 1882

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1882

Literature title: Article: Friday 9 November 1951

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1951

Literature title: Vision and Realisation: A Centenary History of State Education in Victoria Vol. 2

Literature type: General Reference

Literature author: Blake L.J (ed.)

Literature publisher: Melbourne, Education Department of Victoria

Literature year: 1973

Literature title: Victorian Government Gazette 28, Friday March 25 1881

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1881

Literature title: Victorian Government Gazette 29, Friday March 17 1882

HERITAGE CITATION REPORT

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1882

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Former Doctor's Residence and Surgery
Address: 154 Baillie Street HORSHAM
Place Type: House
Citation Date: 2022



154 Baillie Street Horsham

Recommended Heritage Protection **VHR -**
HI -
PS
Yes

Integrity

| Reasonably high integrity, when viewed from Baillie St. Early finishes to dwelling all still extant.

History and Historical Context

The former brick residence and surgery at 154 Baillie Street, Horsham was constructed in 1936 for Dr Gordon Forsyth to the design of architect HL Coburn.

Dr Gordon Forsyth arrived in Horsham in October 1930 after purchasing the former practice of Dr JP (Percy) Black in Firebrace Street. Dr Forsyth had been born and educated in Sydney and worked in Wingham, New South Wales, prior to moving to Horsham with his wife and children.[1]

HERITAGE CITATION REPORT

At first, Dr Forsyth consulted privately and attended patients at the Horsham Base Hospital and local private hospitals. In 1936 he commissioned Ballarat architect Herbert L Coburn to design a two-storey 'Streamlined Moderne' residence and surgery on the north side of Baillie Street, near the intersection of Firebrace Street. Ballarat contractor A McClellan was awarded the tender to construct the building.[2]

A photograph held by the Horsham Historical Society shows the residence shortly after its completion in November 1936 set behind a low brick fence and anchored by neat landscaped garden. It remains largely unaltered from this time and is an excellent example of Coburn's work and the design aesthetic of interwar domestic architecture. These stylistic features include: cream brick work, clinker brick decorative banding, a recessed front porch, protruding brick planter box, steel Art Deco windows, first-storey cantilevered balcony and an attached motor garage.

The building was designed with two separate entrances addressing Baillie Street, with a patient's entrance on the west side of the residence. There were a number of doctors' residences constructed in Horsham during the nineteenth century, which served this dual function, combining private dwellings (often located on the first floor), consulting rooms and a surgery. In the case of Dr Forsyth, it appears that this arrangement was short lived, as he joined Lister House Medical Clinic in April 1937 and remained there until his retirement.

Lister House, 146 Baillie Street, was situated three doors east of Dr Forsyth's residence and was founded by Dr Roy Felstead, who like Forsyth, had previously practiced from his residence in Baillie Street. The clinic was only the second group practice established in Victoria at that time. The two-storey cream brick building was designed by Coburn and completed in 1937. It comprised a theatre, x-ray facilities, surgery and accommodation for two receptionists.[3] The architectural language of the Clinic is bold and uncompromisingly modern for the period, perhaps reflecting its function as a modern clinic/hospital.

There were a number of substantial dwellings and commercial buildings erected on Baillie Street during the interwar period. A notable example is Wembley Private Hospital, 142 Baillie Street, which was operated by Sister Marion Booth. The former hospital is a cream brick two-storey building, erected to the east of Lister House in late 1937.[4] The architect of this building is unknown, however, it displays Coburn's stylistic features present in both the Forsyth residence and Lister Clinic. It is most likely that Coburn also designed this building.

[1] Horsham Historical Society, Dr Gordon Forsyth file.

[2] *Horsham Times*, Friday 10 April 1936, p 4.

[3] Brooke and Finch, *A Story of Horsham: a municipal century*, 1982, pg 175; *Horsham Times*, Friday 28 August 1936, page 2.

[4] *Horsham Times*, Friday 15 January 1937, page 4

Description

Physical Description

Two storey c1950 'Art Deco/ Moderne' style dwelling of crème brick, with hard burnt red brick horizontal banding to floor and window lines. Roof is hipped in form and is clad with slate shingles, trimmed with matching colour

HERITAGE CITATION REPORT

terracotta tile capping. Chimneys are crème brick in construction. Balcony to side of dwelling is finished in diagonally laid decorative crème brick. Windows are steel framed, with horizontal mullions, further emphasising the streamlined design of the facades. Window sills are flush with walls. The adjacent brick garage dates from the same period. Front fence of similar design/ construction - hard burnt red brick base with crème brick coping, laid in a staggered pattern. Lych gate appears to be of contemporary construction.

Physical Condition

Average to good in condition. Little structural damage apparent (from the street). Requires maintenance. Front doors x 2 replaced recently.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (Illustrating residential growth and subsequent medical needs of Horsham during agriculturally prosperous interwar period in 20th C.)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (One of the last substantial, aspirational dwellings and gardens established on the main highway roads surrounding Horsham - evidence of new wealth and aspirations in the town during the period - eg: 1927 Drolysden, and dwellings along Dooen Rd & Natimuk Rd)

Criterion E: Importance in exhibiting particular aesthetic characteristics. ('Art Deco/ Moderne' style, two storey dwelling of aesthetic merit. Good local domestic example of the work of Ballarat architect, HL Coburn. Highly intact eg of Coburn's work - Lister House to east now face rendered)

Comparative Analysis

Lister House, 146 Baillie St, Horsham: Same architect, different style/ function building erected 1937. Later additions to front and render finish compromises integrity.

Wembley House - 142 Baillie St, Horsham: Possibly same architect - brickwork detailing same - erected 1937. Style more conventional, but part of the medical buildings of the late 1930s along this stretch of Baillie St. compromised today - face render applied.

Statement of Significance

What is significant?

The elements of heritage value of the 1936 dwelling and former surgery at 154 Baillie St, Horsham include:

- External form of the 1936, two storey dwelling, including slate shingle roof, chimneys, steel framed windows, external brick balcony to Baillie St and attached brick garage walls and front brick fence.

Exclusions -

Later brick shed to rear, later front doors.

HERITAGE CITATION REPORT

How is it significant?

The 1936 dwelling and former surgery at 154 Baillie Street, Horsham, is of aesthetic, historic and representative significance to Horsham Rural City.

Why is it significant?

The 1936 dwelling and former surgery at 154 Baillie Street, Horsham is:

- Of local historic significance, illustrating the substantial growth and prosperity evident in Horsham during the inter-war period. The dwelling is one of several substantial Horsham dwellings erected during this period along key roads/ boulevards, illustrating the agricultural and commercial prosperity and aspirations of residents of the time. Further, the dwelling (and former surgery) illustrates the concentration of medical premises at this end of Baillie St in the mid 20th century. (*Criteria A, D*)
- Of local aesthetic significance, as an intact and substantial and rare local example of a two storey 1936 'Art Deco/ Moderne 'style dwelling of design merit in Horsham. No other dwellings of this scale and integrity exist in Horsham today. (*Criterion E*)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	Yes Front fence
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: Horsham Historical Society, Dr Gordon Forsyth file

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Horsham Times Newspaper

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author:

Literature publisher:

Literature year:

Literature title: Clare Gervasoni, Herbert Lesley Coburn, August 2008, accessed April 2014

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

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HERITAGE CITATION REPORT

Pimpinio West School No. 3329 and West Wail School No. 3329. During the wetter months of the year traveling to school became near impossible, on the muddy dirt tracks, and many children missed school days on end until roads became suitable for travel. This disrupted children's learning and disadvantaged their education to such a point that the parents of children in the Polkemmet East area believed that area required a school of its own. [1]

By 1905 an application to the Department of Education was submitted by Mr Abel Simmons, on behalf of twelve families, to erect a school for the children of the Polkemmet district. To give further weight to the application a 3 acre parcel of land owned by Thomas Hallam (being Lot 84A, Parish of Quantong) was offered free of charge as a site to establish the school. The application was supported by Mr W Henderson, the newly appointed Inspector of the Horsham District for the Department of Education, who noted at least '19 school aged children resided within 2 miles of the [proposed] school and a further 10 beyond that distance might attend' [2]

Simmons records that while the parents had originally planned to construct a school building from sun dried bricks, the Education Department did not support this proposal. Instead, an old portable school building formerly located at the Vectis East State School was acquired. The timber building measured 24 ft by 14 ft with a two-roomed living quarters attached (an additional room had been removed prior and attached to the new Vectis East school house). It was used at the time of purchase as a fowl house and stables and was relocated to Polkemmet and refurbished, with the internal partitions removed to create one large classroom. [3]

The Polkemmet School opened on the 1st April 1907, with an attendance of 20 pupils. The first headmistress was Miss Nellie McDonnell, however her period of tenure was all of four months and she was replaced in September by Miss Frusher. An article in the *Horsham Times* describes the farewell party and notes that the school is 'only a new one, starting at Easter, with no seating accommodation, but now compared most favorably with other district schools, and great credit was due to all who promoted having such a school built for the education of their children'. [4]

Gradual repairs to the school were undertaken with small grants from the Department and funds raised from barn dances and euchre parties. In 1909 R Sisson won a tender to renovate the building and it was painted in the summer of that year. Entrance gates were erected in 1910, a galvanized-iron shelter shed constructed in 1911, a timber floor laid in the school building in 1912 and a front porch added in 1914. The school was renamed Polkemmet East State School No. 3541 in 1912.

By 1920 the condition of the old school building was so poor that it was sold to Gus Dumesny for £30 and a new school building acquired for the site. The building of c.1880s in construction was relocated from the McKenzie Creek State School and was slightly smaller than the previous one (measuring 22 ft by 14 ft). A new porch and chimney were erected once the building was relocated to its current site.

At its peak in 1921 the school had twenty-four pupils; however attendance dropped to 6 pupils in 1923 prompting to the closure of the school at the end of 1924. This decision was reversed following the closure of Vectis East and Pimpinio West State Schools, with the former Pimpinio Head Teacher Bertha Rutherford transferred to Polkemmet East and classes recommenced in May 1925 with 13 pupils. [5]

Further alterations to the school were undertaken in the mid 20th century, including the construction of a verandah on the west elevation. The verandah was later enclosed and a concrete floor laid in 1946.

Attendance at the school gradually declined from the 1930s and by 1951 classes were temporarily suspended until 1952. The relocation of Head Teacher Mr Rowland Taylor was felt deeply by the school community and his transfer saw the school un-staffed and its pupil base diminished due to the loss of the Taylor children. The school was officially closed on 13 May 1959 with the Polkemmet – Horsham bus transporting the children of the Polkemmet district to the Horsham West State School. [6]

HERITAGE CITATION REPORT

Gus Dumesny purchased the subject site and the former school building from the Education Department in September 1968.

[1] Simmons, *A Brief History of the District of Polkemmet*, 1998, np

[2] Simmons, 1998, np.

[3] Blake, *Vision and Realisation: a centenary history of state education in Victoria*, 1973, p. 273; Simmons, 1998, np

[4] *Horsham Times*, 24 September 1907, p. 4

[5] Simmons, np

[6] Ibid.

Description

Physical Description

Timber framed, timber clad building on timber stumps, gable roof clad in corrugated sheet metal, no eaves overhang, two roof ventilators. Paired double hung timber sash window and single door to north elevation; brick chimney to west elevation. Large multipane paired timber windows with highlights to south elevation.

Internally lined with tongue and groove boards to ceiling and walls; timber floorboards.

There is a 1998 bronze plaque on a boulder, located at the western property boundary which notes 'Site of Polkemmet East School No. 3541 / Opened 10 April 1907 / Officially closed 13 May 1959'.

Physical Condition

Fair to poor condition. The building is not currently weatherproof and has deteriorated stumps, weatherboards and other building elements. In 2022 it was leaning away from its external chimney.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of Victoria's cultural history. (as a marker of the changing (increasing) requirements of educational facilities in the district and as the focus for a regional community as an educational facility in the early/ mid 20thC)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural places or objects. (typical design, configuration and materials for a small scale classroom building in the early twentieth century, adapted from a c1880s building)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. (unlikely to retain strong local attachment as it has been closed since 1959)

HERITAGE CITATION REPORT

Comparative Analysis

School (former) – No 3398, 158 Riverside Road, Riverside, Hermes no. 186111: Very similar configuration and style, but later date (1901)

School (former) – No 1840, Kalkee School Road, Kalkee, Hermes no. 186134: Similar configuration and style, date not confirmed.

Statement of Significance

What is significant?

The elements of heritage value of the former Polkemmet East School, 196 Polkemmet East School Road, Pimpinio, include:

- External form and materials of the relocated c1880s building – weatherboard cladding, corrugated sheet metal roof, timber framed multi paned windows, and brick chimney – relocated here in 1920 and used as a schoolhouse until 1959.

How is it significant?

The former Polkemmet East school is of historic and representative significance to Horsham Rural City.

Why is it significant?

The former Polkemmet East School is:

- Of local historical significance, illustrating the growing (and then waning) need for educational facilities in small rural communities outside Horsham in the 1920-1959 period. It was a focus for community activities and education of families in the Polkemmet district until its closure in 1959. (Criterion A)
- Of local representative significance, as a relatively intact example of a school classroom of a c1880s schoolhouse, relocated from McKenzie Creek for use here in the early to mid-twentieth century. (Criterion D)

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

HERITAGE CITATION REPORT

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: A Brief History of the District of Polkemmet East

Literature type: General Reference

Literature author: Simmons, Gavin

Literature publisher: self published

Literature year: 1998

Literature title: Vision and Realisation: A Centenary History of State Education in Victoria Vol. 2

Literature type: General Reference

Literature author: Blake L.J (ed.)

Literature publisher: Melbourne, Education Department of Victoria

Literature year: 1973

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Former St Johns Catholic Church
Address: 27-29 Main Street NATIMUK
Place Type: Church, Residence
Citation Date: 2022



St Johns Catholic Church, 27-29 Main Street Natimuk

Recommended Heritage Protection **VHR -**

HI -

PS
Yes

Integrity

Excellent (restored) condition and all early fabric of church extant. Pews and liturgical furniture no longer extant.

History and Historical Context

St John's Roman Catholic Church, constructed in 1916, is the second church building situated on this site. The first was a simple timber structure erected in 1889 by Goroke builders McDonald and Lindsay. The church stood on land purchased from Peter Mitchell of Quantong and comprised part allotments 6 & 7, Section 2, township of Natimuk.

Horsham Catholic Parish was established in March 1876, with a church dedicated to St Michael and St John constructed in 1879. Fr O'Sullivan was recorded to have conducted Mass in Natimuk from July 1876, although few services were held and these took place at the home of J.F. Ryan. Regular services didn't commence until

HERITAGE CITATION REPORT

the arrival of Parish Priest Rev. Father John Hogan in 1887, who conducted Mass on a monthly basis at locations including the Mechanics' Institute in Noradjuha and Natimuk, John Carrick's Hotel in Natimuk and at the homes of parishioners. [1]

In an effort to raise funds for the construction of a dedicated place of worship parishioners organized a number of events during the 1880s. Most notably a grand bazaar, ball and supper were held during August 1886. [2]

St John's Roman Catholic Church was officially consecrated on Sunday 15 September 1889 by Rev. Dr. Delaney, with assistance from Father Hogan. [3] The church soon became an important gathering place for local parishioners and a permanent focus for worship, with Mass held on a regular basis by Parish Priest Father O'Brien who replaced Rev. Father Hogan who had departed in late 1889.

There are a number of published accounts which suggest that St John's was damaged and subsequently demolished in 1897 as the result of a cyclone which lashed parts of the Wimmera (and was particularly devastating in Nhill). However, it is almost certain that the church was damaged in a violent storm that occurred on the 5th of January 1916. The *Natimuk Advertiser* records that several buildings in Natimuk were 'unroofed' and St John's 'tilted over' to a 'list to the east of about 45 degrees'. [4]

Subsequent reports indicate that the storm rendered the church building 'unfit for use'. [5] The church was eventually demolished, with parts of the original building salvaged for re-use. Land situated adjacent to the church site was purchased to accommodate a larger building, with local builder T H Bousfield contracted for the work. [6]

Once again parishioners were called upon to contribute to the construction of a church, with a target for subscriptions set at £250. Mr F. R. Ratcliffe of Natimuk's Ratcliffe & Co store was noted as a generous contributor to fund raising efforts and local families were recorded as pledging £30 each, with Parish Priest Father Mead donating £25. [7]

The newly constructed St John's Roman Catholic Church was officially opened on Sunday May 21, 1916. *The Horsham Times* describing the proceedings:

Sunday last was a red letter day for the Roman Catholic people of this district (writes our Natimuk correspondent) being the opening day of the new church in Natimuk. When some months ago a storm rendered the old building unsafe, a meeting of the Catholic congregation was called to consider the matter of rebuilding, and so generous was the response that the work was at once put in hand, and the result is a building of which the members can be proud, and, opened on Sunday practically free of debt, stands as a monument and an example to other denominations of the Catholic people's devoutness and generosity. The church is of weatherboard, the main part measuring 22 feet by 54 feet, with a vestry 12 feet by 15 feet, and porch 8 feet square abutting. It is beautifully finished inside. A steel dado of Gothic pattern sets off the walls, and the altar has all steel walls of cream with a dainty pattern picked out in brown, these last artistic touches being the work of Messrs G. Antony and J Bousfield. The contractor 'or the building was Mr. T.H. Bousfield, to whom due credit must be given for first-class work. The opening ceremony was very largely attended, a good number of other denominations being present, including several members of the Shire of Arapiles. The ceremony of blessing the church was conducted by the Rev. Father Hunt; of the Redemptorist Monastery, Ballarat, and the Rev. Father Meade, parish priest, said the Mass. A forcible sermon was delivered by the Rev. Father Hunt, and the choir of St. Michael and St. John's Church, of Horsham, sang the Winter's Mass and the Ave Maria. The collection which was taken up in aid of the building fund amounted to £50 (including promises), and as mentioned previously, practically completes the amount necessary for the whole of the work. Mr. G. Antony is the secretary of the building committee, and deserves praise for the time and trouble he has taken in the work.[8]

HERITAGE CITATION REPORT

Weekly Mass was conducted at St John's from 1930 until 1997 when services were reduced to the last Sunday of the month.

By May 2010 services were relocated to Natimuk's Uniting Church as St John's was considered by the Ballarat Diocese to be 'beyond repair and no longer safe' as a site for worship. The church is now held in private ownership. It was renovated in 2012-13 has recently (late 2013) been sold as a residence.

[1] Lockwood, Allan., *Our Home Among a Caring Community: Natimuk ... now 125*, 1997, pp. 36 – 37.

[2] Lockwood, 1997, 36; *Horsham Times*, 9 July 1886, p 6

[3] *Horsham Times*, 3 September 1889, p. 30;

[4] *West Wimmera Mail and Natimuk Advertiser*, Friday 7 January 1916, p. 1, Friday 14 January 1916, p. 1;

[5] *Horsham Times*, Tuesday 25 January 1916, page 5.

[6] *ibid*, p. 1

[7] *Ballarat Courier*, Saturday 26 February 1916, page 10; Lockwood, p. 36

[8] *Horsham Times*, 23 May 1916, p. 5

Description

Physical Description

Timber framed and timber weatherboard clad church, with CGI clad gable roof and stumped floor. Entry porch and vestry also gable roofed. Finials of note – featuring decorative crosses. Church features lancet double hung windows, with decorative timber glazing bars. Front window has trefoil glazing, with a rose window at the top. Church features two porches. Interior features a coved ceiling lined with beaded boards and exposed metal tie rods. Altar has a raised floor, with the chancel wall lined with decorative pressed metal panelling. Decorative pressed metal panelling with gothic arch motifs also features as wainscoting around the nave.

Physical Condition

Good condition – recently renovated. Contemporary bathroom and kitchen in vestry. Original church furniture and vestments no longer extant.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (represents the Catholic spiritual needs of residents in Natimuk in the late 19th and early 20th Century – a period when the town was becoming established as an important rural settlement, servicing the surrounding agricultural district and new train line between Horsham and (finally) Carpolac.)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (intact and well-resolved design

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example of 'Federation Carpenter Gothic' style architecture of the period within the region)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (centre for local Catholic worship and fellowship 1916-2010. As this is now a private dwelling, this social significance is likely to have waned.)

Comparative Analysis

Comparison with local Horsham Shire churches only undertaken – not considered of state-wide significance:

Church, 23 Church St, Jung, Hermes no. 191385: Similar scale, era and construction – but now collapsing.

Church, Natimuk/Hamilton Rd, Noradjuha, Hermes no. 186192: Simple chapel church – similar scale and era, but simpler in detail – also now clad with aluminium sheeting

Church, Mitre-Grass Flat Rd, Grass Flat, Hermes no. 186075: Simple masonry chapel form church – similar scale and era – different construction method and less decoration

Church, 35 Main St, Natimuk, Hermes no. 186172: Similar style, construction type, era and themes – simpler in detailing though.

Statement of Significance

What is significant?

The elements of heritage value of the 1916 St John's Catholic Church, 27-29 Main Street, Natimuk, include:

- . external form of the 1916 church building, including timber weatherboard cladding, CGI sheet roof
- . finial ornamentation
- . windows, doors, verandahs–

How is it significant?

The (former) 1916 St John's Catholic Church, Natimuk, is of historical and aesthetic significance to Horsham Rural City.

Why is it significant?

The (former) 1916 St John's Catholic Church, Natimuk, is:

- . of local historical significance, as it represents the spiritual needs of Catholic residents in Natimuk in the late 19th and early 20th Century – a period when the town was becoming established as an important rural settlement, servicing the surrounding agricultural district and new train line between Horsham and (finally) Carpolac. The present building replaced the original 1889 church in this location. (Criterion A)

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. of local aesthetic significance, representing an intact and well resolved, high integrity, architectural example of 'Federation Carpenter Gothic' style architecture of the period within the region. The combination of building form proportions, compound gable roof form, distinctive finial decoration and the gothic patterning of fenestration all contribute to the aesthetic qualities of the place. (Criterion E)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Ballarat Courier Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Our Home Among a Caring Community: Natimuk ... now 125

Literature type: General Reference

Literature author: Lockwood, Allan.

Literature publisher: Back to Natimuk Committee, Natimuk

Literature year: 1997

Literature title: A Historical Review of Natimuk and District: Compiled in connection with the Back to Natimuk celebrations, April 5 to 12, 1947

Literature type: General Reference

Literature author: Natimuk Progress Association

Literature publisher: Natimuk Progress Association

Literature year: 1947

Literature title: West Wimmera Mail and Natimuk Advertiser

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Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

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tree stood outside the gates, it is possible that the tree was planted before the first entrance gates were installed in the 1880s. The possibility of the tree being planted here when the site was still a police paddock (i.e. before 1878) would seem remote, but it is possible the seed / seedling was planted between 1878 and 1883 when the first entrance gates were installed.

The eminent landscape designer William Guilfoyle - Mueller's successor as Director of the Melbourne Botanic Gardens - first visited Horsham in c1880 to prepare a landscape plan for the Horsham Hospital Gardens. The commission for the Horsham Botanic Gardens most likely sprung from this work. Guilfoyle had carried out a number of commissions across western Victoria, both for local municipalities and private clients.

In his 1880 plan for Horsham Botanic Gardens, Guilfoyle employed his characteristic style of serpentine pathways and groups of exotic specimen trees. He embraced the natural setting of riverbank and mature indigenous trees and added a lake. The plan was drafted by Robert Percy Whitworth, who assisted Guilfoyle with a number of botanic gardens plans, including the Koroit Botanic Gardens (1880) [VHR HO118], the Stawell Hospital Gardens, and the Horsham Hospital Gardens (now lost). A staged plan was possibly enacted, with actions to be followed year by year as funds permitted, as a way of spreading over time the cost of establishing the gardens. Local fund-raising events for the gardens' development were a regular occurrence through the 1880s.

In 1883, a request was made for tennis to be permitted to be played in the gardens and soon after the Horsham Borough Council applied to take over the management of the site so that it would be in a position to permit such uses. [4] The Horsham Borough Council, as committee of management, routinely applied to the Victorian Government for a grant-in-aid to help with the cost of improvements, such as fencing, etc. In 1907, for example, the Horsham Council was successful in obtaining a government grant for the 'proposed improvements' to the gardens. [5]

The Botanic Gardens developed over the next few decades; trees were planted and flower beds established. The Council appointed a curator to oversee planting and maintenance, and erected a timber cottage in the gardens to serve as a curator's residence. Within just a few years, the gardens were commended:

The Horsham Botanical Gardens are presenting a very gay appearance just now, and reflect great credit on the curator for keeping them in such good condition after the long period of dryness experienced. The various coloured chrysanthemums, the geraniums, and the cock-combs at present are the chief flowers in bloom. [6]

The local paper reported large numbers of people visiting the gardens and praised the work of Mr J. Venus, the curator, in making the gardens 'a pleasurable resort'. [7] By 1888, a 'portion' of the reserve had been laid out as an ornamental garden; this was described at the time as 'a considerable portion . Planted with trees, shrubs, &c. tastefully laid out by William Guilfoyle'. [8] A fernery was established by 1900. Trees were provided by fellow botanic gardens, by private donation, and by the Macedon State Nursery; in 1896, for example, the borough council received 400 trees from the State Nursery suitable for planting in the botanic gardens. [9]

The gardens suffered during periods of extreme weather, such as droughts, floods and extreme winds. The botanic gardens were laid out on a flood plain of the Wimmera River so parts would have been inundated at times. Considerable damage was done to the botanic gardens in 1886 when a 'whirlwind' was reported to have struck the town and the calico roof was torn off the greenhouse.[10] Another severe storm hit Horsham in 1897. The Gardens also suffered as a result of the prolonged drought of the early 1900s. The Gardens were criticised as appearing neglected in 1903, but the Borough Council defended the curator for being busy maintaining the town's collection of street trees during that time.[11]

The gardens were embellished with a diverse range of features and structures through the late nineteenth and

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early twentieth centuries, including an ornamental lake (as designated in the original plan), a fernery, a collection of caged animals and birds (known as the Horsham zoo), a rotunda, a fountain, and a children's playground area with timber play equipment.[12] There was also a rough-built 'bush hut' or 'mia mia' built on the site with a bark-roof, which later became a 'summer house'.[13] A publication of 1903 described the gardens as 'picturesquely laid out, and in addition to the natural attractions of flowers and variegated shrubs there are tennis courts, pleasure boats, and a pretty and artistically arranged fernery and summer house.'[14] The site was now reduced to 30 acres, and the river at this point, running alongside, had been widened into a lake to accommodate the weir built by the Borough Water Trust.[15]

The attractive and amenable qualities of the riverside site of the gardens led to conflicting uses. Despite the Crown reservation of 'Botanic Gardens', the Council, as committee of management, sought to develop the gardens site for more general recreational uses. It permitted the creation of tennis courts in 1883, and this was followed by a bowling green; a croquet lawn and club house; a children's playground in the 1920s (a maypole is shown in a photograph of the gardens dated c.1920s); and a natural 'swimming pool' built on the riverbank. A menagerie of native animals, including emus and kangaroos, were accommodated in an enclosure at the gardens from the 1880s.

Probably to satisfy local needs of the public the site was becoming as much a pleasure ground as a botanic gardens. As a further incursion in the 1930s, part of the site was turned over to holiday campers. By 1938, there was a motor car entrance off Baker Street, presumably to serve the needs of motoring campers.[16]

An avenue of sugar gums (*Eucalyptus cladocalyx*) remains as a remnant of the former "Millar Avenue". The trees were donated by James Millar, a local businessman and councillor, and the avenue was planted c1892-1907 diagonally across the gardens, cutting across one of Guilfoyle's intended long vistas across an open lawn.

Thomas Brown served a long period as curator from the 1890s until the mid-1930s. Following Brown, the botanic gardens underwent a significant rejuvenation under the direction of the energetic Ernest E. Lord, who held the position of Curator of Parks and Gardens at Horsham from 1935 until 1942.[17] During his term of office, Lord implemented more of Guilfoyle's original plan and also designed new elements in the layout of the site. Lord continued to maintain the established beds and the exotic stock of trees. Exotics introduced in the 1930s, for example, included a Claret Ash in front of the Caretaker's House; a Liquid Amber; and a Rowan tree near Baker Street.[18] But in a departure from the work of previous curators, Lord was an important early figure in the movement for growing native Australian plants, and earned considerable praise for his efforts in rejuvenating the gardens through his use of Indigenous species.[19] In January 1941 Lord led members of the Australian Natives' Association (ANA), who were strong advocates of native plants, on a tour of inspection of the gardens, which were 'now well laid out' with 'new sections [that] had recently been added'.[20] Lord had established a special bed for 120 types of smaller native shrubs and also developed the north-west section of the gardens with many species of larger Australian trees and plants.[21] Keeping with the nationalist theme, Lord also established an ornamental pond designed in the shape of mainland Australia (c.1940), furnished with water lillies. The pond survives as do some large indigenous specimen trees from Lord's period of management, including a Lemon scented Gum (*Corymbia citriodora*) and an Illawarra flame tree (*Brachychiton acerifolius*).[22]

Lord went on to develop and promote his interest in Australian native trees and shrubs, through his work as a gardener, as founding editor of the garden magazine *Your Garden* (1947-49), and through the publication of the significant and popular work *Shrubs and Trees for Australian Gardens* in 1948.[23] In this book, he made note of a 'fine specimen' of Black Wattle (*Acacia mearnsii*) standing in the Horsham Botanic Gardens.[24]

Camping at the Horsham Botanic Gardens continued to be popular through the 1940s and the Borough Council encouraged this use, being both a boon for visitors to the town and a source of municipal revenue. In 1948, the Council moved to have this popular local beauty spot re-reserved for 'Botanic Gardens, Public Recreation and Camping Purposes' and soon after established a municipal caravan park within the gardens. This radical step

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was also taken by other regional botanic gardens in Victoria, including those at Colac, Camperdown, Koroit and most intrusively, at Port Fairy. By 1950, new children's playground equipment had been installed at the Horsham Gardens.[25]

Ernest Lord had been succeeded by Mr A. Elbourne as curator. To satisfy public tastes, Elbourne prepared brilliant massed displays of colour for the gardens at different times of the year, which included plantings of Dahlias and Chrysanthemums for the autumn, and various flowering bulbs for the spring. In 1950, Elbourne planted 2000 Ranunculi bulbs and 1000 Anemone bulbs in preparation for the annual springtime riot of colour in the gardens. Despite the encroachment of camping, the gardens continued to draw praise from visitors.[26] It was also a popular site for passive recreation activities, such as picnics, walking, and musical events. The 1951 corner entry gates and flanking pillars replaced the original 1883 gates.

[1] Roger Cousens, 'Horsham Botanic Gardens' website: <http://archive.is/0z6u>

[2] VGG, 6 March 1874

[3] VGG, 6 December 1878, p. 3052; see also 1881 reservations, Rs file 4161 (not cited)

[4] *Horsham Times*, 27 April 1883; VGG, 15 June 1883

[5] *Horsham Times*, 13 December 1907

[6] *Horsham Times*, 4 May 1883

[7] *Horsham Times*, 18 May 1883

[8] Alexander Sutherland, *Victoria and Its Metropolis*, Melbourne, 1888, p. 94; *Victorian Municipal Directory*, 1898, p. 233; *Victorian Municipal Directory*, c.1889, p. 173

[9] *Horsham Times*, 5 June 1896

[10] *Horsham Times*, 11 June 1886.

[11] *Horsham Times*, 30 June 1903.

[12] Brooke and Finch, *A Story of Horsham*, 1982. The playground is shown in an early postcard, c.1910s (source: flickr 2012).

[13] See Cassell's, 1890. In 1925 the building survived - see Museum of Victoria Picture Collection.

[14] James Smith (ed.), *Cyclopedia of Victoria*, vol. 1, 1903, p. 207.

[15] James Smith (ed.), *Cyclopedia of Victoria*, vol. 1, 1903, p. 207.

HERITAGE CITATION REPORT

[16] *Horsham Times*, 1938.

[17] *Horsham Times*, 24 February 1942.

[18] *Horsham Times*, 20 May 1938.

[19] Richard Aitken, 'Lord, Ernest Edward (1899-1970)' in Aitken and Looker (eds), *Oxford Companion to Australian Gardens*, 2000, p. 377; Layout dated 1936, cited in Roger Cousins, 'Horsham Botanic Gardens' website 'Map Library' <http://archive.is/0z6u>; Andrew Saniga, *Making Landscape Architecture in Architecture*, New South Publishing, Sydney, 2012, p.??

[20] *Horsham Times*, 17 January 1941.

[21] *Horsham Times*, 4 April 1941.

[22] VHR decision, 2011.

[23] Aitken, 'Lord, Ernest Edward (1899-1970)' in Aitken and Looker (eds), *Oxford Companion to Australian Gardens*, 2000, p. 376-77.

[24] Ernest E. Lord, *Shrubs and Trees for Australian Gardens*, 1964 edition (first published 1948), p. 52.

[25] Roger Cousens, 'Horsham Botanic Gardens', <http://archive.is/0z6u>; Coulson, *Horsham Centenary*, 1950, p. 49.

[26] See for example, *Horsham Times*, 1946.

Description

Physical Description

Open space parkland adjacent Wimmera River, at the south end of town. Botanic Garden is laid out based upon the design concept of William Guilfoyle - 1880s Director at Melbourne Botanic Garden. The Garden is one of several designed by Guilfoyle in regional Victoria. Park comprises 1951 iron entrance gates and masonry pillars off Firebrace St. A plaque on the gates states: 'To the memory of Miriam Cameron who died 28th Jan. 1951 / In recognition of her great contribution to music. Paths sweep through the site, with a later shade house erected in the central lawn area. Paths are defined by drystone wall edging. Rockery features near the toilet building are of note. A timber plank clad dwelling is located within the park. Further site management shedding is located south of the residence. Garden features such as a stone/ garden wishing well and a carved sculpture of a gardener are of minor interest. Trees of note include over 10 x Canary Island Palms (dated 1916-20), a Cyprus Pine tree and a Radiata Pine tree feature at the southern end. A stand of English Oaks (at least 10, dating from 1883+) are located at the northern end of the Park.

Physical Condition

Good planting condition. Integrity of NE & NW sections of Gardens reflects (generally) layout of Guilfoyle's scheme (about 1/3 of Garden area). Parts of this area also contain plantings and landscaping by Lord.

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Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion E: Importance in exhibiting particular aesthetic characteristics.(aesthetic value of Guilfoyle's original layout, still readable in NE section of Garden)

Criterion G: Strong or special association with a particular community or cultural group for social,cultural or spiritual reasons. ... (Botanic Garden is of some local social value to the Horsham community, as a place of rest, recreation and sporting enjoyment. Substantial past and present facilities on the site - croquet, tennis, playgrounds, camping, picnic areas and recreation activities associated with the Wimmera banks (fishing, swimming, rowing, walking) illustrate the recreational value of the place to the city.)

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history. (association with Guilfoyle and his (local) design concept - but only limited to north-east corner of site - and association with Lord - minor given the number of native species extant in the Garden - but limited to planted sections of Garden)

Comparative Analysis

Although compromised with the loss of much of the original extent and disconnect between the plan of 1880 and the extant of the plantings and layout, the site is nevertheless important locally as a surviving garden of William Guilfoyle and one of several collaborative efforts between Guilfoyle and Whitworth, who worked together in preparing landscape plans for several Western District gardens, including the Koroit Botanic Gardens and the Horsham Hospital Gardens.

The Horsham Botanic Gardens are unusual for their significant planting and design elements (e.g. pond in shape of Australia; rock-edged paths) favouring Australian native plants from the late 1930s/early 1940s. Other nineteenth century regional botanic gardens in Victoria tended to retain their original planting palette and layout, and generally did not embrace the native plants movement to any large extent. Horsham Botanic Gardens was amongst the earliest public gardens in Victoria to embrace this new appreciation of Australian indigenous vegetation and could be compared in this respect with Maranoa Gardens in Balwyn, which are a much larger fully developed native garden in which Ernest Lord was also involved.

Horsham Hospital Gardens, now lost

Koroit Botanic Gardens, High Street Koroit, Hermes no. 1876: intact regional town garden

Warrnambool Botanic Gardens, Botanic Rd, Warrnambool, Hermes no. 1877: intact regional town garden

Hamilton Botanic Gardens, Hamilton, Hermes no. 1871: intact regional town garden

Maranoa Gardens, Kireep Rd, Balwyn, Hermes no. 1786: significant native garden

Statement of Significance

What is significant?

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The elements of heritage value of the Horsham Botanical Gardens, at 182-184 Firebrace Street, laid out by 1880, include:

- . North east sector of current Garden only, between croquet green and Firebrace & Baker Sts
- . Location of paths and garden beds, as per Guilfoyle and Lord plans
- . Mature Sugar gums, 1880s Elm and Oak trees, 1916-20s Canary Island Palm trees
- . 'Australia' pond structure and rockery surrounds

How is it significant?

The Horsham Botanic Gardens, established by 1880, is historically and aesthetically significant to Horsham Rural City.

Why is it significant?

The Horsham Botanic Gardens, established in 1880, is:

- . of local historic and aesthetic significance, as one of several regional botanic gardens established in rapidly growing Victorian regional towns during the late 19thC, designed by the master landscape designer and director of the Melbourne Botanic Gardens, William Guilfoyle. Evidence of the original layout of serpentine paths and remnant plantings reflect this and remain in the north-east corner of the site. A secondary layer of significance relates to the period of Ernest E. Lord, an early and important figure in the movement for growing Australian plants. Lord developed a large area of the Garden with native plantings and remodelled the site with the addition of pathways and an ornamental pond in the late 1930s and early 1940s. (Criteria A and E)

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes - Sugar Gums, Elm and Oak trees and Canary Palms
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Oxford Companion to Australian Gardens

Literature type: General Reference

Literature author: "Aitken, Richard and Michael Looker (eds)"

Literature publisher: OUP, Melbourne

HERITAGE CITATION REPORT

Literature year: 2002

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: Horsham centenary souvenir booklet : one hundred years of progress

Literature type: General Reference

Literature author: Coulson, Helen & Executive Council of the Centenary Celebrations

Literature publisher: Executive Council of the Centenary Celebrations, Horsham

Literature year: 1950

Literature title: Horsham Botanic Gardens

Literature type: General Reference

Literature author: Cousens, Roger.

Literature publisher:

Literature year:

Literature title: 'Victoria's Provincial Botanic Gardens', in Victorian Historical Journal

Literature type: General Reference

Literature author: Gilfedder, Francine

Literature publisher: Royal Historical Society of Victoria

Literature year: 1996

Literature title: Horsham in focus: 1849-1999

Literature type: General Reference

Literature author: Foley, Marie. & Jenkinson, Noelene M. & Horsham Historical Society

Literature publisher: Horsham Historical Society Horsham, Vic

Literature year: 1999

Literature title: Horsham Illustrated, c.1920s

Literature type: General Reference

Literature author:

Literature publisher: Horsham

Literature year: 1920

Literature title: Home to Horsham 1929

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: 'Plan of Horsham Botanic Gardens' (original held by Horsham Historical Society).

Literature type: General Reference

Literature author: Guilfoyle, William (with assistance from R.P. Whitworth),

Literature publisher:

Literature year:

Literature title: 'Horsham Botanic Gardens Masterplan'

Literature type: General Reference

Literature author: Orr-Young, Jill

Literature publisher:

Literature year: 2003

Literature title: Postcard showing the ornamental bark hut amidst mature plantings, Horsham Botanic Gardens, c.1925 (State Library of Victoria Picture Collection - online).

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Postcard showing avenue of Canary Island Date Palms (*Phoenix canariensis*), Horsham Botanic Gardens, [n.d.], c. 1930s (State Library of Victoria Picture Collection online).

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Cyclopedia of Victoria, vol. 1

Literature type: General Reference

Literature author: Smith, James (ed.),

Literature publisher: Melbourne : Cyclopedia Co

Literature year: 1903

Literature title: Victoria and its Metropolis.

Literature type: General Reference

Literature author: "Sutherland, Alexander"

Literature publisher:

Literature year: 1888

HERITAGE CITATION REPORT

Literature title: 'The River and the Town' in Marc Brodie and Graeme Davison (eds), *Struggle Country: The rural ideal in twentieth century Australia*

Literature type: General Reference

Literature author: Tacon, Jill.

Literature publisher: Monash University ePress Clayton

Literature year: 2005

Literature title: Nomination of Horsham Botanic Gardens to the VHR - hearing, 2011. Victorian Heritage Council.

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Victorian Government Gazette

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Bailliere's Gazetteer for 1879

Literature type: General Reference

Literature author: Whitworth, Robert P.

Literature publisher: Melbourne

Literature year: 1879

Literature title: Guide to Melbourne and Victoria

Literature type: Archaeological Report

Literature author: Whitworth, Robert P.

Literature publisher:

Literature year: 1880

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

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name: Horsham House and garden
Address: 27-29 Roberts Avenue HORSHAM
Place Type: Residence
Citation Date: 2022



Horsham House and London Plane Tree (Platanus X acerifolia)

**Recommended
Heritage Protection** **VHR -**

HI -
PS
 Yes

Integrity

Relatively high integrity – dwelling similar to early period photo, though shortly before 2022 it lost its original roof cladding and decorative ridge cresting. Form expresses high status dwelling of 1900+ period. Garden diminished.

History and Historical Context

Horsham House (also known as Billywing) was constructed in 1906 for Dr S J D Read. It was designed by Clegg and Miller architects and constructed by local contractor W. F. Allan. [1]

Dr (Docker) Read was appointed Medical Officer at the Horsham District Hospital in October 1903. The *Horsham Times* published the following profile in anticipation of his commencement:

He graduated as M.B. Ch.B. at the University of Melbourne in 1893, and in January, 1894, went to the Women's

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Hospital as house surgeon. He held this position for nine months, when he resigned (his resignation being accepted with regret) to accept the position of house surgeon at St. Vincent's Hospital. This Dr. Read held for 18 months, and then, after a few months' rest (during which he was absent in China and Japan), he went as house surgeon at the Children's Hospital. Whilst there, he applied for and obtained, in April, 1897, the post of resident surgeon and superintendent at the Rockhampton Hospital, Queensland – a hospital of over 100 beds, and having a daily average of over 80 in-patients and a large number of out-patients. There he acted as full surgeon, and had a very good surgical record. He resigned his position there in March, 1901, in order that he might visit Europe and do some special a study in London. Whilst in London, besides doing some general hospital work, he did some special work on the eye at the Moorfield's –phthlamic Hospital, where he also acted as relieving house-surgeon for a short period, and at Golden Squire Hospital for diseases of the ear, nose, and throat. Dr. Read returned from England in May, last year, and has been practising since August of last year at Eaglehawk, Bendigo. [2]

At first Dr Read consulted from 'Glenera' in Baillie Street, the former residence of the late Dr R H Ritchie who preceded Read as Horsham's chief medical officer. By November 1906 a notice appeared in the *Horsham Times* advertising the relocation of Dr Read to his newly constructed residence in Roberts Avenue:

Dr. S. D. Read. (Late Surgeon to Rockhampton Hospital and formerly House-Surgeon of Women's, St. Vincent's and Children's Hospitals, Melbourne), May be consulted at his new residence, Roberts' Avenue, opposite the Law Courts, daily. Hours 10 to 11am, 2 to 4pm and 7 to 8pm. [3]

The two-storey red brick residence was described at the time of its construction as Horsham's first Queen Anne Villa. It comprised a private residence with maids' quarters, surgery and consulting rooms, with a stable and further staff quarters at the rear. Patients entered via a separate door located on the west side of the house. [4] Development along Dooen and Natimuk Roads was yet to get underway, so the dwelling was one of the first of the 20thC of such scale and design in Horsham.

A photograph held by the Horsham Historical Society (2013) shows the residence, not long after its completion, nestled in an ornamental garden comprising typical period features including lattice fencing, rose arbors, perennial flowers and flax foliage. A mature *Platanus X acerifolia* (London Plane Tree) listed on the National Trust of Victoria Significant Tree Register survives from this period.

In 1907 Dr Read purchased the former home of Noske Bros. Flour Mill proprietor T. J. Noske, which was located on Read's western boundary.[5] He leased the property to nurses Carroll, Cocks and Fechler who operated the Abbotsleigh private hospital. Nurse Carroll had previously operated 'Kadinia private hospital' on Dooen Road. Dr Read was the attending surgeon at Abbotsleigh in addition to his duties as the chief medical officer at the Horsham hospital. An illustrated advert appeared in the *Horsham Times* of July 1911 describing Abbotsleigh in favourable terms: 'during the past seven years this Private Hospital has been a blessing to the Wimmera, situated on a rising hill, the surroundings are all that could be desired for the restoration of the sick to health'. The accompanying photographs show an Edwardian villa and the head nurses and their staff in the hospital's grounds. [6] The villa (which became a Lutheran nursing home in 1948) was demolished and the site is now occupied by a motel complex.

After 23 years of service Dr Read retired from medicine in 1927 and relocated to a pastoral property at Harrow. Dr RJ (Marsh) Henderson purchased Dr Read's former residence and ran his medical practice in Roberts Avenue, in addition to his appointment as chief medical officer. Dr Marsh was a former resident of Horsham, his father being William Henderson, the former District Inspector of Schools for the Department of Education.[7] While Dr Marsh is recorded as an attending surgeon at Abbotsleigh it is unclear if he purchased the freehold from Dr Read.

Dr Mark O'Brien purchased Horsham House from Dr Henderson in 1952. A new medical clinic was constructed

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on land adjacent to Horsham House when Dr O' Brien's son, Gerard O'Brien, joined his practice in 1978.[8] Horsham House has since operated as a professional service suite and a Bed and Breakfast prior to its reinstatement as a private residence in 2013.

Clegg and Miller Architects:

Clegg and Miller were active in central and western Victoria during the early twentieth century. The firm set up offices in Ballarat, Horsham and Hamilton and designed a wide range of buildings including private homes, commercial premises, hotels, banks, hospitals, halls, mechanics institutes, churches, convents, warehouses, wool stores and grandstands. [9]

In Horsham they were responsible for a number of important Federation period buildings. Local examples of their work include: a brick extension to Bull and Mouth Hotel (1908), Exchange Hotel (1909), Horsham Racing Club Grandstand (1909), Horsham Mechanics Institute (1909), brick shops in Firebrace St for Mr J Curran (1910), Horsham Fire Brigade's station keepers residence (1911), additions to the Criterion Hotel (1911) and St Michael and St John's Roman Catholic Church (1913 with W E Riley). Clegg and Miller were also commissioned to design a number of Federation homes for prominent Horsham merchants and professionals. Horsham House represents one of Clegg and Miller's first commissions in Horsham although the firm, previously operating as Clegg, Kell and Miller, had designed numerous private homes and commercial premises in central Victoria, particularly in Ballarat, from the turn of the century.

[1] *Horsham Times*, Friday 11 May 1906, page 2

[2] *Horsham Times*, 27 October 1903, pg 2

[3] *Horsham Times*, 16 November 1906, pg. 2

[4] *Mail Times*, 2 June 2005.

[5] *Horsham Times*, Tuesday 30 July 1907, p. 2

[6] *Horsham Times*, Friday 7 July 1911, page 10. A further photograph can be found in Brooke and Finch, *A Story of Horsham: a municipal century*, 1982, p114

[7] *Argus*, 22 July 1927, pg. 10

[8] Brooke and Finch, *A Story of Horsham: a municipal century*, 1982, pp. 115 – 116

[9] Jacobs, Johnson, Rowe and Taylor, 'Heritage Place Citation for Former Roman Catholic Church Glenorchy', *Shire of Northern Grampians – Stage 2 Heritage Study*, 2004

Description

Physical Description

Two storey 1906 'Federation Queen-Anne'[1] style dwelling located in inner Horsham. Dwelling features a steep

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roof. In 2014 it still retained its original diagonally laid, asbestos shingle roof with terracotta tile ridge cresting, but by 2022 these had been removed and replaced with grey Colorbond corrugated sheets and flashings. Walls are face red brick in construction, with a pebble dash finish typical to the style to upper walls and in feature areas. Of particular note is the projecting and flying gables, with upper floor bay windows underneath. Gable faces are lined with roughcast render and half-timbering. Decorative brick chimneys feature at roof level. Timber framed windows are casement in style. Eaves are lined with timber boards and are supported by exposed, decorative timber purlins. A deep CGI roofed verandah wraps around three sides of the dwelling, supported by timber posts with decorative collars and shoes. Interior spaces are generous, all served of a central stair hall. Ground floor rooms feature timber wainscoting to some areas and decorative plaster to all areas. Upper floor rooms are plaster in finish with few original finishes extant today.

Tree to east of dwelling – mature Plane Tree (pprox. 110 yr old) of pprox. 25m height and 25m spread. (Trust Trees app, Accessed 3/3/14)

[1] *A pictorial guide to identifying Australian architecture: styles and terms from 1788 to the present*, 3rd ed, Angus & Robertson, Sydney, 1989, pg 133.

Physical Condition

Dwelling is in good condition, but is currently being upgraded. Most original architectural features have been retained. Upper level floors are uneven and previous roof flooding has caused damage to ground floor ceilings. Upper floor balcony and ground floor verandah probably enclosed at an early date. By 2022 the ground floor verandah had been re-opened.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (example of 'Federation Queen Anne' style architecture)

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history. (minor association with Dr Read (21 yrs). Minor association with regional architects Clegg & Miller – but they practiced across the region and undertook mostly ecclesiastical work – no particular associational value to Horsham alone.)

Comparative Analysis

Droylsden, 145 Bailie St, Horsham, Hermes no. 186083: 1927 – large 2 storey 'inter-war Californian Bungalow' style dwelling on substantial allotment – Along with Horsham House, represents 'inner city' wealth and status at turn of century.

Kalimna Park, 18-24 Kalimna Ave Horsham, Hermes no. 186094: 1915 – attic-storey dwelling – of high integrity – Arts & Crafts bungalow style dwelling on substantial grounds. Later in construction, but represents style and wealth of early 20th C Horsham – compares to Horsham House – but suburban.

Glen Logan House, Cnr Park St & Dooen Rd, Horsham: 1926 – built by Bolton – prominent two storey red brick 'interwar' dwelling with Arts & Crafts/ cottage and 'Romanesque' styled features. Again, set in substantial grounds – clearly reflects aspirational values of suburban Dooen Rd precinct of the post-WW1 war period.

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'Bungalows' of Natimuk Rd and Dooen Rds, proposed DD06 Horsham Heritage Study Stage 2: Interwar, bungalow style dwellings in 'dress-circle' suburban location, most set in substantial gardens. – inc 'Leamont' for eg (HO 5) – partly compares to Horsham House – but clearly reflects aspirational values of suburban Dooen Rd/ Natimuk Road precincts of the post-WW1 war period.

Statement of Significance

What is significant?

The elements of heritage value of Horsham House of 1906, 27 Roberts Street, Horsham, include:

. External form of the attic-storey dwelling, pitched roof, chimneys, wrap around verandah, timber framed windows and doors to external walls. Decorative timberwork to eaves, facades and verandahs of note.

. *Platanus X acerifolia* (London Plane tree) to west is a significant part of the historic setting of the place.

How is it significant?

Horsham House, 27 Roberts Street, Horsham, is of representative and aesthetic significance to Horsham Rural City.

Why is it significant?

The 1906 Horsham House, 27 Roberts St, Horsham, is:

. Of local representative significance, as an intact and substantial example of a two storey 'Federation Queen Anne' style dwelling of design merit in Horsham. This is the only inner-city example of a dwelling of this style, scale and integrity in Horsham today. (Criterion D)

. Of local aesthetic significance, for the retention of the mature London Plane tree, which is a local landmark in scale. (Criterion E)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes London Plane tree
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Argus Newspaper

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author:

Literature publisher:

Literature year:

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: The Horsham Times

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: 'Heritage Place Citation for Former Roman Catholic Church Glenorchy', Shire of Northern Grampians - Stage 2 Heritage Study

Literature type: Heritage Area Study

Literature author: Jacobs, Johnson, Rowe and Taylor

Literature publisher:

Literature year: 2004

Literature title: Mail Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

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name: Horsham Railway Station
Address: 21 Railway Avenue HORSHAM
Place Type: Goods shed/crane, Railway Platform/Station
Citation Date: 2022



Horsham Railway Station, Railway Avenue Horsham

Recommended Heritage Protection **VHR -**

HI -

PS
Yes

Integrity

Somewhat modified station building. With overpainting of face brickwork and alteration of some openings, as well as a post-war extension to the east end. Signal box building to west of platform no longer extant. Good shed demolished shortly before 2022; original cast iron water tower no longer extant. Toilet block to east removed.

History and Historical Context

Following the construction of the Geelong to Ballarat railway line in 1862, the Ararat and Hamilton Railway League formed to petition for a rail extension into Western Victoria. The Wimmera Shire took advantage of the momentum of this campaign and lobbied for a further extension to Horsham in a bid to open up the Wimmera to closer settlement.

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More than a decade later, in 1875, the rail network crept westward when the Ballarat to Ararat link was opened. An extension to Stawell was completed by 1876.

Concurrently, the Horsham Rail League formed to agitate for a rail extension to Horsham that would provide a permanent and reliable passenger service, and a railhead for the dispatch wheat and other agricultural goods. At the time the Stawell railhead was the Wimmera's closest connection to coastal ports. Without rail, district farmers were forced to rely on bullock-teams to cart their produce to the Stawell railhead, however this was an arduous journey over treacherous roads, which took several days.

The league delivered a deputation to the McCulloch Government in May 1876 reporting that while the 1869 *Land Act* had resulted in profound population growth, settlers now 'found themselves at a great disadvantage, as compared with other districts of the colony, in getting their produce to market, and a railway was necessary to render stable and permanent the settlement which had already taken place'.^[1]

The Horsham Rail League was also determined to bolster Horsham's standing, as both the 'capital of the Wimmera', and gateway to South Australia. The league proposed that a railhead at Horsham 'would not only greatly develop the resources of the district, but would draw to Melbourne a considerable trade from a portion of South Australia that the line would tap'.^[2]

Both Horsham, and its southern counterpart Hamilton, sought to host the South Australia – Victoria rail link. Rail had reached Hamilton in 1877, when a south-westerly extension from Ararat via Maroona was opened. For a time it appeared that a route across the border from Hamilton to Mount Gambier would be built, however, when the Hamilton to Portland extension was approved in 1878, Hamilton's focus shifted towards the local deep-sea port at Portland.

The Horsham extension was finally authorised in the July 1877 *Railway Construction Bill* and survey work began immediately.^[3] By March 1878 tenders were called for the construction of the line from Stawell, via Murtoa, Jung and Doon.

The official opening by Governor Sir George Bowen of the Stawell to Horsham line took place on 5 February 1879. The day was declared a public holiday for Horsham and it was reported that most of the townsfolk turned out to celebrate the event and welcome guests. *Illustrated Australian News* recorded that 'the scene presented on the occasion was both picturesque and imposing, and could not fail to impress all that were present'.^[4] The newspaper described a triumphal arch decorated with Buloke and adorned with a 'Welcome to Horsham' banner, erected at the northern entrance to the township. A second arch was erected across Wilson Street opposite the Shire Hall with 'the top of the central arch being decorated with sheaves of wheat, with the following inscriptions appended on either side 'The Staple of Wimmera and Success to Railway Extension'.^[5]

The trunk line from Stawell to Horsham represented the success of a decade-long campaign to secure a rail link from Melbourne. Almost another decade passed before the line continued beyond Horsham over the South Australian border. The extension to Dimboola was completed in 1882 and by 1887 the line crossed the border at Serviceton.

The passing of the *Railway Act* 1884 (also known as the 'Octopus Act') authorized the construction two further spur lines that originated from the Horsham railhead. The 12 mile Horsham – Noradjuha branch line was constructed in 1887 and served the southern portion of the Wimmera district. It was the first piece in the northern section of a through-line that eventually connected Horsham to the Port of Portland.

The Horsham to Goroke line opened in 1894 and a further extension to Carpolac opened in 1927. This line primarily transported wheat trucks to the Horsham railhead, but from the 1940s a passenger motor-rail service

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ran from Carpolac to Horsham.

Railway Station and Goods Shed

The *Wimmera Star* reported in January 1879 that Jonathan Newton submitted the lowest tender to build the passenger station, noting that 'when completed [the station] will be one of the most perfect buildings of the kind outside of the metropolis'. In fact, Ballarat contractor Morris and Begg was eventually awarded the tender, submitting a winning bid of £3,468 and constructing the brick building to the standard design of Victorian Railways.

The goods shed was constructed by H. Bell Junior for £1,170 on the northern side of the railway line, while a water tower was erected on the southern side, with water pumped from the Wimmera River.[6] A turntable was constructed near the intersection of McPherson Street.

A number of important additions to the railway complex were completed in 1888, including a lamp room, 3-ton crane and a cold store for dairy produce. In July 1890 the goods shed was destroyed by fire and rebuilt at its present site.

In 1934, the six-roomed station master's residence (c1887) was sold and relocated to Wawunna Road to make way for improvements to Railway Avenue. A new residence was built by the Railway Department on the corner of Palk and McPherson Streets.[7]

In 1939 the Horsham Station was selected as the catering headquarters for the buffet car servicing the Melbourne to Adelaide express train. Ten staff members were appointed and a worker's residence was constructed at the rear of the signal box on the platform.[8]

Major structural works to the railway station were completed in June 1940. These included: 125 reinforced piles sunk 29 feet to stabilize the building; reconfiguration of the interior to accommodate a separate women's and general waiting room; refurbishment of the refreshment room; booking office and station-masters office and construction of a ramp for the parcels office; a new cantilevered verandah replacing the cast iron verandah columns; asphalt works to seal the platform.[9]

The timber signal box, situated on the platform west of the station building, was demolished in March 1976 following the installation of an electronic signal system located in the station building.

The intrastate passenger service operated by V/Line stopped in 1993 and the station building closed. The Overland train service, which runs between Melbourne and Adelaide, continues to stop in Horsham twice weekly (each way).

The freight terminal at the Horsham Station was replaced by an intermodal freight terminal at Dooen in August 2012.

[1] *The Australasian*, Saturday 13 May 1876, pg. 20

[2] *The Australasian*, Saturday 13 May 1876, pg. 20

[3] *The Australasian*, Saturday 14 July 1877, pg. 2

HERITAGE CITATION REPORT

[4] *Illustrated Australian News*, Friday 21 February 1879, pg. 23, 28

[5] *Ibid*, *The Horsham Express: supplement to the Wimmera Mail Times*, Saturday 3 February 1979.

[6] *Wimmera Star*, 31 January 1879;

[7] *Horsham Times*, Friday 30 November 1934, p 4.

[8] Friday 12 August 1938, pg. 1

[9] *Horsham Times*, Friday 14 June 1940, page 2

Description

Physical Description

Railway station – single storey 1879 building with ‘Italianate’ proportions and features, including hipped roof, a projecting bay waiting room, CGI roof, and cantilevered platform verandah of 1940. Some double hung windows remain. Face brickwork has all been painted at some time. Signal box has been removed. Toilets adjacent the station building have been removed. Later additions have been undertaken on the east side of the building – c1980s. Most chimneys have been removed, but most pairs of platform doors remain. Just to the east of the building is a mature Norfolk Island Pine, reportedly one of the finest specimens of the species in Horsham, and planted c1940s.

Goods Shed – Demolished prior to 2022. It was an 1890 goods shed on the opposite side of the rails to the passenger station. Goods shed was an ‘N20’ Victorian Railways type in design/ construction, with overhanging awning verandahs to track and opposite side. Raised timber/ bitumen platforms extend along both sides of the shed. Shed was clad in corrugated iron sheeting and later different profile sheet metal cladding. Shed had been enclosed in part for offices etc at east end c 1970s.

Physical Condition

Average condition – station building is in reasonable repair, but requires painting and other maintenance. In 2014 the goods shed was in poor condition, with weathered timber framing/ platforms evident, access doors altered, gable end windows removed and corrosion evident.

The Norfolk Island Pine has a good form and condition in 2022.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (reinforced late 19thC Horsham’s reputation as the ‘capital of the Wimmera’ as a centre of grain distribution and trade, providing for the economic transport of people and goods to other markets. Further, the railway supported increased agricultural production in the Shire, facilitating the economic, easy and reliable transport of grain and wool from farms to market, port and interstate).

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (rare locally, as only railway station/ goods shed extant in Horsham Shire today and of historic/ social value to local residents).

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Low integrity vs Western line railway stations in locale)

–*Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (as a class of railway stations and goods sheds – due to lower intactness than other stations and goods sheds on the line this does not apply)*

Comparative Analysis

Horsham Railway station is a simple structure of less architectural embellishment than nearby railway stations along the Western Line. It is of the size of several of these stations, but is not the earliest and has been altered over the years, with loss of significant fabric. All other examples are outside of the Rural City of Horsham:

Railway Station, Kaniva (H07), Hermes no. 2388: Early station (smaller scale than Horsham) but architecturally finer in style and detail. Known as ‘Kaniva Style’ – picturesque Gothic style station, posted verandah facing platform. Younger, but higher intactness/ integrity than Horsham.

Railway Station, Serviceton, (H1592), Hermes no. 70060: 1887-8 break-of-gauge station at the SA/VIC border. Substantial scale late-Victorian Italianate style building of high design merit. Younger, grander scale and more intact than Horsham.

Railway Station, Dimboola, Hermes no. 84227: Similar scale to Horsham, but features decorative face brick walling and is in good condition. Architecturally more significant than Horsham.

Railway Station, Nhill, Hermes no. 840095: Simple station building – similar scale and detailing as Horsham. Poor condition. Goods shed similar to Horsham and still extant.

Railway Station, Murtoa, Hermes no. 162902: Small weatherboard station – poor condition.

Railway Station, Ararat, Hermes no. 67266: Similar scale to Horsham, but of higher architectural merit – face polychrome brickwork, decorative eaves and chimneys.

Statement of Significance

What is significant?

The elements of heritage value of the 1879 Horsham Railway Station, 21 Railway Avenue, include:

- . 1879 station building, including face brickwork, remnant chimney, early double doors and double hung windows, steel framing of platform canopy (of 1940).
- . The mature Norfolk Island Pine tree, planted c1940s.

Exclusions: later, post 1940 additions, rail track and ballast.

How is it significant?

The 1879 Horsham Railway Station building is of historic significance and rarity value to Horsham Rural City.

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Why is it significant?

The 1879 Horsham Railway Station is:

. of local historic significance, displaying Horsham's 19thC reputation as the 'capital of the Wimmera' in the era of trains, creating a centre of grain distribution and trade and providing for the economic transport of people and goods to other markets. Further, the railway supported increased agricultural production in the Shire, facilitating the economic, easy and reliable transport of grain and wool from farms to market, port and interstate. It is the only nineteenth-century railway station building to survive in the Rural City of Horsham. The Norfolk Island Pine provides an appropriate setting for the station building. (Criteria A & B)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes Norfolk Island Pine
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Australasian Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: Horsham Express: supplement to the Wimmera Mail Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Horsham Times Newspaper

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author:

Literature publisher:

Literature year:

Literature title: Illustrated Australian News Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Victorian Railways Report: of the board of land and works for the year ending 31st December 1879.

Literature type: General Reference

Literature author: Victorian Railways

Literature publisher:

Literature year: 1879

Literature title: Victorian Government Gazette

Literature type: General Reference

Literature author:

Literature publisher: Victorian Government Printer

Literature year:

Literature title: Wimmera Mail Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Wimmera Star Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

mills in the Horsham district, including mills at Natimuk, Dimboola, Kaniva and Nhill, and grain stores at Pimpinio and Wail.

Gillies resumed operation of the Horsham mill in the late 1880s, renaming it 'Horsham Pioneer Flour Mill'. Following his death the mill was purchased by Dimboola farmer and the son of Prussian migrants, Traugott Johann Noske, in 1900 for £1,500. By 1901 a notice appeared in the *Horsham Times* calling for tenders for the removal and relocation of the mill, plant and grain stores from central Horsham to a site at the Horsham railway siding.[1] The *Horsham Times* records the opening of the new mill in December 1901:

'Mr Noske was a man of much enterprise, and promised to be of much benefit to the town and district. The mill would be of advantage to both the town and country. The farmers would by reason of the mill being in operation get the best ruling price for their wheat, whilst the bakers would get their flour and the townspeople their bread at the lowest possible prices.'[2]

At first the Noske mill processed five bags of wheat per hour. The relocation of the mill to the railway precinct was the first in a series of improvements carried out by Noske to modernize the plant and increase the volume and quality of product (and the by-products, bran and pollard).[3] These improvements included the demolition of the former galvanized iron mill and the erection of a multi-storey brick mill built by local contactor W. F. Allan in 1907. A new processing plant fitted out with Henry Simon Ltd machinery resulted in a substantial increase in output and by 1911 forty bags per hour were being processed.[4]

In addition to the Horsham mill, Noske purchased a mill in Warracknabeal in 1903 in partnership with W. A. Gunn (Noske's head miller at Horsham) and W. H. Nichterlein (Noske's head clerk). Noske also purchased the Arapiles mill at Natimuk and two flour mills at Nhill in 1905.

Trading as Noske Brothers from 1909, the firm was registered as a proprietary company in 1919. By the 1920s Noske Brothers Ltd operated mills in two states and exported flour to Southeast Asia, South Africa and Europe.

Traugott Noske was an early adopter of emerging manufacturing and construction technologies, and from 1911 was the chairman of Australian Portland Cement Co. Pty Ltd. In 1919 Noske Brothers Ltd constructed a reinforced concrete silo at the Horsham mill which stood 30 metres tall with a girth of 15 metres. For a time this was the largest wheat bin in the Southern Hemisphere (but was soon eclipsed by Noske's Nhill silo built in 1920). The wheat bin held 120,000 bushels and with its associated machinery enabled the milling of 1,000 bags of wheat per hour.

The silo dramatically transformed the horizon line of the township and was the first bulk handling wheat storage facility erected in Horsham. Thus, it became an enduring marker of the progression from manual handling to bulk handling of grain, which was to become a wide-spread mode of grain storage and distribution following the creation of the Grain Elevators Board of Victoria in 1934. Two additional concrete silos were constructed in 1928-29 and four more in 1938-39.[5]

In 1934 the brick Horsham mill building was substantially remodeled and a large brick extension erected at the rear of the 1911 mill, doubling its original footprint. The extension was designed to house a new generation of milling equipment purchased from Henry Simon Ltd, in particular a Simon 'Alphega' plantsifter system.[6]

A fire destroyed the wheat cleaning plant and dust-collecting room in February 1935, resulting in £14,000 of damage. The 1934 section of the mill was saved, due to the installation of fire proof doors and a floor-to-ceiling brick partition dividing it from the original structure. The mill was shut down for eight months during reconstruction and the 40-strong workforce were re-deployed to assist in demolition and reconstruction works.[7]

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Noske Brothers invested heavily in upgrades to storage, and processing and distribution systems, and expected suppliers to embrace the latest agricultural innovations. For example, the company offered nine-pence per bushel above market price to farmers who grew the 'Minister' strain of wheat. This strain produced a superior product and was a key ingredient of Noske Brothers renowned Horsham 'Best' and Nhill 'Silver Crown' flours.[8]

Following World War Two there was an initial increase in flour production and export. By the 1950s however, this demand decreased as European mills again began to meet their own domestic needs. By the 1970s the exportation of flour had reduced to a trickle. As a result, the Horsham mill scaled back its flour milling operations in favour of stockfeed production for the domestic market, trading as Milling Industries (a subsidiary of Noskes Industries).

The Henry Simon Ltd flour milling equipment was sold for scrap in 1970 and the mill was acquired by the Mill Owners Federation of Victoria's Rehabilitation Committee in 1972. In the same year the Grain Elevators Board purchased five steel silos previously used by Milling Industries to store grain.

In 1988 a fire caused substantial damage to the mill, resulting in the subsequent loss of the 1911 section and the brick chimney stack.

[1] *Horsham Times*, Tuesday 21 June 1898, p 2.; Friday 5 July 1901, p. 3

[2] *Horsham Times*, Friday 20 December 1901, pg. 2

[3] Jones, W. L. & Jones, P, *The flour mills of Victoria 1840-1990 : an historical record*, 1990. P. 240 – 244.

[4] *Horsham Times*, Friday 16 August 1907 p 2

[5] Brooke B., & Finch A, 1982, p. 26.

[6] *Horsham Times*, Friday 31 January 1936, p. 8.

[7] *Horsham Times*, Friday 22 February 1935, p. 1; Friday 25 October 1935, p. 4

[8] Jones, W. L. & Jones, P, 1990, p. 240

Description

Physical Description

Today, the former mill comprises a complex of single-storey corrugated, coloured steel clad buildings addressing Wawaunna Road (c.1901-1920s), a concrete silo (1919), the reinforced concrete framed/ brick rear portion of the former brick mill (c.1934-5) and four cement bins with associated elevator towers (c.1938-9), and five steel silos (pre 1972).

Physical Condition

Shedding is in good condition but all re-clad and new openings formed recently – used by separate tenants. Silos are in good condition (external inspection only). Remnant 1934 additions to mill in fair to poor condition –

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roof needs attention and many openings remain unsealed.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (physical evidence of key regional industry and the first to erect a bulk handling concrete silo in 1919, an enduring marker of the progression from manual handling to bulk handling of grain in the 1930s period.)

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (early bulk grain silo – first in Horsham in 1919 and an early example of a concrete silo)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (early bulk handling silo – illustrates reinforced concrete technology of the time to support grain storage, and is the earliest identified concrete silo in Horsham Rural City.)

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history. (Association with Noske family – significant flour manufacturers in Horsham and the surrounding districts (and Murray Bridge in SA))

Comparative Analysis

Surviving comparable examples are in other municipalities:

Noske flour mill and silos, Nhill, Hermes no. 11477: Silo and bins as per Horsham (same dates and styles); 1934 building in Horsham matches that of Nhill. Shedding appears more intact. Original mill building no longer extant. Comparable.

Concrete silo, Dimboola: Silos only – mix of reinforced concrete and steel

Former Wimmera Flour Mill and Silo complex, Rupanyup, Hermes No. 3115, VHR H1011: The Rupanyup flour mill, a four-storey timber and iron structure on a brick base, was built 1906 for the flour miller George Frayne. In 1907 John Monash was commissioned to design three reinforced concrete silos for the mill; completed in 1908. They were the first application of concrete construction to the bulk storage of grain in Victoria.

Former W.C. Thomas & Sons Flour Mill, Warracknabeal, Hermes No. 162523: Developed by W.C. Thomas from c.1890 to c.1920s, this site includes a single reinforced concrete silo. The Hermes record does not provide a precise built-date for the silo, but it is assumed to be by c1920s.

Demolished comparable examples:

Noske Flour mill and silo, Natimuk: Burnt down 1920 – now site of sale yards

Flour mill and silo, Kaniva (Western Wimmera Shire): Erected 1881 – no longer there.

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In addition, are the silos that make up the Horsham Rural City Silo Serial Listing (recommended for the Heritage Overlay by this Heritage study). They were all built in 1938-39 by the Grain Elevators Board. This makes the concrete silo at the Noske Flour Mill the oldest known example of its type in Horsham Rural City.

Statement of Significance

What is significant?

The elements of heritage value of the remaining significant parts of the former Noske Mill and silos, 35-39 Wawunna Road, Horsham, established in 1901, include:

- 1919 concrete silo, 4 x 1938-9 concrete bins and associated elevator towers, 1934 multi-storey reinforced concrete framed brick tower.

Excluded:

All ground level shedding, five steel silos (1972) and later brickwork to tower facades (post fire).

How is it significant?

The remaining significant parts of the former Noske Mill and silos, Horsham are of local historic, associative, rarity value and technical significance to Horsham Rural City.

Why is it significant?

The remaining significant parts of the former Noske Mill and silos, Horsham are:

- Of local historic and associative significance, as evidence of the purpose and scale of Noske's flour milling operations in Horsham in the 20th Century. Noske was a key business for Horsham and western Victoria, purchasing grain from surrounding farmers, employing locals in the manufacture of flour and erecting substantial buildings and silos for grain storage and large-scale flour production, which in turn supported an increase in local grain production and subsequent prosperity in the district. In addition, the 1919 concrete silo and 1937-8 concrete bins and associated elevator towers illustrate the early progression from manual handling to bulk handling of grain, which was to become a wide-spread mode of grain storage and distribution following the creation of the Grain Elevators Board of Victoria in 1934. (Criteria A & H)
- Of local technical significance, The 1919 silo was the first bulk-handling grain silo to be erected in Horsham. It is also a relatively early example of a reinforced concrete silo, and the earliest known example in the municipality with others built 20 or more years later. (Criteria B & F)

In May 2022 artist Sam Bates (aka Smug) painted an image on the east side of the 1919 concrete silo of Yanggendinyanyuk. This Wotjobaluk warrior is remembered for tracking down the Duff children who were lost in the bush near Mt Arapiles in 1864. For this reason, the silo may become a place of social significance for the local Indigenous community, and they should be consulted should there be plans to alter the silo painting in the future.

Recommendations 2022

HERITAGE CITATION REPORT

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: The Flour Mills of Victoria 1840-1990: an Historical Record

Literature type: General Reference

Literature author: Jones, W. Lewis & Jones, Peggy & Flour Millers Council of Victoria

Literature publisher: Flour Millers Council of Victoria

Literature year: 1990

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

Friedrich Carl Christian Koenig was born in Hoffnungstal, South Australia, in 1852. He wed Matilda Schmidt, also born in South Australia, at the Schmidt residence in Natimuk in 1878 (NB: this is a wattle and daub house of the late 1870s, which survives at 5 Schmidt Street). They had 10 children.[2]

Friedrich Carl Christian Koenig selected land at Vectis, a total of 308 acres comprising Crown Allotments 137B, 137A1, 138A and 138B. Friedrich improved the land as until 29 March 1884 when he received the crown grant.[3] It is likely the Friedrich constructed the substantial mud-brick house only after he had freehold ownership of the land. Certainly by 1888 his residence was large enough to host a 'Public Meeting of Farmers' to which 'All farmers [were] requested to attend'.[4]

The villa dwelling comprises six rooms, accessed off a central passage. Mud brick blocks form the walls and are reinforced with barbed wire – a technique typical of the region during this period. A bullnose, corrugated iron sheet verandah originally wrapped around the facades, which would have added in the protection of walls from weather. Chimneys are fired clay brick in construction and have a dog-tooth band below the corbelled top, suggesting an 1870s-80s building date. Inside, there are pressed tin ceiling linings to many rooms. Pressed metal ceilings were imported by the Wunderlich company from 1885, and manufactured in Australia from 1887, reaching their height of fashion around 1910. This suggests the metal ceilings may have been an early improvement to the house. The front door has since been removed and is now reputedly part of the 'Old Horsham Restaurant' in Horsham.

Friedrich Koenig sold the 308-acre property in 1896 to John Clover, another local farmer. The Koenig family, this time Philip Alfred Koenig, regained the property in 1905.[5] Either of these property transfers may have provided the impetus for an internal redecoration with pressed metal. Upon Philip's death in 1932, the property passed to his widow, Louisa Ernestina Koenig, who later owned it jointly with Walter Albert Koenig. Walter Koenig owned it solely from 1959 to 1978, when the property left the family for good.[6]

A new residence was erected adjacent to the villa after 1945. It is probable that the villa was abandoned after this date. A later shed has been built in front of the villa in the last 10-15 years, partially blocking the former entrance from view.

[1] 'Vectis Church buildings – 100th Anniversary' by John Noack, 17 Nov. 2008, on <https://www.wendishheritage.org.au/vectis-church-buildings-100th-anniversary/>, accessed on 23 May 2022.

[2] 'Lemann Henschke – Family Card' genealogy, on [https://moadstorage.blob.core.windows.net/\\$web/Lehmann_Henschke/wc03/wc03_141.html](https://moadstorage.blob.core.windows.net/$web/Lehmann_Henschke/wc03/wc03_141.html) accessed 23 May 2022.

[3] Parish Plan of Vectis East-2 (PROV VPRS 16171); FCC Koenig had Section Act application No. 41766/19.20. Certificate of title Vol. 1593 Folio 433.

[4] 'A Public Meeting of Farmers' (1888) *Horsham Times*, 2 Oct., p. 3.

[5] Certificate of title Vol. 1593 Folio 433.

[6] Certificate of title Vol. 3054 Folio 733 and Vol. 8240 Folio 448.

Description

Physical Description

Mud brick symmetrical villa style residence of six main rooms, central corridor and service rooms. Coursed and pointed mud brick blocks approximately 150mm high x 450mm long, with fired brick quoins and window

HERITAGE CITATION REPORT

surrounds. Remnants of a protective limewash coating remain, particularly on the south wall. Hipped corrugated sheet metal roof with central valley gutter and ogee-profile eaves gutters, timber lined eaves. Handmade brick foundations with bitumen / mortar damp proof course. Double hung timber sash windows (most with sashes and glazing now missing); front door and surround completely removed. Bullnose verandah presumably on timber posts now completely missing.

Internally walls are rendered and wallpapered, with pressed metal ceilings and timber floors remaining to central hall, large rear room, kitchen and bathroom only.

Two established *Washingtonia* palms located either side of front door location. There is a domed well or cistern just behind the house.

Site previously contained associated sheds (now removed); later (c1945) dwelling located nearby.

Physical Condition

Poor to moderate condition – missing a number of elements – and some cracking to walls. Ceiling to rear room collapsing, windows missing, verandah missing.

Mud bricks in fair condition; brickwork in sound condition. Roof in fair condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of Victoria's cultural history. (demonstrates the development of farming properties in the early twentieth century, including the use of local construction techniques and materials to provide housing)

Criterion B: Possession of uncommon, rare or endangered aspects of Victoria's cultural history (unusual, large villa style mud brick residence, of which few good examples remain intact – and none known within Shire)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (indicative of a low-tech, but appropriate and innovative response to the need for low cost housing in the district in the early twentieth century – using local materials and improvised construction techniques)

Comparative Analysis

Dwelling, Mud Brick Farm Complex, Wards Road, Haven, Hermes no. 186079: Much smaller scale, simpler in form and detail, and of a later date (c1930s).

Dwelling, 6476 Ararat-St Arnaud Road, Beazleys Bridge (Northern Grampians Shire), Hermes no. 104790: Similar scale and design characteristics – not dated. Condition (based on Hermes report) much better.

Dwelling, 16 Fenaughty Street, Kyabram (Campaspe Shire), Hermes no. 42653: Similar scale and era but in town setting (not rural).

Statement of Significance

HERITAGE CITATION REPORT

What is significant?

The elements of heritage value of the c1884-88 Oakville Park Homestead, 522 Vectis Station Road, Vectis, include:

- The single storey mud brick building with remnant limewash, including brick quoins and dressings, corbelled brick chimneys, barbed wire reinforcement, timber window frame remnants, hipped corrugated sheet metal roof, ogee gutters;

How is it significant?

Oakville Park Homestead is of historical and technical significance to Horsham Rural City. It is also of rarity value.

Why is it significant?

Oakville Park Homestead is:

- Of local historical significance, demonstrating the development of farming properties in the early twentieth century, including the use of local techniques and materials to provide housing. It also illustrates the influx of German settlers and selectors, such as Friedrich Carl Christian Koenig, in the 1870s who arrived from South Australia in response to the *Land Act* of 1869. (Criterion A)
- Of local rarity value, being an unusual, large villa style mud brick residence, of which no other known examples remain. (Criterion B)
- Of local technical significance, indicative of a low-tech, but appropriate and innovative response to provide housing in the district in the early twentieth century – using local materials and construction techniques. (Criterion F)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Polkemmet Homestead Complex & Burial Site
Address: 1614 Polkemmet Road PIMPINIO
Place Type: Homestead building, Cemetery/Graveyard/Burial Ground
Citation Date: 2022



Recommended Heritage Protection **VHR -**

HI -

PS

Yes

Integrity

Homestead – average, but repairable. Minor water damage, general weathering of timberwork, some plaster collapse inside. Collapse of a chimney around 2020. Verandah weathered beyond repair. Graves extant.

History and Historical Context

The original Polkemmet run was first occupied by squatters Alexander and Samuel Wilson (Wilson Bros) from January to June 1845. At the time, it comprised of 96,000 acres and 12,000 sheep, and was located 15 miles (24 kilometres) northwest of Horsham covering both sides of the Wimmera River.[1] In April 1846, Mr Robert Hamilton and his sister-in-law, Lady Mary Baillie took up the lease. Soon after, they built the first homestead using timber felled on the property. In May 1847, Lady Baillie transferred her share of the ownership to her son, Thomas Baillie, who continued to manage the property with his uncle.

In 1848, Polkemmet was subdivided into Polkemmet (east of the river) and Wyn Wyn (west of the river). Baillie retained 40,000 acres with the original name Polkemmet, whilst Hamilton took up 66,000 acres across the river at Wyn Wyn. In March 1858, Baillie sold Polkemmet to Mr Robert Calder.[2]

A Scotsman, Calder and his wife Martha (nee Hood) arrived in Australia in 1851. Together they reared six

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children at Polkemmet: Ellen, Margaret, Elizabeth, Martha, William and Robert. During their early years at Polkemmet, the Calder family prospered through their cultivation of some of the region's best land, which reached as far as Pimpinio and Wail. It was reported that up to 30,000 sheep were shorn on the property in one year, including an impressive herd of Shropshire sheep, a breed which the family were the first to import to Australia.[3]

By 1863, the Calder family had grown to six, so they constructed a larger homestead, which to this present day still exists. As with the original homestead, he used felled red gums from his property to construct the framework and verandah posts. Calder baked bricks on the banks of the Wimmera River, which he used to build the chimney; though all of the other materials, such as the weatherboards, iron shingles, bolts and nails were carted by bullock teams from Geelong, which made twice yearly deliveries to the region. The Calder's eldest daughter, Ellen, explains that the timber beams and iron roofing were bolted together, as opposed to being nailed, and boasts that in the seventy-five years that she had lived there, not one of them had ever moved.[4]

The kitchen, Ellen claims, was also 'somewhat of a curiosity'. She described it as:

being built of thick slabs, with pine rafters, black and shining with smoke, and huge chimneys of blocks of stone, quarried three miles away. In those days there was no stove, but a large open fireplace, in which one could sit, took its place.[5]

The new house brought with it new comforts, such as two bathrooms with large baths. Calder, a keen gardener, also established an impressive garden, which he maintained by laying pipes to provide water pumped by hand from the nearby river. Ellen recalls that there were fruit trees, vegetables and 'even a greenhouse and a conservatory so that it was quite a show place [with]in a few years'.[6]

The Calder family worked hard and were rewarded accordingly during their early years at Polkemmet. However, when the family travelled to Scotland to visit relatives in 1873, they were blissfully unaware of the implications that the proclamation of the *Land Act (1872)* would have for Polkemmet Station. When they returned later that same year, they found that selectors had taken up their most prosperous land, as permitted under the provisions of the Act, and they were left with only 3,000 acres of their original holding, which consisted of a forest reserve and lands between selections.[7] Ellen recalls that their remaining land was heavily timbered and it took years to clear for cultivation, as well as being very expensive undertaking. By 1879, the Calders could no longer afford the upkeep of Polkemmet Station and it was taken over by the financial institution, A.M.L. and Co., in March 1879. Calder's finances eventually improved and he repurchased Polkemmet exactly three years later in March 1883.

Gavin Simmons provides an account of the chain of ownership of Polkemmet after Robert Calder's death in 1887:

... the property was taken over by his 'daughter, Miss Ellen Calder who managed the property very well until her passing in 1940. On her death the property passed to her nephew Mr Robert Calder who was the son of Mr William Calder, Miss Calder's brother. On 13th September 1957, when only 1,437 acres remained of the original holding, the property was offered for auction. The land was sold in three sections with 1,074 acres, being lots 100, 97,98, 99 and 83 Parish of Quantong, 180 acres, being lot 206 Parish of Wail and 183 acres being Lot 96 Parish of Quantong. By the time the titles had transferred to the new owners, the property had been in possession of the Calder family for 100 years. The bulk of the land was purchased by Mr Bruno Puls [in January 1958].[8]

The polkemmet homestead, which also served as the region's post office for over 80 years, is presently situated approximately two metres from the banks of the Wimmera River. It is understood by the current owner, Peter

HERITAGE CITATION REPORT

Rintoule, whose family purchased the property in 1976, that the early buildings were centred around a courtyard, with the house being on one side and the service room wings (including the kitchen), on the other side. The kitchen has since been removed, but the brick chimney associated with the structure is still standing. A period photograph from the 1880s shows the homestead, kitchen and service buildings, along with an ornate conservatory (since demolished) in the centre of the courtyard.[9] In 1905, Polkemmet homestead was described in Martha Calder's Will as follows:

Dwelling house containing 13 rooms and bath-room [sic], store-room [sic], kitchen, laundry, pantry. House of weatherboard, lath and plaster, iron roof, brick chimneys, other out-houses of hard wood.[10]

It also specifies that there were two stables with stalls for 13 horses, as well as other small buildings and outhouses.[11] The homestead has been vacant since the Rintoule family moved into an adjacent dwelling in the late 1990s, after which its physical condition deteriorated.

Private cemetery

Approximately 200 metres south of the homestead, on a bend in the Wimmera River, lay the grave sites of Margaret and Thomas Baillie, the children of pioneers William and Mary Baillie. Due to significant deterioration of the original headstones, the inscriptions have been reproduced on steel pipe framing erected by the Arapiles Historical Society on 20 May 1978. The inscriptions cite:

Margaret Baillie born February 1852 Died 9 December 1852

Thomas Baillie Born 27 April 1855 Died 27 May 1857

Several pieces of broken masonry are all that remain of the original headstones.

[1] Billis R.V. and A.S. Kenyon (1974) *Pastoral Pioneers of Port Phillip*. 2nd edition. Melbourne: Stockland Press, p.266.

[2] *Pastoral Pioneers of Port Phillip*, p. 266.

[3] *A Brief History of the District of Polkemmet East*, p. 1.

[4] Calder, E. (1933) A Wimmera Woman Pioneer: Polkemmet resident looks back. *Horsham Times*, 30 June, p. 7

[5] *Ibid.*

[6] *Ibid.*

[7] *Ibid.*

[8] *A Brief History of the District of Polkemmet East*, p. 1.

HERITAGE CITATION REPORT

[9] Horsham Historical Society files.

[10] Will of Martha Bertram Calder (1905). Probate Administration files 99/173, Series VPRS28, Victorian Public Records Office.

[11] *Ibid.*

Description

Physical Description

Homestead & surrounds – Single storey timber structure, with steeply pitched, hipped roof, timber plank clad walls and wrap around verandah. Roof originally clad with timber shingles, laid as short horizontal planks (probably Stringybark), now covered by corrugated profile roof iron sheeting. The dwelling is of unusual design for the period, containing six rooms of symmetrical layout. A central hall/ entrance with a flat curve archway across the middle allows access to a large living room/ reception room, featuring a fireplace and French doors to the verandah. Four bedrooms are located on the opposite side of the hall, all backing onto a central chimney serving corner fireplaces in each room. Two rooms are accessed from the verandah.

Local commentary notes the dwelling was built on Red Gum slabs, with a Red Gum wall frame. Externally, walls are lined with timber planking, finished on the leading edge with a decorative scroll feature. Internally, walls and ceilings are lath and plaster finished. Floorboards are supposedly of a joinery timber (inspection not possible due to later floor coverings) Architectural joinery is of special note. French doors, sash windows and the front door are well joined and detailed and brass door hardware is of the period and of note. Substantial joinery (possibly cedar) lines one wall of the hallway, with distinctive ‘pointed head’ door panels of ‘gothic revival’ style.

The early kitchen building has been demolished at some time in the past, but the brick chimney and hearth remain standing. A later (possibly 1930-50s) addition to the west of the dwelling contains the later bathrooms and kitchen.

Outbuildings are a mix of construction types and age, mostly built from salvaged material and locally sourced timber. It is unlikely that any of the outbuildings date from the period of construction of the homestead.

Three substantial Kurrajong trees stand to the south of the homestead – supposedly (owner’s comment) part of Calder plantings on the site.

Cemetery – the small family cemetery is found approximately 200 metres south of the homestead, on a promontory in the bank of the river. Graves were marked by the Arapiles Historical Society in 1979. Headstones are now deteriorated and the inscriptions have been reproduced on steel pipe framing installed in the 1980s “Margaret Baillie born February 1852, died 9 December 1852. & Thomas Baillie Born 27 April 1855, died 27 May 1857.” – both children of the settling Baillie family.

Physical Condition

Homestead is in average to poor condition and has not been lived in since 1989. There is evidence of roof leaks, some settlement and minor white ant activity. The surrounding verandah is in worst condition, with most hardwood decking failed or substantially weathered. Later infill walling under the verandah has collapsed. The later kitchen and bathrooms are standing, but sub-standard. A chimney collapsed c2020, bringing with it surrounding roof cladding, thereby opening the house to water damage.

HERITAGE CITATION REPORT

The homestead is very close to the undercut bank of the Wimmera River, but has been shored up in the recent past with Red Gum posts – should be monitored on an annual basis.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history (as an early homestead in the district, representing the development and growth of farming properties from the mid nineteenth century, as well as the subsequent land divisions that occurred)

Criterion H: Special association with the life or works of a person, or group of person, of importance in our history (being associated with several prominent early landholders, and as the site of their enterprises)

Comparative Analysis

Note: sites on Hermes that are currently listed are generally larger (two storey) masonry buildings – few timber framed homesteads of this era identified to date in the district.

Oakville Park Homestead, 522 Vectis Station Road, Vectis, Hermes no. 186224: –much later building date and different construction type. Also in fair condition.

Homestead, Lindners Road, Vectis, Hermes no. 186211: Lindner Homestead – no information known for comparison at present.

Homestead, Greenhills Road, Jung, Hermes no. 186133: Green Hills Homestead – no information known for comparison at present.

Statement of Significance

What is significant?

The elements of heritage value of the c1863 Polkemmet Homestead, 1614 Polkemmet Road, Pimpinio, and 1852 & 1857 graves are:

- The single storey building, including timber framing, weatherboard cladding, timber window and doors including hardware, hipped corrugated sheet metal roof with return verandah and timber shingle roof under;
- The burial sites, including remnant original headstones and reproduced steel piping installed in the 1980s.

How is it significant?

The c1863 Polkemmet Homestead and associated 1852 & 1857 graves are of local historic and associational significance to Horsham Rural City.

Why is it significant?

The c1863 Polkemmet Homestead and associated 1852 & 1857 graves are:

HERITAGE CITATION REPORT

- Of local historic value, as an important remnant of one of the Wimmera's early substantial pastoral runs. In April 1846, Mr Robert Hamilton and his sister-in-law, Lady Mary Baillie, took up the lease. Under the next owner, Robert Calder (1858-1887), Polkemmet became one of Victoria's most significant sheep breeding and wool producing properties in the Wimmera, which prior to its subdivision in 1873, ran approximately 30,000 sheep. Calder built the present homestead and his family retained ownership until 1958. The run was subdivided in 1848 by the Baillie family into Polkemmet and Wyn Wyn during a period when subdivisions of large runs were increasingly taking place across the Wimmera. The 96,000 acre Polkemmet run was further subdivided when the whole colony was opened for selection under the *Land Act (1869)*. The Polkemmet Homestead complex is historically important as a remnant of the large scale subdivisions that took place under the Act. (Criterion A)
- Of local associational significance, for its chain of ownership, firstly by the Wilson Bros, Thomas and Mary Baillie, and Robert Hamilton, all of whom made significant contributions to the development of the agricultural industry in the wider Horsham region. It was then taken up by Robert Calder, who made a significant contribution to Australia's livestock industry as the first person to introduce Shropshire sheep to Australia. Due to their ability to survive and produce fine wool in poor conditions, the Shropshire became a popular breed in Australia and they were later declared "the best of the modern breeds". The private graveyard, where Margaret and Thomas Baillie, the children of pioneers William and Mary Baillie, are interred, strongly illustrates the earliest European settlement of this place. (Criterion H)

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes 3 mature Kurrajong trees
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Pastoral Pioneers of Port Phillip

Literature type: General Reference

Literature author: Billis, R. V & Kenyon, A. S

Literature publisher: Stockland Press

Literature year: 1974

Literature title: Heritage Sheep Australia Shropshire

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 2014

HERITAGE CITATION REPORT

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: A Brief History of the District of Polkemmet East

Literature type: General Reference

Literature author: Simmons, Gavin

Literature publisher: self published

Literature year: 1998

Literature title: Will and Probate of Martha Bertram Calder (1905). Probate Administration files 99/173, Series VPRS28, Victorian Public Records Office.

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1905

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HERITAGE CITATION REPORT

A site had been purchased for 'Scots Presbyterian Church purposes' in 1858 at the corner of Pynsent Street and Urquhart Street, Horsham, and in 1860 a small brick church was erected here at a cost of £700. Trustees for the site were appointed in 1859, namely John Wilson, Charles Wilson, Horatio C. Ellerman, John Rutherford and Alexander Wallace. The church at Horsham was designated St Andrew's and was part of the broader Wimmera Presbytery, which first met in Horsham in 1863. In 1874, however, the building was demolished because it was condemned.[1]

A new church building, in simple rectangular form, was erected in 1875, using stone from Mackenzies Creek. It loosely followed the Gothic style (i.e. with pointed windows). St Andrew's Presbyterian Church also ran a Sunday School for children from at least the 1880s, using other available buildings in the town, but in 1909 it erected its own Sunday School building. The good attendance at weekly church services is evident in concern in the 1880s that those travelling to the church from some distance needed space in the church reserve to park their vehicles.[2] The church marked its anniversary each year with a special service.

A growing congregation necessitated some improvements to the existing building. In 1906 the church was significantly added to with an 'addition of twenty feet in length, with a half octagon end, [designed to] greatly improve the symmetry of the building, and provide forty additional seats.' The plans were drawn up by architect G. Jowett and building work carried out by W.F. Allan.[3] In 1928 further changes were made to the building, with the addition of a castellated bell tower above a side entry porch, in keeping with the English Gothic style.

The church celebrated its centenary in 1958, but suffered structural damage and was in need of significant restoration, as well as further enlargement. The committee of management decided to demolish the existing church to make way for a new building.

St Andrew's Church was completely rebuilt in 1962-63 to a design by renowned Melbourne architect Keith Reid, who undertook over fifty church commissions across Victoria through the middle decades of the twentieth century. Apart from the re-use of the stone from the original church, the new St Andrew's Church at Horsham was a striking and bravely unconventional form, reflecting the changing world in which it was conceived. Reid presented three design schemes to the church committee – conventional, modern, ultra-modern. The committee chose the ultra-modern scheme and the church was erected by local contractor, Laird Brothers[4]. The angular form of the church roof 'suggests a hand raised in benediction over the people with God in the midst'[5].

Reid's distinctive post-war 'modernist' ecclesiastical architecture was a departure from his interwar period churches, which tended to follow the English Revival style popular in domestic architecture. In an interview in 1993, Reid noted that he was 'most proud' of the design for St Andrews Church.[6] The Church opened 9 November, 1963. Leaded, stained glass windows from the earlier church were re-installed in the new structure. New liturgical furniture was commissioned for the building and was carved in an abstract manner by a Mr H Zwart and Son.[7] The pipe organ was initially installed in 1891, in the now demolished church. It was modified and relocated to the gallery of the new church in 1962.

In 1976, St Andrew's elected to disband from the Presbyterian Church and join the new Uniting Church of Australia. At Horsham this resulted in the amalgamation of the formerly separate Methodist and Presbyterian congregations. In 1988, a new church hall and other meeting rooms for the congregation were considered. The Wesley Methodist Church in Roberts Avenue and several other church properties were sold in 1990 and construction of the 'Wesley Centre' adjacent St Andrews Church commenced in 1994. The Centre was designed by architect Keith Walter (of Kew) to complement the architecture of the church – in plan and form. The Centre was opened in 1995 and incorporated stained glass windows relocated from the former Wesley Methodist Church and Vectis East Methodist Church.

St Andrew's continues to function today as a Uniting Church. The Church celebrated its 50th birthday in the current building in November, 2013.

HERITAGE CITATION REPORT

- [1] Brooke and Finch, 1982, p. 252
- [2] Horsham Times, 2 February 1883
- [3] Horsham Times, 15 May 1906
- [4] Hobbs, 2013 p25
- [5] Hobbs 2013 p31
- [6] Video interview with Keith Reid, 1993 (Art Deco Society)
- [7] Hobbs p35

Description

Physical Description

Erected 1962, replacing an earlier church on the site. Designed by architect Keith Reid, church is a notable example of 'Post-War Ecclesiastical' architecture in style. Features of note include: informal, organic plan form for aisle and side chapel (reflected changing liturgical arrangements/ formalities) feature walls of face stone (from earlier church) emphasising the modernist use of traditional materials as skins, rather than structure, substantial plate glass, passive design elements such as permanent louvers over windows, use of small lancet style windows of coloured glass to express traditional ecclesiastical styling in a contemporary manner (and in the manner of noted European modernist architect Le Corbusier), use of timber detailing inside in a decorative, but functional manner, modern pew seats, integration of interior with outside garden areas featuring stone ponds and garden walling. Of particular interest is the successful architectural expression of the ecclesiastical scale of the interior – verticality is expressed through use of narrow wall openings, glazing and raked roof – allowing a surprising amount of natural light inside. A ceiling clerestory element over the altar further accentuates the verticality and spirituality of the space.

External stone walls, ponds and garden screen walls add to the integration of internal and external space.

Physical Condition

Very good physical condition. 1995 additions to the side of the church compromise the setting of the place from the east and reduce the appreciation of the entrance (one side) but the architectural qualities of the 1962 church are still evident and able to be clearly interpreted.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (represents the number and significant impact of Free Scots Presbyterian (now Uniting) settlers in Horsham in the early years of settlement. A church was established on the site in 1860 – only some 10 yrs after surveying the town. The founding congregation included the key early pastoralists – C and J Wilson and many others of Scottish origin. Church buildings on the site have been replaced over time, but the church remains in operation to today)

“*Criterion F:* Importance in demonstrating a high degree of creative or technical achievement at a particular

HERITAGE CITATION REPORT

period. (intact and well-resolved design example of 'post-war ecclesiastical' architecture of the region and considered by architect as one of his best works of the typology)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (primary location in Horsham for Uniting Church worship and fellowship – building erected by local Presbyterian community in 1963, still used today as the primary, central Uniting Church in the Shire)

Comparative Analysis

Architect Keith Reid designed over 50 churches for Melbourne and regional church groups in the immediate post war period. St Andrew's was acknowledged by Reid as 'one of his best' in an interview in 1993. One other 'post war ecclesiastical' style church is located in Horsham Rural City – St Paul's Lutheran Church, Natimuk – erected early 1960s – designer unknown. Across Victoria, several similar style churches are still extant. St Andrew's is a high integrity example of this architectural style for the post WW11 period in Victoria.

St Paul's Lutheran Church, 92 Main St, Natimuk, Hermes no. 191713: Erected early 1960s – 'post-war ecclesiastical' in style with expressed portal frame form. Less successful representation of the traditional church typology (form, light, expression of worship) than St Andrew's.

St Andrew's Presbyterian Church, 34 Fowler Street Moe, Hermes no. 119879 (Recommended for VHR 2014): Designed by Reid during St Andrews period – very similar in design detail, but more modest scale church. Roof form less expressive of religious function than St Andrew's Horsham church.

Burwood Heights Uniting Church, 4347 Blackburn Rd, Burwood, Hermes no. 46076, HO106: A frame style church of merit of period – designer/ date unknown – comparable but simple in form.

Baptist Church, Balwyn Road, Canterbury, Hermes no. 329: Light red brick simple portal frame gable roof church (barn form) with feature spire (1962) – architect not confirmed – similar in style to St Andrew's but form not as expressive of function – no expression of worship in roof form.

Presbyterian Church, 104 Atkinson Street, Templestowe, Hermes no. 22566: Face brick tall 'box' form with open glazed ends (1963) rational, rectilinear form rather than expressive of religious function.

All Saints' Church, 11 May St, Footscray North: (1964) Hexagon plan form, multi-gable roof, central spire, face brick with 'griffin' style triangular glazing bars – similar architectural merit to St Andrew's, roof restrained in form though.

Former Wesleyan Church, 97 Cunninghame Street, Sale, Hermes no. 128997: (1966) Very similar to St Andrew's in architectural style – face red brick, diamond plan form, with feature 'soaring' roof form and triangular windows – less 'free form' than Horsham though and surrounded by a flat roofed set of rooms, reducing understanding of main church form from the street.

Methodist Church, Beek Street, Katamatite, (east of Echuca), Hermes no. 147785: Muir & Shepherd (1961). Two unique triangular form shells form church, in-filled with glazing and face brickwork – very expressive of ecclesiastical function in form. High integrity, comparable in style to St Andrew's, but small scale example of church styles of the period.

HERITAGE CITATION REPORT

Statement of Significance

What is significant?

The elements of heritage value of the 1963 St Andrew's Presbyterian (now Uniting) Church, 10 Pynsent Street, Horsham, include:

- . External form of the 1963 church building, including face stonework, feature windows, steel framed roof form, cross to front, leaded and coloured glass windows, including those salvaged from the previous building, coloured glass pocket windows, external reinforced concrete staircases
- . Face stone garden walls, water ponds
- . Low face stone perimeter fence to Urquhart and Pynsent Street boundaries.
- . Internal gallery and stair, face brick and stone walling, timber plank ceiling lining, organ pipe assembly, loose and fixed timber liturgical furniture dating from 1963, arrangement of fixed pew seating, window hardware and 1963 light fittings.

Later 1995 additions to the church are excluded.

How is it significant?

The 1963 St Andrew's Uniting Church, Horsham, is of historical, social and aesthetic significance to Horsham Rural City And potentially of aesthetic significance to the State of Victoria.

The Church is an intact example of modern movement 'Post War Ecclesiastical Style' architecture, with the verticality of the space emphasised through narrow wall openings, lancet style coloured glass windows, and a raked roof that introduces an abundance of natural light.

Why is it significant?

The 1963 St Andrew's Uniting Church, Horsham, is:

- . Of local historical significance as a site only, representing the large number and significant impact of Free Scots Presbyterian settlers in Horsham in the early years of settlement. A church was established on the site in 1860 and has been rebuilt several times over the last 150 years. Scottish settlers of significance included pastoralists, early Road Board members and key citizens of note. (Criterion A)
- . Of local and state-wide aesthetic significance, representing a well resolved architectural example of modern movement 'Post-War Ecclesiastical Style' architecture. The Church is acknowledged by its architect, Keith Reid, as one of his best post war ecclesiastical works and is one of over 50 churches designed by Reid in the post-war period in Victoria. The Church reflected historic types – scale, light, congregation and liturgy – but was also designed to freely express its liberation from structure, changing liturgical function and contemporary use of materials in an innovative, creative modern idiom of design merit. (Criterion E)
- . Of local social significance, as a place that has served the spiritual needs of locals since 1860, when the first Scots Presbyterian Church was built on this site, it remains the centre of the Horsham Uniting Church community. (Criterion G)

HERITAGE CITATION REPORT

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	Yes
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: St. Andrew's Presbyterian Church 1858-1958

Literature type: General Reference

Literature author: Coulson, Helen

Literature publisher: Parish of Horsham : centenary celebrations

Literature year: 1958

Literature title: Historical Record of the Horsham Presbyterian Church: published in connection with seventieth anniversary, April 1928

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1928

Literature title: Horsham in focus: 1849-1999

Literature type: General Reference

Literature author: Foley, Marie. & Jenkinson, Noelene M. & Horsham Historical Society

Literature publisher: Horsham Historical Society Horsham, Vic

Literature year: 1999

Literature title: Foundations to Build On - Celebrating the 50th Birthday of the St Andrews Uniting Church Building, Horsham 1963-2013

Literature type: General Reference

Literature author: Hobbs, Susan

Literature publisher: Wimmera Design and Print

Literature year: 2013

HERITAGE CITATION REPORT

Literature title: Article: 2 February 1883

Literature type: General Reference

Literature author: Horsham Times

Literature publisher:

Literature year: 1883

Literature title: Article: 15 May 1906

Literature type: General Reference

Literature author: Horsham Times

Literature publisher:

Literature year: 1906

Literature title: Horsham Parish Plan

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Horsham Arts and Heritage Trail, n.d.

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Keith Reid

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Presbytery of Wimmera: History to 1968

Literature type: General Reference

Literature author: Rev. Morey

Literature publisher:

Literature year: 1968

Literature title: St. Andrew's Parish of Horsham, 1955 : new life through sacrifice

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1955

Literature title: Victorian Government Gazette, 11 February 1859

HERITAGE CITATION REPORT

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1859

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Thatched Barn
Address: 1665 Obrees Road VECTIS
Place Type: Barn
Citation Date: 2022



Thatched Barn, Vectis

Recommended Heritage Protection **VHR -**

 HI -

 PS
 Yes

Integrity

The original cladding of the south end wall has been replaced with corrugated steel sheets.

History and Historical Context

The thatched barn at 1665 O'Brees Road, Vectis was built in the mid-1920s by Mr Carl A. Klowss, who purchased the allotment in 1925.[1] The land on which the barn was constructed was originally located in Parish of Quantong County of Borung, and was part of the original Vectis Estate owned by prominent local selectors, the Wilson family. In 1906, the Estate was subdivided and sold to successful tenderers. Klowss was the third owner of the allotment following subdivision.

The barn's design was influenced by Klowss' German heritage, as were other Wimmera barns built from as early as the 1850s when German emigrants arrived from South Australia and established settlements. Klowss'

HERITAGE CITATION REPORT

father, Gottlieb was one of the earliest German pioneers in the region when he arrived from Adelaide in 1871 and selected land near Natimuk Lake. Former owner of the property, Mr Hugh Light explains that 'this shed was slightly different in construction to the usual run of bush sheds which had a ridge pole running down the centre with rafters running down to wall plates forming a gable roof pattern; all constructed with natural timber'. [2] Light describes the barn as comprising of two rows of forked posts set well into the ground approximately 12 feet apart along the full length of the shed, with a passageway of approximately 10 feet wide down the centre. The rafters are long, lighter timbers form inside the wall plates, crossing in the centre and fastened to form the ridge. Lighter timber was used to cross the rafters to form a base to take the straw thatch, which was held down by wire netting. Miles Lewis describes this type of thatching as the most 'primitive' of styles. He explains that 'this is found in numerous farm buildings in which wheat straw is heaped almost at random on a low pitched roof, and held down with wire netting'. [3] He states that these types were especially typical of Wimmera barns.

The interior of Klowss' barn features eight stalls each side of the centre passage, designed to stable two eight-horse teams. Light describes how chaff feeders were shaped as wide troughs made from Baltic Pine flooring boards and were divided into sections for each stall. 'There was a walkway in front of the feeders and a doorway at the south end leading to a chaff-shed built separately of corrugated iron, for feed to be carried to each horse', he explains. [4] Despite Klowss' fine workmanship when he constructed the barn in the 1920s, it was in poor condition when Light purchased the property in 1947 from his employer Mr Crossley. Light explains that half of the straw on the roof had blown away because, according to Crossley, the wire netting used to hold it down had been stolen by vandals to catch fish in nearby waterholes. As it was the only shed on the property at the time and badly needed, Light undertook basic repairs upon purchasing it. He replaced rotted or missing timber roof beams and rethatched the roof with straw. Light describes how the wheat was taller in those days and the old harvesters, which just threshed the grain out and left the straw still standing to about 3 feet in length, was ideal for thatching. After a lot of hard work, Light claims that the barn 'was back to somewhere [near] original condition and waterproof again'. [5] He initially used the barn to stable his two draught horses.

In 1950-51, Light constructed a house on the allotment, which he made from sun-dried bricks using loam from the nearby (Wimmera) river flats. Over the course of 12 months, Light made 2,200 bricks measuring 18 inch long, 9 inch wide and 7 inch deep. During this period, the barn proved useful as a storage space for the dry bricks. Once the house was finished, the two stalls on the west side of the barn, just inside the door, were made into cow bails, and used until Light eventually built a dairy. After that, the barn was utilised to house small machinery, such as 'the stationary hay press, cement mixer, at times the odd ute, and even the Fordson tractor', Light explains. [6] Later, it was used to store baled hay, as it provided exceptional protection from the weather. As Light demonstrates, thatched barns had many uses and were a valuable asset to farmers. 'Like a lot of other straw sheds, they were an essential part of our early history, made out of the natural bush timber that was available', he states. [7]

[1] Rate Book Shire of Wimmera: 1863-1941.

[2] Light, H. (2010) *History of the straw roofed shed on "Bilabank", as told by Hugh Light*. Unpublished.

[3] Lewis, M. (1977) *Victorian Primitive*. Greenhouse Publications: Melbourne., p. 6.

[4] *History of the straw roofed shed on "Bilabank", as told by Hugh Light*

[5] *Ibid.*

[6] *Ibid.*

HERITAGE CITATION REPORT

[7] *Ibid.*

Description

Physical Description

9 x 6 metre barn/ shed, constructed in c1920s in the traditional 'thatched barn' style for the region (Silesian/ German influence). Constructed of six rows of redgum or Buloke tree trunks, cut with tree forks remaining to tops, for support of roof. Trunks also include slots for timber rails, for animal pens. Roof framing comprises six rows of native pine roof bearers, with loose scarf joints over posts. Joints pegged with concealed timber pegs and later wire strapping. Similar size and species rafters are fixed to bearers by concealed timber pegs and later wire strapping, at half-bay intervals. Small section battens at approx. 450mm centres support straw thatching. Approx 20 degree pitch thatching is held down in the traditional manner by galvanised steel mesh, weighed down along eaves with timber poles. Side walls are enclosed with melaleuca timber faggots, strapped to intermediate timber branch rails. The floor is dirt. The roof frame has been braced in the past with several timber collar ties and two steel collar ties. The gable end facing the dwelling has been reclad with galvanised iron corrugated sheeting (with an entry door). The other gable end wall had collapsed in part. Some roof thatching has been repaired (in the past) with corrugated iron sheets, but most thatch remains.

Physical Condition

Fair condition. Roof and walls largely intact, despite some collapse of thatching and loss of gable end wall cladding.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (*illustrates type of farm buildings erected by German/ Silesian settlers in 19th and early 20thC in agricultural areas of Horsham*)

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (*rare colonial era construction type in good condition - in Wimmera and Victoria; illustrates a rare and disappearing traditional trade - thatch barn construction*)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (*early pioneering indigenous barn structures - one of few left from 19th/early 20thC period - mostly intact; illustrates well-considered construction techniques of early settlement period - utilising local materials and traditional skills*)

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history. (*reflects local impact of German/Silesian immigrants, who brought dry-land farming methods (including thatched building construction methods) across from S Aust to the Wimmera in the late 19thC*)

Comparative Analysis

The Victorian Heritage Database lists few barns with thatch/straw roofs in Victoria. VHR database doesn't identify thatched barns - just use of thatch in some homestead roofs. Several thatched barns located in Horsham Stage 1 study. Either, they are particular to the local area, most have been lost due to fire or neglect, or little study has been undertaken across Victoria (more likely). Vectis barn is comparable with the one at

HERITAGE CITATION REPORT

Glenwilliam Homestead - in intactness and construction method. It is smaller than Glenwilliam though. The Vectis barn may have survived because it is located close to the farm house and has been continuously used for farm animals (hence continuous repair/ maintenance). HeritageChat investigation confirmed that there are few known/ HO listed thatched barns in Victoria.

Barn, Trotters Rd, Banyena: Thatched barn in moderate to poor state of repair - similar scale to Vectis, but collapsing.

Outbuildings, Wimmera, Hermes no. 68615: Hermes entry - 'Wimmera farm buildings' - but no address or description or photos - could be referring to Fulham outbuildings?

Barn, 3983 Blue Ribbon Road Wallup, Yarriambiack, Hermes no. 183586: Significant c1880s thatched barn - 'l-shape' in plan, complete with timber feed trough. Comparable in construction type and detail to Vectis. Similar degree of intactness and condition.

Thatched barn, 875-887 Henty Highway, Dooen, Hermes no. 186070: Thatched barn - not in good condition - outbuilding to farm.

Thatched barn, 101 Greenhills Rd, Jung, Hermes no. 186133: Green Hills farm - outbuilding - similar in type and condition in 1979 (J Collins collection - H97.250/1160 SLV) could be dilapidated now - farm was affected by floods a couple of years ago - needs inspection.

Thatched barn, Jenkinson Rd, Dooen, Hermes no. 186073: Poor condition (seen from road).

Thatched barn, Reynolds Rd (near Blue Ribbon Rd) Kalkee, Hermes no. 186135: Large barn structure, but collapsed one end. No walls either, just posts.

Thatched Barn, Wail-Polkemmet Rd, Pimpinio, Hermes no. 186201: Still standing, but in poor condition - mix of thatch and galvanised iron sheet cladding.

Thatched barn, Kewell Homestead, Yarriambiack Shire: Tall thatched barn with only 4 rows of posts - rougher construction than Vectis - unclear if extant (saw 2006 photo HHS).

Statement of Significance

What is significant?

The elements of heritage value of the c1920 thatched barn at 1665 O'Brees Rd, Vectis, include:

- Whole of thatched barn structure, including form, timber structure, later steel section bracing, wire mesh/ timber pole roof covering, timber faggots to walling and straw roof thatch.

Excluded

- later corrugated galvanised steel sheet walling and roof sheet.

How is it significant?

The c1920 thatched barn at 1665 O'Brees Rd, Vectis, is of associative, historic and representative significance

HERITAGE CITATION REPORT

and rarity value to Horsham Rural City and potentially to the State of Victoria.

Why is it significant?

The c1920 thatched barn at 1665 O'Brees Rd, Vectis, is:

- Of local and potentially State historical significance, illustrating a typical, but now mostly lost traditional 19th century type of farm building erected in agricultural areas, in particular in the Wimmera, by Silesian (German) farmers settling in the district during this period. The construction type utilised materials and skills at hand, illustrating the ingenuity of local farmers. The shed style was also common in 19th century Silesian settlement areas in South Australia. These farmers moved on to the Wimmera in the mid-late 19th century, bringing tested dry land farming skills with them. This group had a significant impact on the agricultural development of the district. (Criteria A and H)
- Of local and potentially State representative significance, illustrating the traditional construction techniques used for the erection of such unique Silesian influenced sheds/ barns, adapted to suit availability and type of local materials - red gum, buloke, melaleuca and straw thatching. It illustrates a rare and rapidly disappearing traditional trade. (Criteria B and D)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Victorian Primitive

Literature type: General Reference

Literature author: M. Lewis

Literature publisher: Greenhouse Publications, Carlton, Victoria

Literature year: 1977

Literature title: History of the straw roofed shed on "Bilabank", as told by High Light

Literature type: General Reference

Literature author: Light, H.

Literature publisher: Unpublished

Literature year: 2010

Literature title: Rate Book Shire of Wimmera: 1863-1941

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author:

Literature publisher:

Literature year:

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Jung Memorial Hall
Address: 28 Baker Street JUNG
Place Type: Hall Public, War Memorial
Citation Date: 2022



Jung Memorial Hall, 28 Baker Street Jung

**Recommended
Heritage Protection** **VHR -**
 HI -
 PS
 Yes

Integrity

Average to good – minor cracking to walls and bow in floor but most significant fabric extant and clearly illustrating 1920s community hall. The front doors are a recent replacement.

History and Historical Context

The Jung Hall was officially opened on the evening of 28 October 1926, by Mr A.S. Rodgers in the presence of 400 people who had reportedly travelled by car from 'near and far'.^[1] The hall, designed by architect Mr John A. Simpson of Horsham, was built in Baker Street.

The *Horsham Times* reported that the hall was constructed from reinforced concrete and measured 100 feet by 36 feet. They described its features in fine detail:

HERITAGE CITATION REPORT

The main hall itself is 52 feet by 35 feet. At the entrance the ticket box is flanked on either side by ladies' and gentlemen's cloak rooms. Swing doors open out into the auditorium which can seat 400 people comfortably. A stairway leads up to a balcony overhead where a modern fireproof biograph box is installed. Here too, seats can accommodate several people. The primary object is for the seating of an orchestra. The stage is quite ample for all requirements, and is constructed on the island principle that is, access can be gained by passage ways on both sides. The wings are moveable and are placed at the angle; the drawing room effect is tastefully arranged by a dark blue flower scheme. Behind the stage is the supper room, with copper and serving window and other appliances. When necessary the room can be converted into dressing rooms. The whole of the building is fire resisting: the six inch walls composed of steel frames is made up of steel stanchions [sic] and roof trusses forming units with reinforcement rods interlaced. Mr John A. Simpson, architect, of Horsham, claims that 75 per cent of the timber used in concrete wall construction is saved, together with about 50 per cent less labor [sic]. ... The building is well ventilated along the wall, and the white glister [sic] windows add a finishing touch to quite a modern utility, that is serviceable for country districts. The whole scheme has been well conceived and constructed. Another feature is the electric power plant at the back of the building, which has a double wiring system, so if fusing takes place, the other portion can be used. The plant gives light not only to the hall, but to the streets and business places.[2]

The Jung Hall was constructed and furnished at a cost of £3,300, and despite being declared 'the finest in the district', it far exceeded what the hall committee had expected.[3] At the time of its opening, the public had already donated £800, but were urged to make further contributions to reduce the considerable overdraft. In response to the committee's appeal, local resident Mr T. Coffey promised to donate £50, whilst profits from the opening raised a further £100. On 2 November 1926, the *Horsham Times* reported that 'five ugly men competitions' were in full swing, which had raised another £150.[4]

Reflecting on the difficulties that the Jung community were faced with to raise adequate funds to pay for the overdraft, past Jung resident, Mr Vic Maddern recalled that:

It took many, many years of hard work and lots of fresh ideas before finally the hall was paid off. It was because of the building of the hall and the difficulty of paying it off that brought about the idea that we'd have the Jung Gymkhana. It became one of the great sporting events of the area in those days.[5]

It took five years for the hall committee to liquidate the debt. By 1931, the hall committee's annual balance sheets finally showed a credit from proceeds raised from years of hosting gymkhanas, concerts and other fundraising events.[6]

The present day hall is the fourth public hall that has been erected in the township of Jung (Jung Jung before 1920s). The first hall was constructed on the corner of Baker and Main Street in c.1883 as an annexe to Cook's Hotel (presumably to bring custom). Whilst Cook's hall was used for social gatherings, a small Mechanics' Institute on Baker Street (adjacent to the hotel) was used for meetings, as it was too small to be considered a public hall.[7]

The second hall was a makeshift building in Baker Street opposite Cook's hall. It was made from galvanised iron sheeting and lacked a proper floor for some years. Kerosene cases were used for the stage and tarpaulins were obtained from Victorian Railways to protect attendees from the natural elements. It was reported that in all, it took a day to prepare the hall for use.[8] The hall was erected and used between the 1890s and 1905.

The third public hall, called Federal Hall, was officially opened on 23 August 1905.[9] It was funded by a share system, whereby 250 £1 shares were made available to the local community for purchase.[10] The share system and public drive for the construction of the hall was coordinated by the Jung Progress Committee. Located on the corner of Main and Church Street, on the former site of Goodwin's store, the hall was the social centre of the town. Federal Hall was a multi-purpose facility. It was used to hold Sunday School lessons, was a

HERITAGE CITATION REPORT

polling booth during elections, and was the scene of many dances, wedding breakfasts, Sunday School anniversaries, “send-off” tributes to soldiers going to the First World War, and “welcome homes” for those who returned. For a while the hall was also used for fortnightly Church of England services.[11]

The present 1926 Jung Hall replaced Federal Hall as the social centre of the township. One former resident recalled that there were lots of balls held there, including Bachelors and Spinsters, and Matron Balls. They also remembered flower show exhibits and stated that ‘there must have been pictures shown in that hall as they had facilities in ... [there] to show pictures’.[12] Although the 1926 Jung Hall is infrequently used today, it remains one of the oldest intact buildings in the township and continues to play a vital role in community cohesion. Two stone memorial plaques installed on the front of the hall also serves as a reminder of the 36 local men who served in World War II.

[1] Horsham Times (1926) Modern Public Hall: Fine building at Jung. *Horsham Times*. 2 November, p. 1.

[2] *Ibid.*

[3] *Ibid.*

[4] *Ibid.*

[5] Horsham and District Historical Society (1991) *Memories of Jung Jung*. Horsham: Horsham and District Historical Society, p. 31.

[6] Horsham Times (1931) Jung: Public hall in credit. *Horsham Times*. 26 May, p. 3.

[7] Maddern, I. (1976) *Jung and the Jung State School (no. 1728) Centenary*. Unpublished pamphlet, p. 40.

[8] Modern Public Hall (1926).

[9] Horsham Times (1905) Opening the Federal Hall, Jung Jung. *Horsham Times*. 25 August, p. 3.

[10] Horsham Times (1904) Public Hall for Jung Jung. *Horsham Times*. 25 October, p. 3.

[11] *Jung and the Jung State School (no. 1728) Centenary*, p. 39.

[12] *Memories of Jung Jung*, p. 65.

Description

Physical Description

Single storey hall, constructed from reinforced concrete finished externally with ruled render. The original golden colourwash or limewash remains in many places. Front I features stepped parapet, and original steel-framed windows. Hall is Stripped Classical 'in style – austere in architectural detail. Interior gallery, bio-box and proscenium arch all intact, featuring Arts & Crafts style detailing common to the period. Period pressed metal panel decoration to proscenium and ceiling of architectural note.

HERITAGE CITATION REPORT

Physical Condition

Average condition. Some structural cracking evident, but not substantial in extent. Timber floor inside has bowed in centre/ settled at perimeter – floor curve evident, indicating an urgent need for restumping.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (third hall in Jung – erected during the agriculturally prosperous inter-war period – illustrating regional population growth, transport needs and civic/ recreational needs of the time)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (Represents a class – town halls – relevant example, but not of particular merit when compared with other regional town halls in Horsham)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. (associated with civic/ recreational/ social needs of local community – and more importantly the memorial plaques on the 1 commemorating WW1 local participants).

Comparative Analysis

Hall, Murra Warra, Hermes no. 186149: Sailors Home Hall – 1923 – framed construction – similar size/ construction – comparable – higher intactness though.

Hall, Mitre, Hermes no. 186146: Mitre Hall – erected 1915 – brick construction. Includes a stage and contemporary supper room – comparable.

Hall, Brimpaen, Hermes no. 186055: Brimpaen Hall – erected 1922 – timber framed, re-clad c1960s. Similar scale, memorial gates (plaques) and features. Comparable, but different construction.

Statement of Significance

What is significant?

The elements of heritage value of the 1926 Jung Memorial Hall, 28 Baker Street, Jung, include:

- . 1926 reinforced-concrete hall building which retains its original limewash finish, and internally the gallery and bio-box, proscenium arch, ceiling lining and stage structure, supper room
- . WW1 memorial plaques – granite slabs fixed to facade

Exclusions: shedding/ toilets structure to rear.

How is it significant?

HERITAGE CITATION REPORT

The 1926 Jung Memorial Hall, Baker Street, Jung, is of local historic and social significance to Horsham Rural City.

Why is it significant?

The 1926 Jung Memorial Hall, Baker Street, Jung, is:

. of local historical significance, illustrating the results of regional growth in Jung in the early 20th century and in particular inter-war period – a boom period for agricultural development in the district. The building is the third hall in Jung and reflects the growing population and civic needs of that community at this time. (Criteria A)

. of local social significance, as a centre of community life and for the 'memorial plaques on the front I, commemorating the local community's contribution to WW1. (Criterion G)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	Yes
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Memories of Jung Jung

Literature type: General Reference

Literature author: Horsham and District Historical Society

Literature publisher: Horsham: Horsham and District Historical Society

Literature year: 1991

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Jung and the Jung State School (no. 1728) Centenary

Literature type: General Reference

Literature author: Maddern, I

Literature publisher: Unpublished pamphlet

Literature year: 1976

HERITAGE CITATION REPORT

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: 'Kalimna Park'
Address: 18-24 Kalimna Avenue HORSHAM
Place Type: Residence
Citation Date: 2022



Kalimna Park, 18-24 Kalimna Avenue Horsham

Recommended Heritage Protection **VHR -**

HI -

PS
Yes

Integrity

High integrity, majority of original fabric of exterior remains. Good condition as well.

History and Historical Context

"Kalimna Park" homestead was built in 1915 for Mr Otto Fechner, son of Mr Joseph Fechner, a Prussian born Horsham pioneer. The house was designed by Mr L. Stansfield Smith, architect of Ballarat and Horsham, who was reportedly responsible for the design of other local buildings.[1] Smith was assisted by Messrs Macdonald Bros. builders of Horsham and Murtoa, with Mr C. Macdonald being the local partner in charge of construction. Kalimna Park homestead has had at least ten owners over the past 100 years. The surrounding land, previously known as "Kalimna Park Estate", has been extensively sub-divided from the early 1920s onwards.

Kalimna Park was one of the town's most spectacular homes of its era, as expressed by the author of an article

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published in the *Horsham Times* in November 1915. They describe the newly constructed homestead as:

an attractive residence - built on a rising ground just inside the western boundaries of the borough – shows, for instance, the introduction of rough cast to the walls externally in place of weatherboards. The claims of this material are that it is cheaper than weatherboards, cheaper to maintain, and is better in appearance. ... The use of tiles as a roof covering, whilst not altogether new, is rarely met with in the Wimmera, and gives a note of harmony and finish that is most pleasing. As each tile in itself a ventilator, coolness and comfort in the hot months are assured. Going inside, through the hall to the lounge, one is surprised and pleased with the introduction of the 7ft. wainscoting throughout. This beautiful woodwork - Queensland maple- is entirely new to this part of the country, and gives the most beautiful finish imaginable. From the hall, we go through a pair of glazed doors to the drawing room (18 feet x 16 feet), which is treated with the maple wainscoting in the same manner throughout, all wax polished to a dull finish. A bay window, with a grille featuring a foliage design with Australian bird life, is grand and the small windows each side of the fireplace show, perhaps, the most interesting feature of the room. In the one is a life sized willy-wag-tail [sic] and nest, and in the other a kookaburra. These leads are a credit to the artist who was responsible for them. A pair of 8ft. sliding doors open to the dining-room (16ft. x 14ft.), and here again is the 7ft maple wainscoting - a delightful room, tastefully executed throughout, the lead glazed doors to the verandah in particular being most attractive. From the dining-room, through the fernery [is] an open air safe. The kitchen (13ft. x 13ft.) is designed with a scullery. Coming back to the lounge, we enter the den (14ft. x 10ft.) with an ingle nook, and here, again, is a striking feature in the panelling throughout the walls and ceilings with picus, or South African mahogany. ... The fireplace in the ingle is built in all brickwork tuckpointed, and gives a very appealing and cosy effect. From the lounge, again, the stairs lead us to the attic rooms, where are placed the bed and bath rooms and sleeping-out porch. These rooms are lined with fibro cement (a product of modern times, and one that is going to become almost universal here), panelled out with red pine over the joints. The tiled bath room is most conveniently arranged, and attention may be drawn to the sewerage system installed. By means of a septic tank, placed some distance from the house, the whole of the overflow from baths, basins, sinks, etc., is treated and disposed of in the form of pure water, which overflows to a drain and thence to the flats to irrigate the lucerne beds close by.[2]

Kalimna Park homestead also featured substantial gardens, shrubs and lawns - all watered by a windmill on the property. Entrance was via Natimuk Road where it presently intersects with Kalimna Avenue.

On 4 August 1922, Young Bros. of Horsham, under the instruction of Fechner, auctioned two acres of the homestead portion of the estate; however, it was not until July 1923 that Fechner sold the balance of the Kalimna Park Estate to Mr C.A. Fartch, including the homestead and approximately 150 acres. The *Horsham Times* reported that:

With the house, which is one of the best in the district, is an area of 12 acres, and surrounding that section is an area of 230 acres. Portion of this estate, which was sold to Mr Fartch some time ago, is being subdivided for residential purposes, and as there is early prospect of the Natimuk Road being put into good order there is a good demand for the blocks.[3]

On the 12 August 1922, Young Bros. auctioned another portion of the estate comprising of 149 acres, extending from Natimuk Road to the Wimmera River. Subdivisions occurred again in late 1923, reportedly to be due to a local house shortage. One hundred and fifty blocks from £90 each were made available at the Kalimna Park Estate, which boasted generous size blocks with 'perfect' drainage, electric light, water and telephone systems, as well as frontages to Natimuk Road, Golf Links, Kalimna Park Road and the Wimmera River. Advertisements informed that 'the modern homes of several well-known Horsham business gentlemen [were] already established at the estate', which surrounded Fechner's well-known residence and grounds.[4]

It is unknown how long, or if Fartch ever lived in the homestead, as only 18 months later, in early 1925, Young Bros. were instructed by Mr G.E. Dodd to auction the homestead and surrounding land. Young Bros. advertised the sale as 'being for parts of Crown allotments 13 and 14, parish of Horsham, country of Borung, of an area of

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180 acres or thereabouts, ideally situated one mile from Horsham on the banks of the Wimmera River and extensively improved'.^[5] They state:

The homestead is a beautiful modern residence, rough-cast, oregon studs, brick foundations - quite recently erected. ... The main rooms are panelled with Queensland maple, balance 3-ply; lath and plaster throughout, replete with all modern conveniences; sewered; hot and cold water; electric light, telephone, etc. Extensive gardens, paths bricked; lawns, tennis courts, etc.; two large underground tanks.^[6]

According to Young Bros., by 1925 Kalimna Park's outbuildings consisted of a double garage, workshop, woolshed, men's quarters, stables, wash-house and 'all other necessary buildings'. They explained that the property was 'conveniently sub-divided, well fenced and watered, and [had] good rich soil, suitable for wheat. .and [was] especially adapted for a stud farm'.^[7] The auctioneers were instructed to offer the property as a whole; though if not sold, to submit in two lots, being: 'Lot 1: The homestead and all buildings together with 10 acres of land. Lot 2: Part of allotment 13, parish of Horsham, containing approximately 170 acres, with frontages to the Natimuk-Horsham Road and the Wimmera River. Subdivided into two paddocks'.^[8]

Kalimna Park was auctioned again by Young Bros. in 1943 under the instruction the Mrs E.E. Gunn, which they advertised as follows:

Kalimna Park house with 20 acres [including] tennis court, fruit and vegetable garden, fowl yards and pens, staff quarters comprising of two bed rooms, sitting room and kitchenette, large garage. Twenty acres rich land, having a frontage to the Wimmera River.^[9]

Whilst the sale and the name of the new owners were not published in the local press, an article reporting on the tragic death of Robert Chisholm Rankin, Liberal Country Party M.L.C. for Western Province, confirmed his place of residence as Kalimna Park, suggesting that he too once owned the property. Confirmed owners of Kalimna Park homestead include Mr and Mrs B. Langlands who lived there for approximately 25 years from the early 1960s. During this period the Langlands undertook extensive sub-division of the property. Brian Olsen, a Horsham accountant, purchased the property from Langlands. He lived there for c.8 years prior to the current owners (2014) who moved there approximately 20 years ago.

At the time of its sale in the mid-1980s, selling agents Rathgebers Real Estate of Horsham described the homestead as follows:

Built for entertaining and family living, the home has been painstakingly restored and renovated, yet the owners have carefully retained its olde world charm while modernising and renovating over the past two years.^[10]

They state that additions included ducted air cooling, a central heating system, fresh paint, new drapes and carpet. According to Rathgebers, 'original features include[d] verandahs, bay windows, open fireplaces, wood panelled walls, stained glass windows, and superb high ceilings and decorative cornices'.^[11] They describe the property further stating that:

The home comprises about 35 squares and includes a wide entrance vestibule, huge lounge, formal dining room, den, totally updated all-white kitchen, four double bedrooms, two bathrooms, underground wine cellar and lots of nooks and crannies only found in homes of this size and era. The beautifully kept English gardens and surrounds are complimented by a full size lawn tennis court, 30 x 15 foot in-ground pool, ample car accommodation, along with horse stables, barn, shearing shed and original servants' quarters.^[12]

Since the 1980s, the outbuildings and recreational facilities have been demolished, either due to natural

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deterioration, or to clear land for sub-division. The owner in 2014 and her late husband made few alterations to the house, aside from basic repairs and maintenance where necessary.[13]

[1] Horsham Times (1915) Handsome new home. *Horsham Times*. 2 November, p. 7.

[2] *Ibid.*

[3] Horsham Times (1923) Big Property Sale. *Horsham Times*. 13 July, p. 4.

[4] Burke, T.M. (1923) Kalimna Park: "The future capital of the Wimmera". *Horsham Times*. 7 August, p. 4.

[5] Young Bros. Horsham (1925) Important Land Sale. By Auction. The "Kalimna Park" Estate. *Horsham Times*. 30 January 1925, p. 5.

[6] *Ibid.*

[7] *Ibid.*

[8] *Ibid.*

[9] Young Bros. (1943) Important Realization Sale by Public Auction. Kalimna Park House with 20 Acres. *Horsham Times*. 25 June, p. 4.

[10] Mail-Times property of the week: Historical Horsham home for sale. *Mail-Times*. Date [u.k.].

[11] *Ibid.*

[12] *Ibid.*

[13] Per. Comm. Mrs M. Hancock. 13 March 2014.

Description

Physical Description

Single storey 'Federation Bungalow'[1] dwelling dating from 1915 in construction, with integral wrap-around verandah to two facades. Timber framed, clad with roughcast render, tiled with 'Marseilles' red roof tiles. Of particular note is the decorative chimneys, entry arch to front verandah, detailed timber casement windows, attic level windows and double gable roof form to side elevation. Dwelling is set in substantial garden space, featuring an early boundary hedge and palm tree adjacent. Front garden, centred on driveway, provides open space setting for the property. Later outbuildings and shedding to rear all since removed.

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[1] *A pictorial guide to identifying Australian architecture: styles and terms from 1788 to the present*, 3rd ed, Angus & Robertson, Sydney, 1989, pg 144.

Physical Condition

Dwelling is in excellent condition and is constantly maintained. Garden is suffering the effects of early 2000s drought. Cyprus hedge in fair condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (important local example of semi-rural dwelling on expansive property - erected during WW1 - reflecting the economic growth of the district during the early 20thC agricultural boom period due to the wheat boom and supporting development of the period. Further, reflects the progressive subdivision of land for housing and the interwar growth of SE suburbs in Horsham.)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (of local aesthetic value as a well-proportioned and architecturally detailed 'Federation Bungalow' style dwelling of the period, set in expansive grounds. Features include arched porch, tiled roof, expressed timberwork, double gables and attic room, feature chimneys.)

Comparative Analysis

Local comparison will be undertaken, Kalimna Park is not of sufficient architectural merit for State comparison and architect was responsible for many residences in Ballarat and other Wimmera/Mallee towns.

Dwelling, 27-29 Roberts Ave, Horsham, Hermes no. 186113, HO24: 1906 construction - earlier type of Kalimna Park's architectural style - early 20thC residence of substance. Not sited in substantial grounds though - comparable

Dwelling, 143-45 Baillie St, Horsham, Hermes no. 186083: 1927 construction - later but similar scale dwelling of similar architectural detail/ quality. Not sited in substantial grounds though - comparable. Included in Stage 1 study.

Como Lodge, 83 Natimuk Rd, Horsham, Hermes no. 155888, HO6: C1930s 'Como lodge' dwelling of two storeys, of 'Old English' styling, with red tile roof. Moderate integrity. Located in substantial grounds in suburban Horsham - represents style and wealth of early 20th C Horsham - compares to Kalimna Park.

Glen Logan House, Cnr Park St & Dooen Rd, Horsham, HO1: 1926 - built by Bolton - prominent two storey red brick 'interwar' dwelling with Arts & Crafts/ cottage and 'Romanesque' styled features. Again, set in substantial grounds - reflects aspirational values of Dooen Rd precinct of the period. - compares to Kalimna Park.

Bungalows of Natimuk Rd and Dooen Rds, proposed HO precinct Stage 2 Horsham Heritage Study: Interwar,

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bungalow style dwellings in 'dress-circle' suburban location, most set insubstantial gardens. - inc 'Leamont' for eg (HO 5) - partly compares to Kalimna Park - but single storey.

Statement of Significance

What is significant?

The elements of heritage value of the 1915 residence, 'Kalimna Park', 18-24 Kalimna Ave, Horsham include:

- . Whole of original dwelling, including: red Marseilles tile roof, trims and feature timber decoration, roughcast finished walls, window and door joinery, verandahs and pillars, arched entry, dormer windows, external timber decoration.
- . Open space between dwelling and hedging, including cypress hedges and palm (*Washingtonia robusta*) tree.

New sheds to rear excluded.

How is it significant?

The 1915 residence, 'Kalimna Park', 18-24 Kalimna Ave, Horsham, is of local historical and aesthetic significance to Horsham Rural City.

Why is it significant?

The 1915 residence, 'Kalimna Park', 18-24 Kalimna Ave, Horsham is:

- . of local historical significance, reflecting the substantial type of early town dwelling sited in significant grounds established in the early 20th century period in Horsham, reflective of growing wealth due to the wheat boom and supporting development of the period. (Criterion A)
- . of local aesthetic significance, as an early, well-proportioned and architecturally detailed 'Federation Bungalow' style dwelling of the period for Horsham. Features include arched porch, tiled roof, expressed timberwork, double gables and attic room, feature chimneys. (Criterion E)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes Washingtonia robusta palm & perimeter cypress hedge
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION REPORT

References

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Mail Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

Intact sections of trestle bridge remain. Remnant bridge clearly marks the former carriageway of the Natimuk-East – Hamilton rail line.

History and Historical Context

Rail reached Horsham in 1879 following the extension of the railway line from Ballarat via Ararat and Stawell. The line's arrival marked an important milestone in the development of the Wimmera, effectively opening up the district to closer settlement, resulting in population growth and increased agricultural production.

The West Wimmera Railway League formed in the early 1880s to lobby the Department of Railways for a spur line from the Horsham railhead to southern and western Wimmera districts. The league, primarily comprising district selectors and Natimuk business interests, proposed that the line would serve a catchment of 300 farmers, who collectively produced 260,000 bushels of grain per year. The league argued that the line would promote further settlement and increased cultivation of land previously used for grazing. It argued that 'the produce of a 320-acre farm (of cropping) would bring more revenue to the railways than the produce of 20,000 acres devoted to wool-growing'. [1]

Without access to a local railhead farmers incurred a fee of sixpence per bushel for the transportation of grain to the Horsham terminal. This cost had a significant negative impact on profit margins, considering that between 1879 and 1888 the price of wheat halved from four shillings down to two shillings per bushel.[2]

The poor condition of the road network provided further incentive to lobby for a railway line. One correspondent to the *Horsham Times* described the state of the Horsham to Noradjuha road as 'almost impassable' explaining that 'the best way to travel this road now would be in a boat'. [3]

Finally, in 1884 the *Railway Act* (also known as Duncan Gillies' 'Octopus Act') authorized the construction of the 20 mile 'Horsham to Natimuk' spur line. Controversially, the line stopped short of Natimuk and diverged southward at Natimuk East (one and a half miles from the township proper) before terminating at Noradjuha.

Contractors, Downie and Barnfield won the tender to construct the line for £46,264, which included a large timber-trestle rail-over-river bridge spanning the Wimmera River and its flood plain near Quantong. W. Blackwood was awarded tenders to construct a goods shed and platform at both the Natimuk East and Noradjuha sidings. The station building at Noradjuha was constructed by Parker and Vickers.[4] The line opened to traffic on the 25 August 1887.

Further lobbying resulted in the Department of Railways commissioning a survey for a 28 mile extension from East Natimuk to Goroke in 1888. In 1890 the line to Natimuk was opened and the extension west to Goroke was completed in 1894.

Horsham – Hamilton Branch Line

Both the Hamilton and Portland Railway Leagues were supporters of the Horsham to Noradjuha spur line and were keen to see the line extended to the south. Indeed, since the early 1880s each had campaigned for a railway line that would see Wimmera grain transported directly to the deep-sea Port of Portland. The route of this proposed north-south link, however, was hotly contested. Naturally, the Hamilton league championed a line that passed through Hamilton, via Cavendish to tap into the timber and wool-growing areas of the Wannon and Southern Grampians. Meanwhile, the Portland league lobbied to by-pass Hamilton in favour of Casterton, with the addition of a spur line that crossed the South Australian border at Mt Gambier.

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Over a period spanning two decades, the Department of Railways investigated a number of possible routes. Ultimately, the concept of a single through-line was abandoned and the Hamilton – East Natimuk spur line was to be knitted together ‘piece by piece’ over a period of eight years. The first piece was the 11 mile Noradjuha – Toolondo line, which opened in 1912. It was followed by the 16 mile Hamilton – Cavandish line, completed in 1915.

Up to six individual lines were eventually linked to form a chain that extended from Horsham to Portland and comprised the former local branch lines of Horsham – Noradjuha; Noradjuha – Toolondo; Toolondo – Kanagulk; Kanagulk – Balmoral; Balmoral – Cavandish; and Cavandish – Hamilton.

A series of large rail bridges were constructed across the Glenelg and Wannon Rivers. Two timber-trestle rail-over-river bridges were erected on the Toolondo-Kanagulk line in 1917, spanning the broad Glenelg River floodplain, south of the Kanagulk rail siding. At Cavandish, a composite timber-and-steel bridge was erected across the Wannon River in 1920.[5]

Completion of the through-line had been hindered by war-time material and labor shortages and was eventually opened to traffic in November 1920, although a mixed goods and passenger service had operated on localized sections of line from the turn of the 20th century.

The *Horsham Times* reported that by January 1927 the Horsham Station was dispatching two grain trains carrying forty trucks daily to the Port of Portland. It noted that grain destined for Portland was being collected from rail sidings in the northern Wimmera region from Dimboola, Pimpinio, Antwerp, Kiata, Kaniva, Serviceton, Lillimur, Jeparit and Sailsbury, and in the south from Noradjuha and Kanagulk.[6]

The passing of the *Grain Elevators Act* in 1934 and the creation of the Victorian Grain Elevators Board (GEB) resulted in a network of reinforced concrete silos established at rail sidings throughout the Wimmera, Mallee and Western Districts. Wimmera grain, previously transported to the Port of Portland via the Hamilton – East Natimuk line, was re-directed to a purpose built export terminal at Geelong. The GEB bulk storage facilities provided a single point of receipt, storage and distribution and replaced the stockpiling of individual jute wheat bags (which were susceptible to rot and rodent infestation) at country rail sidings. Two concrete silos were established on the Horsham – Carpolac branch line in 1939 (a 65,000 bushel capacity silo complex at Vectis and an 110,000 capacity complex at Natimuk).

Bulk handling facilities were eventually established on the Hamilton – East Natimuk line in 1951 when a corrugated iron 47,000 bushel capacity wheat bulk head was erected at Noradjuha. A ‘Behlen Bin’ imported by the GEB from the USA was erected adjacent for the 1960-61 harvest. These facilities were established as the result of lobbying by the local branch of the Victorian Wheat and Woolgrower’s Association and constructed by local farmers. However, as with all Wimmera GEB bulk handling facilities, grain collected at Noradjuha was transported to the Geelong export terminal on the main western line (via Horsham).

From 1920 a thrice-weekly passenger service ran between Horsham and Balmoral, and between Balmoral and Hamilton. There was no through connection between Horsham and Hamilton as the separate services operated on differing days and both terminated at Balmoral. The Horsham – Balmoral passenger service ceased operation in 1951. The Balmoral – Hamilton service stopped in 1955. The railway freight and mixed goods service, which had been reduced significantly with the re-direction of grain trucks to Geelong in 1939, ceased with the closure of the Hamilton – East Natimuk line in July 1979.[7]

Kanagulk Railway Bridge

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The 31 span timber-trestle rail-over-river bridge was erected on the Toolondo-Kanagulk Railway Line in 1917, south of the Kanagulk rail siding.

The following information is based on the National Trust's citation, Victorian Heritage Database report 70056:

The timber-trestle railway bridges over the Glenelg River floodplain were built in 1917, as the most significant engineering works on the short Toolondo-Kanagulk Railway.

Two bridges were constructed across the Glenelg River floodplain immediately south of Kanagulk and officially opened to train traffic on 17 December 1917, as the major engineering works on the Toolondo-Kanagulk line of just over ten miles in length.

From 1920 they functioned for a few years as important components in the north-south through-line carrying Mallee and Wimmera wheat to Portland via Hamilton. However, for most of their lives they carried passenger trains between Balmoral and Horsham.

Today, only one big timber railway bridge survives at this Glenelg River crossing, its partner having been accidentally destroyed by fire during a seasonal burn-off. The Kanagulk Bridge over the Glenelg River floodplain remains the sole surviving significant all-timber bridge on the historic Hamilton – East Natimuk Railway.

[1] *Argus*, Saturday 17 January 1885, pg. 29.

[2] *Argus*, Saturday 29 March 1884, pg. 10

[3] *Horsham Times*, Friday 20 August 1886, pg. 2

[4] *Gazette* 106, Friday, November 4th 1887, pg 3191

[5] Chambers, D. *Wooden Wonders*, Flemington, pg. 63.

[6] *Horsham Times*, Tuesday 25 January 1927, pg 4.

[7] Turton, K. W., *The Portland Railway*, Melbourne. 1968, p. 161 – 162.

Description

Physical Description

Located: 37°08'54.2"S 141°51'13.9"E

Approx 150 metres long section of timber trestle bridge, the bridge stands at a maximum approximately 6 metres out of the water of the Glenelg River. Earth embankments are still evident to either side of the bridge. The bridge spans the river and floodplains adjacent.

Trestles – 31 extant in intact section, with an unusual mix 5m and 6.6m spacings between each. All are numbered. Trestles constructed from redgum trunk section pairs of posts (one straight, one angled per leg), with

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timber cross braces and ties between. Tops are finished with a pair of bearers, notched to posts. Carriageway is timber in construction, with main longitudinal timber bearers and timber decking planks laid perpendicular to bearers. Deck is finished with ballast metal gravel/ dirt mix, barely contained by remnant timber edge beams. A single cantilevered timber 'safety' platform remains to the side of the bridge – in poor condition.

Remnant trestle bridge was one of two such bridges across the Glenelg River. The second bridge was burnt down in a burnoff bushfire .

Physical Condition

Average condition – timberwork. Ballast and timber gutter rails missing. All weathered, minor corrosion evident to steel fixings. Two trestles dropped in part at north end, where they stand in the water. Earth atop the deck is holding moisture and increasing loads on the bridge. No vehicular or foot traffic allowed on the bridge in 2022. Quantong bridge is in better physical condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (supported expansion and increased agricultural production in the Shire after laying in 1917. The railway allowed the economic, easy and reliable transport of grain and wool from farms to market and port).

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. (rare, as one of two surviving complete sections of trestle rail bridge in the Shire – only other trestle bridge is at Quantong – 1887)

–Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (as a class consisting of rail trestle bridges, the remaining bridge section is intact and demonstrates construction type, use of local materials and innovative engineering skill required to successfully bridge river areas; (illustrates railway engineering technology of the early 20th Century – trestles are numbered for maintenance, spans suit loads imposed, engineered to avoid flooding and span river, timber safety platforms to sides still extant)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (composed of an unusual combination of standard Victorian Railways fifteen feet and twenty feet timber-beam spans. Its features such as the original all-timber safety platform are now very rare–)

Comparative Analysis

Trestle rail bridge, Quantong, Hermes no. 186214: Horsham-Carpolac railway line – passes over the Wimmera River – similar condition, length and construction type – comparable, but much earlier in construction.

Examples in other municipalities:

Stony Creek rail bridge, Nowa Nowa, Hermes no. 67978: 1916 construction, 27 span, 276m long, 18.6 m high bridge. – comparable, similar date in construction. Higher than Kanagulk bridge.

Trestle / steel bridge, Panther Place, Eltham, Hermes no. 66300: 1902 trestle bridge – mix of timber and steel – low rise, but still in service today.

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Trestle bridge, Puffing Billy, Belgrave, Hermes no. 66906: 1889 in construction – comparable (curved) but earlier in construction.

Trestle bridge, Springdallah Creek, Hermes no. 31671: 1880s – early bridge – inc steel beans under carriageway.

Statement of Significance

What is significant?

The elements of heritage value of the 1917 Kanagulk timber trestle railway bridge over the Glenelg River include:

- . 160m long section of timber trestle bridge, safety platform to side and the form of the earth embankments each side – to at least a length of 50m each.
- . All timber sections of trestles, bracing and carriageway deck. Engineering numbering of posts of particular note.

How is it significant?

The 1917 Kanagulk timber trestle railway bridge is of historic and technical significance and of rarity value to Horsham Rural City.

Why is it significant?

The 1917 Kanagulk timber trestle railway bridge, is:

- . of local historic significance, as remnant evidence of the 1917 Natimuk East – Hamilton railway line. Once laid, the railway facilitated the economic and rapid transport of grain from farms to ports – resulting in increased agricultural activity, prosperity and substantial expansion of agricultural development of the Shire in the early 20th century. Towns such as Natimuk, Toolondo, and Noradjuha developed along the railway line, providing stations, silos (mid 20thC) and fuel/ water for trains. (Criterion A)
- . of local significance as rare, surviving evidence of past railway routes through the Shire and as a rare, intact example of timber trestle bridge construction within the Shire. (Criterion B)
- . of local technical significance, as an illustration of a particular class of Victorian Railways timber railway trestle bridges of the 1910s period – exhibiting early 20th Century railway engineering skill and innovation in the use of local materials in construction, engineering skill in spanning and modifying the local terrain and waterways. It is composed of an unusual combination of standard Victorian Railways –timber trestles at 5 and 6.6 metre centres, supporting a timber and ballast carriageway for trains, and retains the original all-timber safety platform which is now very rare. (Criteria D and F)

Recommendations 2022

External Paint Controls

No

Internal Alteration Controls

No

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Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: The Argus Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: Wooden Wonders Victoria's Timber Bridges

Literature type: General Reference

Literature author: Don Chambers

Literature publisher: Hyland House Publishing for the National Trust of Australia (Victoria)

Literature year: 2006

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: The Portland Railway

Literature type: General Reference

Literature author: Turton, Keith, W

Literature publisher: Australian Railway Historical Society Melbourne

Literature year: 1968

Literature title: Victorian Railways Report: of the board of land and works for the year ending 30th June 1888

Literature type: General Reference

Literature author: Victorian Railways

Literature publisher:

HERITAGE CITATION REPORT

Literature year: 1888

Literature title: Report from the Parliamentary Standing Committee on Railways on the Cavendish to Toolondo Railway, 3rd December 1913

Literature type: General Reference

Literature author: Victorian Railways

Literature publisher:

Literature year: 1913

Literature title: Victorian Heritage Database, citation report 70056

Literature type: Heritage Area Study

Literature author:

Literature publisher:

Literature year:

Literature title: Victoria Government Gazette, number 106, Friday, November 4th 1887

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1887

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Kewell Park
Address: 2991 Henty Highway KEWELL
Place Type: Homestead building
Citation Date: 2022



Recommended Heritage Protection VHR -

HI -

PS
 Yes

Integrity

Dwelling in good to excellent condition. Most early 20thC outbuildings now demolished/ substantially altered post WW11 – low integrity.

History and Historical Context

Kewell Park homestead is situated approximately 30km north-north-east of Horsham on the Henty Highway, just south of the Old Minyip Road. The homestead was constructed in c.1915 for Mr Michael Bartholemeu (Tom) Coffey on Allotment 161, Parish of Kewell East. Tom inherited the land upon the death of his father, John in February 1908.

John Coffey was born in Limerick, Ireland and arrived in Australia in the early 1870s. Shortly after, he was engaged to cart goods from Melbourne to the Wimmera and return with wool from the sheep stations. John and his brother, Michael were pioneers in the early days of land settlement in the Wimmera, having selected land in

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Kewell c.1875. John's obituary stated that:

He was a successful farmer and hotel keeper, was a very shrewd business man, and was very fortunate in all his speculations. He owned a very large extent of first-class land and was very wealthy. He was a man whose word was his bond: he was charitably disposed, and gave to all deserving objects: he was a good supporter of the church, and gave liberally to it.[1]

The extent of John's wealth was revealed in his Will, which listed an extensive number of landholdings within in the Parishes of Kewell East, Glen Thomson and Jung Jung (now known as Jung), as well as a property at Sea Lake in the Mallee. Tom (referred to as Michael in the Will) was bequeathed Allotments 150, 151, 160, 161, 162, 164, 165, 167, 168, 169, 170 and 171, Parish of Kewell East.[2]

On 27 May 1914, Tom married Jean McCormack of Balham Hill, Molesworth.[3] Soon after, they built Kewell Park – a large comfortable homestead, which would accommodate their future family. According to Tom's sons, John and Michael, the homestead was constructed by a team of builders who were travelling by wagon through the region at the beginning of the First World War. They explained that the team, which purportedly carried their own saws and equipment, felled trees from the property and constructed the house onsite. John and Michael were told by their father that he had drawn the builders a rough plan of the house on the ground, specifying that there be a large hallway in the centre of the house to allow a breeze to travel through.[4] John and Michael believe that similar houses in the district were also built by the same travelling work crew.

Kewell Park is a simple rectangular shape timber framed and clad homestead with a corrugated iron sheet roof and wrap-around timber verandah. It features two large bedrooms, bathroom (renovated) and walk in pantry on the left side of the central hallway. A formal dining room is located on the right (front) side of the hallway, as is another bedroom and kitchen (renovated). The interior features early light fittings and original decorative woodwork, which is purported to have been carved onsite at the time of construction. The hessian lined, timber framed walls feature a mix of original wallpaper with subsequent additions. Several of the original outbuildings have been demolished due to deterioration over time, including the original woolshed, which was replaced c.1960s. However, the cellar and worker's cottage (now a guest house) remain. At the time of inspection, the original coach house was still standing, though in structurally unsound condition. It has since been demolished. The top right door hinge of the coach house was branded by the blacksmith who had produced the hinges: "Ackland maker Jung".

As of 2014, Kewell Park was most recently occupied by Tom's wife, (the late) Jean, and daughter, Edwina.

[1] Horsham Times (1908) Obituary. The late Mr. John Coffey. *Horsham Times*. 14 February, p. 3.

[2] Will of John Coffey. VPRS 7591, no. 42. VPRO.

[3] Weekly Times (1914) Coffey-McCormack. *Weekly Times*. 13 June, p. 10.

[4] Per. Comm. John and Michael Coffey. 12 March 2014.

Description

Physical Description

Single storey, timber framed, projecting asymmetrical gable front villa, with CGI 'm' shape roof, wrap-around bull-nose verandah with turned timber posts and cast-iron lacework, and timber weatherboard cladding.

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Chimneys are corbelled brick (overpainted). Central passage defines the inside layout, with principal and service rooms either side. Footprint of dwelling is substantial. Internal walls are lined with hessian and covered with period wallpaper – several varieties noted. Timber fretwork from the era dresses passageway. Early half buried cellar and rooms over remain to rear yard. Other outbuildings all replaced c 1970s.

Physical Condition

Good to excellent condition. House maintained as residence.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (illustration of early 20thC expansion and establishment of smaller scale, but higher yield farms and associated homesteads to the north of Horsham (city))

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (reflects the type of farm being established c1915 in the northern Horsham district. Kewell Park is representative of such farms & the homestead is intact. The house is very substantial in size while conservative in its design, illustrating the slow transition from Victorian Italianate forms and details and the Edwardian Queen Anne).

Comparative Analysis

Several farm dwellings of the early 20thC period were identified as of potential HO value in Stage I study. The early 20thC farm of Kewell Park is not uncommon in other Shires – comparison will therefore be local, rather than state-wide. Comparison is based upon finding places from the public realm. There may be further representative farms 'off road', which were beyond the scope of the Stage 1 study.

Dwelling/ farmhouse, 529 Western Highway Vectis, Hermes no. 186229: 'Windarra' farmhouse and outbuildings of period (close inspection not possible)

Dwelling/ farmhouse, 249 Drillers Rd, Kewell, Hermes no. 186059: Symmetrical villa residence, timber cladding – similar era and condition as Kewell Park residence. History of property not known.

Farm / dwelling, 461 Polkemmet Rd, Vectis, Hermes no. 191220: Substantial farm of period – mostly off road – homestead c early 20thC, with outbuildings.

Statement of Significance

What is significant?

The elements of heritage value of the 1915 Kewell Park homestead, 2991 Henty Highway, Kewell, include:

- External form of the residence, chimneys, wrap-around verandah.

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- Any surviving early outbuildings.

How is it significant?

The 1915 Kewell Park homestead is of local historic and representative significance to Horsham Rural City.

Why is it significant?

The 1915 Kewell Park homestead is:

- Of local historic significance as a representation of the type of farm homestead illustrating the early 20thC expansion and establishment of smaller scale, but higher yield farms to the north of Horsham. The house is very substantial in size while conservative in its design, illustrating the slow transition from Victorian Italianate forms and details and the Edwardian Queen Anne. (Criteria A and D)

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Weekly Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Will and probate of John Coffey, VPRS 7591, no. 42

Literature type: General Reference

Literature author:

Literature publisher: Victorian Public Records Office

Literature year:

HERITAGE CITATION REPORT

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Mitre Public Hall
Address: 1429-1431 Natimuk - Frances Road MITRE
Place Type: Hall Public
Citation Date: 2022



Mitre Public Hall, 1429 Natimuk - Francis Road Mitre

**Recommended
Heritage Protection** **VHR -**

HI -
PS
 Yes

Integrity

Generally high integrity externally and internally, though all window sashes have been replaced with aluminium units and the front and side doors are also modern glazed aluminium units.

History and Historical Context

The inaugural meeting of the Mitre Public Hall Committee took place on 25 October 1913. Held in Mitre at the private dwelling of Mr C. Pumpa, the purpose of the meeting was to erect a Public Hall at Mitre South. The *Horsham Times* reported that the local community had felt a need for a public hall for many years, as both the Toonan Hall and Toonan State School were situated too far from what had become the centre of the district.[1] Those present at the meeting were Mr R.G. McClure (elected Chairman), Mr C. Pumpa (elected Secretary), Mr J. McClure, Mr H. Sudolz, Mr C. Burris, Mr W. McCredden, Mr T. McCredden Jnr, Mr R. Schmidt, Mr E. Burris, Mrs Aitken, Mr J. Lear Snr and Mr H. Hateley.[2]

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An impressive £85 was committed at the inaugural meeting and committee members were deputised to collect further donations from nearby residents in Grass Flat, Natimuk, Nurcoung and Mitre, as well as Horsham. By the next meeting, held in 1914, the committee had collected £161. Following a one week adjournment to consider a suitable size for the hall, the committee decided that it would be 50 ft. by 25 ft., with 12 ft. walls.[3]

Mr W.J. Sinclair was empowered to draw up the plans, with instructions from the committee that it must be brick and cost no more than £250. Former Mitre resident, Jack Lear, explains that the president at the time 'stated that it be a brick building, for the maintenance of brick was far cheaper than weatherboards'.[4] Despite the prior stipulation of a £250 construction budget, it was decided at a public meeting held in April 1915 that tenders would be called for to construct the building for no more than £300. Six tenders were received ranging from £410 to £319.[5] Mr C. Pumpa's tender for £320 was accepted at a general meeting in June 1915; however, the increased cost of construction required a National Bank loan.

The Mitre Lake Public Hall was constructed in 1915, opposite the Mitre Store. It sat on one third of an acre block of land, which was generously donated by Mr A.C. Hateley of Mitre.[6] The opening of the new hall, described in the local press as 'a fine spacious brick building neatly designed', was celebrated with a concert and ball held on the evening of Friday 19 November 1915. [7] According to the *West Wimmera Mail and Natimuk Advertiser*, the hall was 'packed to the doors with an enthusiastic assemblage, many having travelled long distances'.[8]

Since its opening, the Mitre Public Hall has hosted dances, balls, fundraisers (for local schools, churches and hall improvements), social gatherings, school concerts, comedies, patriotic evenings, public meetings, political meetings, farewells and even skating in 1916.

During the first and second world wars, it was used to hold fundraising events for various charities supporting the war effort, such as the British Red Cross. Welcome home events were held upon the soldiers' return, and honour boards presently adorn the walls, in recognition of the war service of the brave men of the Mitre region.

In 1924, a working bee was held to erect a store and supper room at the back of the hall.[9] Following the Jubilee Celebrations in 1965, another positive effort was made to raise funds to build a new supper room, which, with the assistance of a subsidy from the Arapiles Shire, was erected in 1967. Further upgrades were made, when a toilet block was built at the rear of the hall in 1977.

Many of the improvements to the hall and its assets can be attributed to the fundraising efforts of the Mitre Hall Ladies Auxiliary, established on 3 June 1963.[10] The Auxiliary worked tirelessly to raise funds by organising events such as social functions, and through catering for weddings and birthday parties. Money raised went back into the hall funds to buy items such as cutlery and crockery. They also made considerable contributions to upgrade the kitchen, and equipped the hall with furnishings and appliances including two electric stoves, a hot water service, piano, chairs and curtains.[11]

Despite a gradual decline in use of the hall over the past few decades due to the slow migration of residents into nearby towns, the Mitre Public Hall continues to be utilised by the local community for meetings and events, and remains a distinctive feature of the Mitre landscape.

[1] Horsham Times (1913) Mitre Lake South. *Horsham Times*. 4 November, p. 6.

[2] Mitre Centenary Committee (1982) *Mitre: Past and Present*. Unpublished, p. 28.

[3] *Ibid.*

HERITAGE CITATION REPORT

[4] Lear, J. (1989) *History of the Mitre District*. Unpublished, p. 9.

[5] *Ibid.*

[6] Horsham Times (1915) *Horsham Times*. 15 June, p. 6.

[7] West Wimmera Mail and Natimuk Advertiser (1915) Opening of new Hall at Mitre Lake South. *West Wimmera Mail and Natimuk Advertiser*. 26 November, p. 6.

[8] *Ibid.*

[9] Horsham Times (1924) A successful working bee. *The Horsham Times*. 29 April, p. 4.

[10] *Mitre: Past and Present*, p. 28.

[11] *Ibid.*, p. 29.

Description

Physical Description

A rectangular plan, handmade red brick (stretcher bond) hall building with masonry parapet to front elevation, painted above the top string course and with 'A 1915 D Mitre Public Hall' in white painted lettering. Corbelled eaves to front elevation and flat arched lintels, and header brick arch to front door. Brick side walls have four buttresses and two double hung sash windows each side. The corrugated sheet metal roof has a gable form behind the parapet with quadrant-profile eaves gutters. Three roof ventilators are located along the ridge.

A cement sheet 'weatherboard' clad extension to the rear has a skillion roof and brick chimney at the rear. A second extension to the north side is clad in texture coated board with a skillion roof.

Internally the hall has timber tongue and groove floorboards, painted hard plaster walls, and timber board ceiling partially raked to follow the roof line. Metal tie rods span across the hall and decorative ceiling roses connect with the external ventilators. A small stage is located at the southern end of the hall. The hall contains three honour boards relating to World Wars One and Two. There is a small bronze plaque on the front façade that reads 'Red Cross Centenary 1859-1959.'

There are two pencil pines in front of the hall, though their tops have been lopped off.

Physical Condition

The Mitre Public Hall is in good condition, with no severe structural cracking of the masonry evident.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A) Importance to the course, or pattern, of Victoria's cultural history (erected to service the growing farming community of Mitre – which was developing rapidly as a community early 20thC)

HERITAGE CITATION REPORT

Criterion D) Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (community hall in district – one of many halls in the region – but still extant and representative of settlement and past population of Mitre)

Criterion G) Strong association with a particular community for social and cultural reasons (community hall – used for recreation and civic events – a key part of the past/ present Mitre community in western Horsham)

Comparative Analysis

Hall, Murra Warra, Hermes no. 186149: Sailors Home Hall – 1923 – framed construction – similar size but different construction

Memorial Hall, Jung, Hermes no. 186130: Jung Hall – erected 1926, reinforced concrete in construction – includes marble memorial boards on I – later era than Mitre

Hall, Brimpaen, Hermes no. 186055: Brimpaen Hall – erected 1922, framed construction

Statement of Significance

What is significant?

The elements of heritage value of the 1915 Mitre Hall, 1429 Natimuk-Frances Road, Mitre, include:

- 1915 brick hall structure, including front parapet, white painted lettering, brick detailing to front elevation and lintels;
- double hung sash windows, corrugated sheet metal roof, roof ventilators;

Exclusions:

Later additions to rear, toilet block

How is it significant?

The 1915 Mitre Hall is of local historic and social significance to Horsham Rural City.

Why is it significant?

The 1915 Mitre Hall, Natimuk-Francis Rd, Mitre, is:

- historically significant for its role in the evolution and development of community, recreational and civic life in the Mitre district. The building is of historical significance as an early civic building demonstrating the presence of a more populated settlement in the Mitre district in the early to mid-twentieth century. (Criterion A)

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- Of social significance for its role in the focus on community activities for the Mitre community and wider district. The hall has been used for a variety of community activities including meetings, school concerts, performances, charity fundraisers, farewells and skating. The hall was also used to host “welcome home” events to celebrate the return of local soldiers during the first and second world wars, and is still used for meetings and community events. (Criterion G)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: History of the Mitre District

Literature type: General Reference

Literature author: Lear, J

Literature publisher: Unpublished

Literature year: 1989

Literature title: Mitre: Past and Present

Literature type: General Reference

Literature author: Mitre Centenary Committee

Literature publisher: Unpublished

Literature year: 1982

Literature title: West Wimmera Mail and Natimuk Advertiser

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

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application for land, paid the necessary fees and set up camp within three weeks'.^[4] Mrs O'Brien is credited with naming the new settlement, after she opened the first post office, which she named "Haven Post Office". Following this, it was decided at a public meeting that the new settlement would be called Haven, 'as it was [considered to be] a restful place'.^[5]

Eager to move their families onto their newly purchased land, many of the first selectors built basic bag or tin huts with lean-tos. Over the following years, selectors improved their housing situations, the styles of which reflected their financial positions. Selectors, who wanted or could afford timber homes, engaged the services of local builder, Mr Ballinger, who purportedly charged £40 per room.^[6] However, the cost to build a timber home was more than some families could afford. Instead, they built slab and daub, or wattle and daub huts. Others, such as the Hallam family, utilised the plentiful supply of water and mud from nearby McKenzie Creek to make sun dried bricks.

Constructing a mud brick hut was a relatively inexpensive method of building a house, as the only outlay required was the window frames, door and corrugated iron sheeting for the roof. Mud brick houses were also relatively comfortable. They were warm in the winter and cool in the summer. However, the process of making the bricks was intensively laborious for everyone involved (usually the whole family). One Haven resident recalls making mud bricks with her family, which began with a special mixture of sand and clay only found in certain areas along McKenzie Creek:

When building a sun dried brick home Dad found the pug (it had to be just right) along the creek. Then he waited for warm, windy weather to set the bricks. The announcement would be made "Today we make bricks". "We" meant Dad, Mum and the kids. Dad picked and shovelled up the ground. Mum and the kids carted water. Then Mum poured water, Dad shovelled and the kids had to paddle the pug [until it had mixed correctly].^[7]

The Hallam family employed a similar method to make mud bricks for the construction of a farmhouse complex of buildings on their property. According to the current owner, Mr A. Hallam, the garage building was erected first, the two room cottage with verandah second, and the small building (which was used as a bedroom for three children) was erected last. The extant buildings are reported to be approximately 70 years old (c1945).^[8] Other reports put their construction in the 1930s. The house (northern building) and garage (southern building) are visible in a 1947 aerial photo.^[10]

Another Haven resident recalls that there were many mud brick homes near McKenzie Creek and the area to the south. They explain that 'the more affluent Haven residents who lived to the north called the creek dwellers "mudlarks" and the area "swallow land"'.^[9] The Haven Historical Committee assert that some mud brick homes from the early settlement period are still standing today, though most of them have been abandoned and are in a poor state of disrepair. Mr A. Hallam explains that his family were experts at mud brick construction and asserts that they have been repairing some of Haven's iconic mud brick huts for many years.

[1] Horsham Times (1910) The Common Blocks. *Horsham Times*. 18 October, p. 5.

[2] Horsham Times (1910) News and Notes: The Common Blocks. *Horsham Times*. 8 November, p. 4.

[3] Haven Historical Committee (2011) *Haven's Heritage. Volume 1, From the Common*. Victorian Bushfire Reconstruction and Recovery Authority: Melbourne, p. 41.

[4] *Ibid*.

[5] Back to Haven Committee (1978) *Our Haven*. Back to Haven Committee: Haven, p. 26.

[6] *Our Haven*, p. 26.

[7] *Ibid*, p. 27.

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[8] Per. Comm. A. Hallam, 4 September 2013.

[9] *Haven's heritage*, p. 42.

[10] Aerial Survey of Australia, Photo-Map 888A2, 1947.

Description

Physical Description

3 x single storey buildings, all built of mud brick. Mud bricks approx. 180mm high x 400mm long by 350mm thick. Bricks were made on site with timber moulds. Mud was taken from the river bank and put in shallow settling ponds, then scooped into moulds and left to dry. No lime binder used. Some driftwood pieces evident in bricks, as well as barbed wire ties. Mortar used of same mix. Roofs and gable portions of walls of corrugated iron sheeting, with galvanised sheeting. All supported by timber posts/ framing (*Callitris* (Cypress) pine). The largest building, the house, was built in two stages, each with a separate gabled roof.

Physical Condition

Average to poor condition but sound in structure. Mud brick facing washing away over time. Owner has already repaired one wall to traditional methods, another sprayed with a thin layer of cement (causing some deterioration). Termites have eaten away sections of timber framing. Roof sheeting has been patch replaced as needed in the past.

Australian Heritage Commission Criteria

Relevant HERCON Criteria -

Criterion A: Importance to the course, or pattern, of Victoria's cultural history. (demonstrates a specific local response to housing needs in the early twentieth century)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (indicative of a low-tech, but appropriate and innovative response to the need for low cost housing in the district in the early twentieth century - using local materials and improvised construction techniques)

Comparative Analysis

Oakville Park homestead, 522 Vectis Station Road, Vectis, Hermes no. 186224: Notable, grander and larger scale residence also of mud brick with brick quoins.

Various ruinous outbuildings at Haven near subject site: C1900+ structures – in poor condition typically

Statement of Significance

What is significant?

The elements of heritage value of the c1930s mud brick buildings at Wards Road, Haven, include:

- . The external form and fabric of the three buildings, including mud brick walls, timber window and door frames,

HERITAGE CITATION REPORT

and simple corrugated sheet metal gable roof forms;

. The construction methodology employed in the building (and subsequent repair) of the three buildings.

How is it significant?

The c1930s mud brick buildings at Wards Road, Haven, are of historic and technical significance to the Horsham Rural City.

Why is it significant?

The c1930s mud brick buildings at Wards Road, Haven, are:

. Of local historical significance, illustrating an early 20th century, specific site-responsive method of construction to address the need for shelter and housing in a community without substantial financial input. (Criterion A)

. Of local technical significance, demonstrating a traditional construction technique employed using local and readily available materials to provide housing for local residents in the 1930s period. (Criterion F)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Our Haven

Literature type: General Reference

Literature author: Back to Haven Committee

Literature publisher: Back to Haven Committee, Haven

Literature year: 1978

Literature title: Haven's Heritage. Volume 1, From the Common

Literature type: General Reference

Literature author: Haven Historical Committee

Literature publisher: Victorian Bushfire Reconstruction and Recovery Authority: Melbourne

Literature year: 2011

Literature title: Per. Comm. A. Hallam, 4 September 2013

HERITAGE CITATION REPORT

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 2013

Literature title: Article: The Common Blocks, 18 October, p. 5. 1910

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1910

Literature title: Article: News and Notes: The Common Blocks. 8 November, p. 4.

Literature type: General Reference

Literature author: Horsham Times

Literature publisher: Horsham Times

Literature year: 1910

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HERITAGE CITATION REPORT

name: Horsham City Oval Grandstand
Address: 20 OCALLAGHANS PARADE HORSHAM
Place Type: Other - Community Facilities
Citation Date: 2022 **Significance Level:** Local



City Oval Grandstand

**Recommended
Heritage Protection** **VHR -**
 HI -
 PS
 Yes

Integrity

The Grandstand retains a moderate degree of integrity, retaining its overall form, open tiered seating configuration, timber post and rail handrail and stair balustrades, and undercroft area.

Its function continues as a grandstand associated with the oval, and its physical relationship with the oval is retained.

Major changes that have reduced the integrity of the structure include the over-cladding with an aluminium profiled product; replacement of the timber seating with aluminium bench seats; and the covering of the timber floor with painted hardboard panels. Despite these works, the original weatherboard cladding, external windows and louvred vents all survive beneath the metal cladding, so contrary to appearances it has a relatively high intactness.

History and Historical Context

Contextual history

The 2012 Thematic Environmental History, prepared as part of the Horsham Heritage Study (Stage 1) identified

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themes of importance to the region, which assisted in identifying places of heritage value. The Victorian historical themes of 'Making regional centres' and 'Living in country towns' are relevant to the Horsham City Oval and Grandstand.

"Organised sport had long been a central focus of town life in Horsham and surrounding district, both for those participating and spectating, and included a range of additional activities surrounding the sporting calendar, such as fund-raising events. Horsham and district have been the springboard for many local people to be launched into successful sporting careers, both amateur and professional." (Thematic Environmental History, Dr. Helen Doyle)

The exact date of the establishment of the Horsham City Oval is not known, although is believed to be around 1901. The site was in use prior to this, as gazetted grounds to host the fourth show of the Horsham and Wimmera District Agricultural and Pastoral Society in 1879. Annual shows were held from this time until 1902, when the present site of the Horsham Showgrounds was used for the event.

Place history

The current grandstand at the Horsham City Oval was constructed in 1924. A new dressing room was constructed in 1926.

Council considered re-orientating the oval from east – west to north – south in 1949, but this was not pursued at the time. Various works to the grounds occurred in the early 1950s following a state government subsidy, to seal the spectator's ramp and provide seating around the oval, as well as installing wire mesh fencing to the northern boundary. The oval was reconstructed including reseeding in 1952, and irrigation provided as well as an improved drainage system.

The Horsham Football Club has been in existence for over 100 years, and maintains a long association with the oval. The current Football and Netball clubrooms are housed in buildings that appear to date from around the 1980s.

A record crowd of 10,151 attended the match between Minyip and Warracknabeal in September 1952, with the Horsham Times reporting that the ground accommodated the large crowd with ease.

The oval has been used for many other purposes through its life, including tennis tournaments, band recitals, and school events. Associated facilities including the brick gate entries, shelters and amenities blocks have been constructed over the years to support the continued use of the place by a variety of groups.

The Horsham City Pipe Band was formed in 1923, and the Pipe Band Hall would appear to date from the 1930s – 1940s. The Horsham Rural City Brass Band Hall appears to have been constructed in the 1970s.

Description

Physical Description

The Grandstand is a simple timber framed structure located on the north side of the City Oval. It is clad in non-original metal standing seam cladding to the north, east and west elevations, with high level glazing to the east and west. The southern side, facing the oval, is open, with a timber balustrade with wire mesh fixed between timber posts. Three open timber stairs provide access from the ground to the grandstand seating, which consists of aluminium benches tiered to follow the rake of the grandstand floor. A series of timber and steel portal frames support the timber framed skillion roof, which falls towards the oval.

Physical Condition

HERITAGE CITATION REPORT

The Grandstand is in a fair condition, with relatively recent repair works having been undertaken by Council. Termite and wood rot damage to the timber wall framing was repaired in 2002-2003, and the timber seating replaced.

Comparative Analysis

The following list presents other grandstand structures in Victoria that have heritage listings at various levels, to provide some context around the assessment of the Horsham City Oval and Grandstand:

- Hamilton Racecourse Grandstand, c1873, high architectural merit and high integrity, VHR – architectural and historical significance
- City Oval Grandstand, Ballarat, 1898, Architect designed, National Trust - Is significant as a large and intact grandstand dating from the late nineteenth century. The design, especially of the roof, is unique in Victoria
- Benalla Showgrounds Grandstand, 1913, 'rare example of timber framed grandstand, barrel roof, ornate balustrade, VHR – architectural significance
- Leongatha Showgrounds Grandstand, 1922, South Gippsland Shire (local) – historic and aesthetic significance; technically of interest for local brick construction
- Maribyrnong Reserve Grandstand, Maribyrnong City Demonstrates: the course and pattern of history; important historic events; rarity; social importance to the community; association with important person or group
- Kingston Grandstand, Hepburn Shire, 1902 timber framed grandstand; has been relocated (1922), VHR historical, architectural and social significance
- Camperdown Turf Club Grandstand, 1902-03, architect designed, extended c1913, Timber framed, VHR – architectural, historical and social significance
- Melville Oval Old Grandstand, Hamilton, Southern Grampians Shire, Heritage Overlay (local), The Melville Oval grandstand is of local significance for its historical associations with various sports and recreational pursuits and for the elegance of its Edwardian architecture. The building is substantially intact and in good condition. The Melville Oval has local significance because of its historical associations as Hamilton's chief recreational reserve. The Oval illustrates the importance of sport and recreation in this typical Victorian country town.
- Queen Elizabeth Oval Grandstand, Bendigo, VHR, The grandstand at the Queen Elizabeth Oval, Bendigo is important for the following reasons: as a large, well- conceived and executed late nineteenth century period grandstand, one of the most notable in the state. This excellent example of a comparatively rare building type is in excellent condition. as an excellent example of the 'boom style' architecture of the Victorian central goldfields. as a notable design of JR Richardson. for the quality of its workmanship and local materials. as a structure symbolic of regional community aspirations in late nineteenth century Bendigo. as a structure symbolizing the importance of sport to a late nineteenth century regional Victorian community
- Penshurst Racecourse, 1896, small conventional timber and bluestone grandstand, It has been much altered and extended. Southern Grampians Shire (local) – historical significance
- Navarre Oval Grandstand, 1924, architect designed, Northern Grampians Shire (local), predominantly intact example of an interwar grandstand structure. The Navarre oval, is aesthetically significant at a LOCAL level. It demonstrates important visual qualities that include the open grassed sports ground and perimeter eucalypts which establish an important rural setting for the grandstand. The Navarre grandstand, is architecturally significant at a LOCAL level. It demonstrates original design qualities for a grandstand structure built during the interwar period. These qualities include the shallow gabled roof form supported by elongated timber columns with large timber brackets.

In comparison to these other grandstands, the Horsham example is one of the smallest and most modest. In its size, it is similar to the Maribyrnong Reserve Grandstand and Navarre Oval Grandstand. Its modest design is most similar to the Maribyrnong example. While the integrity of the Horsham Oval Grandstand is currently low, it appears that its actual intactness is higher than that of the Penshurst Racecourse Grandstand.

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Statement of Significance

What is significant?

The Horsham City Oval, established in 1901, and the 1924 Grandstand, including its remaining original fabric currently concealed beneath metal cladding, and their ongoing use as a sporting facility, are significant.

How is it significant?

The Horsham City Oval and Grandstand are of historical, representative and social significance to the Rural City of Horsham.

Why is it significant?

The Horsham City Oval and Grandstand are of historical significance for their enduring association with the development of sporting codes, particularly Australian Rules football and cricket, and other popular recreational pastimes from around the turn of the century through to the present day. The ongoing use of the place and associations with local sporting clubs is of historic importance to the City of Horsham. (Criterion A)

The Grandstand is of representative significance as a good representation of this place typology, being a public facility supporting sport and other recreational and social activities. While very simple in form, the Grandstand is still largely intact beneath the current metal cladding. (Criterion D)

The Horsham City Oval and Grandstand are of social significance to the Horsham community, having provided a venue for countless sporting and recreational events since the turn of the century. It has hosted many significant events for the district, including football grand finals, and regional sporting competitions. (Criterion G)

Assessment Against Criteria

Criterion A: Importance to the course or pattern of our cultural or natural history – historical importance

The Horsham City Oval and Grandstand are of historical significance for their enduring association with the development of sporting codes, particularly Australian Rules football and cricket, and other popular recreational pastimes from around the turn of the century, in a large rural centre. The ongoing use of the place and associations with local sporting clubs is of historic importance to the City of Horsham. Criterion A is met.

Criterion B: Possession of uncommon rare or endangered aspects of our cultural or natural history – rarity

The Oval and Grandstand are not especially rare as a place typology, with similar venues located in most country towns of a certain size. Criterion B is not met.

Criterion C: Potential to yield information that will contribute to an understanding of our cultural or natural history – research potential

The Grandstand is a relatively simple structure, unlikely to yield information not already known. Criterion C is not met.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments – representativeness

The Oval and Grandstand are a good representation of this place typology, being a public facility supporting sport and other recreational and social activities. While very simple in form, the Grandstand is still largely intact beneath the current metal cladding. The co-located sporting facilities, City Pipe Band Hall, City Brass Band Hall, and public facilities collectively form a cohesive example of a City Oval. Criterion D is met.

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Criterion E: Importance in exhibiting particular aesthetic characteristics – aesthetic significance

The Horsham City Oval and Grandstand generally retain their original configuration. The Grandstand has undergone extensive repairs which have diminished its architectural integrity, although the primary structure, overall form and some original elements remain, albeit not in a visually prominent manner. In its current physical state, the Grandstand is not considered to be of aesthetic significance. Criterion E is not met.

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period – technical significance

The City Oval and Grandstand and associated facilities are not of particular technical or a high degree of creative merit. Criterion F is not met.

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions – social significance

The Horsham City Oval and, Grandstand and associated facilities are of social significance to the Horsham community, having provided a venue for countless sporting and recreational events since the turn of the century. The place is an important gathering place for a variety of community groups and has hosted many significant events for the district, including football grand finals, and regional sporting competitions, and musical events. Criterion G is met.

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history – associative significance

Several prominent AFL footballers have played at the City Oval, however these associations have been fleeting. The City Oval and Grandstand are not associated with any particular known person or group of persons of historical importance. Criterion H is not met.

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Former Young Bros. Stables
Address: 79 Wilson Street HORSHAM
64 Hamilton Street HORSHAM
Place Type: Stables
Citation Date: 2022



Recommended Heritage Protection VHR -
HI -
PS
Yes

Integrity

Selling ring section of shed no longer extant. High integrity inside and moderate outside for stable area.

History and Historical Context

Young Bros stables are situated behind modern offices at 79 Wilson Street, Horsham. They are the last remaining tangible evidence of the iconic and hugely successful stock and station business, Young Bros., established in 1875.

The principal partner, Thomas Young, was born in Yetholm, Roxburghshire, Scotland in 1850. At age four, he accompanied his parents and two brothers on the steamship, *Great Britain*, and arrived in Australia 1854. Whilst his father, James Young took up land at Tatyoon in Victoria's Western District, Thomas began his education at the Ballarat National School, which he later completed at the private seminary of Mr Dimelow.[1] Upon leaving school, Thomas worked on his father's property, *Bowmont*, for several years where he acquired substantial

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knowledge of stock and farming. In 1875, Thomas entered into business with his brother George, and established a stock and station agency in Horsham called Young Bros.

The business struggled in its early years due to region's small population and the prominence of wool growing in the area, which created a lack of trading. During this period, Thomas worked as his own auctioneer, clerk, salesmen, and indoor manager, and travelled lengthy distances by horse and buggy. However, his energy and perseverance soon paid off with steady growth in business.

In 1877, after several years of managing the business together, George handed the management over to Thomas in order to take up employment in Ballarat. At the request of the directors of the Commercial Bank of Australia Ltd, Thomas opened the Horsham branch, which he managed for two years. Following this, he entered into a partnership with Geelong wool merchant, E. H. Lascelles, with whom he purchased a stock and station agency in Ballarat, which traded as Young, Lascelles, Austin and Company.[2]

In 1886, Thomas, together with his brothers James and John, based at Nhill and Hamilton respectively, established branches of Young Bros at Hamilton, Terang, Casterton, Murtoa, Minyip, Warracknabeal, Donald and Dimboola.[3] During this period, Young Bros acted as agents for the Ballarat Banking Company and the Australian Mutual Provident Society (AMP), both of which proved financially rewarding endeavours. The company later established branches at Beulah, Natimuk and Rupanyup, and had agencies at Goroke, Gymbowen, Harrow, Marnoo and Watchem. They also acted as agents for Dennys Lascelles Ltd, Geelong, Ballarat Banking Co. Ltd, The Union Trustee Co. of Australia Ltd, The National Trustees Executors and Agency Co. Ltd, Victorian Insurance Co. Ltd, The National Insurance Co. of New Zealand Ltd, and The Australian Mutual Insurance Society Ltd.

In 1889, Thomas returned from a trip to Britain and America with more ideas for farm development and immediately established an irrigation colony on Dooen Road, known as Young Brothers Irrigation Colony.[4] Again, his energy and innovation paid off, and the development of valuable orchard blocks laid the foundation for another local industry - fruit growing and the breeding of 'fat lambs'. The success of closer settlement in the Horsham district is solely attributed to Thomas, who was the first person in the Western District to see the benefits of irrigation, despite substantial public criticism at the time.

Thomas also played a significant role in the sub-division of large pastoral runs, such as Walmer, South Brighton and Longerenong Station, and urged farmers to modernise their land-use methods and diversify from the traditional sheep runs. He advised them to fallow their land and turn to fat-lamb production, which he called "the third harvest" - after wheat and wool.

In 1910, Young Bros established an annual stallion sale in Horsham. In his *Reminiscences of Horsham Saleyards (1996)*, former employee, Roy Withell describes how 'proud Clydesdales, their tails elaborately decorated, paraded down Firebrace and Wilson Streets before reaching Young's sale bazaar at the rear of their premises' in Wilson Street.[5] Sales bought considerable wealth to the proven Wimmera stud-masters, as outlined by Withell who states that:

In one year, 380 stallions went under the hammer in a four-day clearance. A South Australian paid 1,000 guineas for Lord of the Manor. Others sold briskly to 800 guineas. It was big money in the twenties.[6]

At the start of the First World War in 1914, Australian light horse regiments were formed creating a huge demand for Australian horses. The large number of Clydesdale horses used in the Wimmera earned a reputation with the Army as a centre that could supply excellent gunners or half legs. On 22 August 1914, a government officer travelled to Horsham seeking 200-300 artillery and transport horses. Young Bros auctioned off various breeds of suitably broken in horses to the officer at the Horsham saleyards to be used by the

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Australian light horse regiment.[7]

By 1928, the Wimmera had become famous for its Clydesdale horses, which again was attributed to Thomas' improvement in the standard of horse breeding. It was upon Thomas' advice that Mr. Andrew Young of Blackheath near Horsham visited Great Britain in the early twentieth century where he purchased pedigree Shires and Clydesdales with the object of further improving the breed of horses in the Wimmera. His venture paid off as 'for many years Horsham was renowned throughout Australasia as the centre of one of the greatest draught horse sales, to which stock was brought from every part of Australia as well as from distant New Zealand'.[8]

Whether it was horses or sheep, Thomas continually strived for advancement by providing valuable advice, as well as financial and practical assistance to farmers. For example, in the early twentieth century he constructed sheep dips at the firm's Horsham saleyards, which were made freely available to every sheep owner. This preceded compulsory sheep dipping, and resulted in cleaner and healthier sheep.

Young Bros made a significant contribution to the wider economic progress of Horsham, as livestock trading injected substantial money into the local economy. Withell notes:

Horsham's livestock trading ... has been the city's financial stability for more than 100 years. Countless millions of dollars' worth of stock has passed through the years to provide a steady income for producers and a tremendous boost to business houses. Add to it the stock transport industry and the drovers, the rural supplies and the shopping dollars from both vendors and buyers. In a nutshell, market day was always a boost to trade. Farmers who bought their stock for sale later went shopping with the family.[9]

Soon after Thomas' death in March 1935, the *Loan (Farmers' Debt Adjustment) Act* was passed. The Act, which came into effect on 24 December 1935, was designed to protect farmers against creditors, by having their debts 'adjusted' to enable them to continue carry out farming operations. The Act also protected farmers from any action, execution or process in respect of any debt of the farmer, rendering creditors virtually powerless to recover debts owing to them. Withell explains that:

Stock agencies, the motor firms and traders ... were offered as little as six pence in the pound to square the debts. If the offer was not accepted, the firms got nothing. It was an impact on the various firms that they could not meet. Borrowing money from the banks was necessary by agents and the subsequent demise for the stock agents such as Young Brothers.[10]

Thomas' grandson, Tim Young explains that bank representatives walked into the business' Horsham headquarters, then managed by his father Robert, and literally took over.[11] Ironically, it was the generous financial assistance that Thomas had become known for that caused the business' ultimate demise. Yet, despite going into receivership, the business continued to trade under the household name, Thomas Young and Co. Pty Ltd, due to their outstanding reputation as one of Australia's leading stock and station agencies.

By the late 1930s, machinery had gradually replaced the need for workhorses on farms and cars had rendered the horse and buggy redundant.[12] As a result, Thomas Young and Co. Pty. Ltd held its last (and smallest) annual parade and stallion sale in 1939. Withell claims that unwanted farm horses were rounded up into mobs of 200 and sent to Melbourne where they were destroyed and made into pet food, although many farmers were told by agents that their faithful four-legged friends would be used on milk rounds.[13]

In 1946, after 71 years of trading, Thomas Young and Co. Pty Ltd was sold to Geelong based wool-merchants, Dennys Lascelles Pty Ltd, a company which they had previously represented. In 1956, Dennys Lascelles Pty Ltd destroyed one of Horsham's most historic landmarks when they demolished the Thomas Young and Co. Pty

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Ltd offices and the frontage of the adjoining building known as "Young's Horsham and Cattle Bazaar" to make way for a modern suite of offices at 79 Wilson Street. Fortunately, the brick stables at the rear of the Bazaar were spared; however, the faded Dennys Lascelles signage that presently remains on the Hamilton Street side the stables detracts from its origins as the iconic auction house it once was.

Thomas' substantial contribution to the region's agricultural and livestock industry also extended to the provision of civic and public services, as acknowledged in an article published in 1918 by the *Horsham Times* paying tribute to his contribution to the development of the local region. The article asserts that 'every phase of its [the Wimmera's] remarkable development is known to him, and there has probably been no movement for the betterment of the town and district in which he has not figured, either as the prime mover, or as a practical sympathiser.'^[14] It also highlights that public perceptions of Thomas, the auctioneer, often overshadowed his extensive contribution to the Wimmera:

To the latest generation Mr. Young appears rather as a stern man of commerce than as one who gives time to the pushing along of local interests. But those who think of him merely as being the head of a big thriving business and nothing more are unacquainted with the history of Horsham and of the Wimmera province more generally, for no man has done as much as he to advertise the resources of the district and by keeping them constantly before those men and institutions without whose confidence and help the Wimmera could not possibly have been the prosperous region it is today. Unbounded faith in the potentialities of the district has ever been one of Mr. Young's outstanding characteristics, and, inspired by his indomitable faith and the practical backing with which he has always supported it, many men of fluctuating fortunes have been induced to hold on to their areas in time of depression, with the result that today they are freeholders of considerable substance.'^[15]

Thomas' professional and civic services included acting as a Justice of the Peace, representing government on the Western Wimmera Waterworks Trust and undertaking membership of the Horsham Borough Waterworks Trust. From 1917 until 1924, he sat on the directorate of Messrs Dennys, Lascelles, Ltd, in which his extensive knowledge of the Wimmera and Mallee compensated in some measure following the death of Charles Lascelles in 1898. Thomas was a committee member of the Horsham Base Hospital, and together with his wife Catherine, helped raise a large sum of money to fund the construction of the hospital. Thomas was elected to the first Borough Council in Horsham in January 1883 and became the Council's first secretary. He served as the second mayor of the Borough between August 1884 and May 1885. A popular councillor, Thomas was re-elected in 1886 and served until 1888. He was an active member of the Horsham Agricultural Society from August 1893 to August 1889 and served as vice-president of the Society Committee in 1894.^[16] Thomas also provided considerable financial support to the Longerenong Agricultural College and the Horsham High School. It is purported that Thomas was the instigator of the tree-planting movement in Horsham, which 'converted the town from a barren sea of wood and iron into one of the most leafy country towns to be seen in Northern Victoria'.^[17]

Thomas and his family were active members of the Horsham Presbyterian Church congregation (St Andrew's), during which time they made considerable financial donations to the church. He reportedly paid for much of the enlargement of the church in 1905, and in 1927 he donated £1,000 for the erection of a stone tower at St Andrews, built in 1928.^[18] The generosity of the Young family was commemorated with the installation of three stained glass windows in the Church. The two windows (The Sower and The Reaper) dedicated to Thomas were unveiled on 8 December 1935. The inscriptions read: On the Sower - To the glory of God in loving memory of Thomas Young and the gift of his family 1935, and on The Reaper - To the glory of God presented by the congregation in memory of Thomas Young worshipper of this church from 1875 to 1935.

Thomas Young died aged 84 at his "Sunnyside" residence on 26 March 1935, following a period of ill health. He was survived by his wife of 59 years, Catherine (nee Jenkins of Glenorchy), four sons and three daughters. Throughout his life, Thomas made a considerable impression on those who had the pleasure to meet him. Ivan Maddern, a former teacher at the Horsham High School, recalled the day that he met Thomas in the early

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1930s:

the feeling of awe and respect I had for this good and famous man. He was something of a legend, even for us young people. Even when I was still younger, a child at Jung, I was fascinated by the regular advertisement of Young Brothers in the Horsham Times - a map of Victoria showing their branches spread all over the state.[19]

Horsham City Council named Young Street, Green Park, in honour of Thomas. He is also remembered for his publication, *Pioneer Station Owners of the Wimmera* (1926), a valuable resource for historians tracing ownership of the earliest pastoral runs in the region.

The Young Bros stables are the last tangible reminder of an iconic man and prominent local business, which was the largest of its size in Victoria and well known across Australia and overseas. The stables themselves are a unique part of Horsham's history as a site where some of the Wimmera's finest teams of buggy horses were housed and Australia's top breed Clydesdales changed hands.

[1] Smith, J. (1904) *Cyclopaedia of Victoria*. Melbourne: Cyclopaedia Co., p. 207.

[2] Henderson, A. (ed.) (1936). *Early Pioneer Families of Victoria and Riverina*. Melbourne: McCarran Bird, p. 368.

[3] *Cyclopaedia of Victoria*, p. 207.

[4] *Memorandum and Articles of Association of Young Brothers' Irrigation Colony Company Limited* (1891) Horsham: Gas Printing Works.

[5] Withell, R. (1996) *Reminiscences of Horsham Saleyards*. Unpublished, p. 5.

[6] Withell, R. (1980) It really was horsepower! *Mail-Times*. 4 June, p. 22.

[7] Young Bros Advertisement (1914) *Horsham Times*. 18 August, p. 4.

[8] Dennys, Lascelles Limited (1925) *Annual*. Geelong: Dennys, Lascelles Limited, p. 10.

[9] *Reminiscences of Horsham Saleyards*, p. 1.

[10] *Ibid*.

[11] Horsham Historical Society.

[12] Horsham Times (1939) Annual Parade Sale. *Horsham Times*, 7 July, p. 1.

[13] *Reminiscences of Horsham Saleyards*, p. 5.

HERITAGE CITATION REPORT

[14] Horsham Times (1918) Mr. Thos. Young, J.P. A personal sketch. *Horsham Times*, 10 December, p. 5.

[15] *Ibid.*

[16] Maroske, I. (1978) *A History of the Horsham Agricultural Society*. Horsham: Horsham Agricultural Society, p. 167.

[17] Mr. Thomas Young, J.P. (1918).

[18] Hobbs, S. Liersch, L. and Payne, J. eds (2013) *Foundations to Build On: Celebrating the 50th Birthday of St Andrew's Uniting Church Building, Horsham 1963-2013*. Horsham: Wimmera Design and Print, p. 55.

[19] Maddern, I. (1980) Thomas Young - the agent and legend. *Mail-Times*, 4 June, p. 12.

Description

Physical Description

Two storey brown brick garden bond structure with red brick detail to lintels and archway heads. Gabled corrugated sheet metal roof on exposed timber trusses. Open carriageway to east side of building and brick stalls and storage rooms to western side. Stalls have timber split opening doors (some have been replaced with steel gates) with lattice screened openings over and small high level windows adjacent. Upper level loft storage areas are accessed by timber doors. Period toilet facilities (pan, cast iron cisterns, slate slab urinals) are located at the southern end of the building and are of interest. The stables are set behind a contemporary office building on Wilson Street. One corner of the stable building has been modified to allow car access to the rear of the office area. Steel columns have been installed to support the load of the roof structure at this point. The southern facade retains face brickwork to the gable end wall and a painted sign 'Dennys Lascelles Limited' over the gated opening. The western wall retains small vent openings along its length as well as 'S' tie rod cast plates.

Physical Condition

Stables in good condition, with stalls, lofts and tack rooms intact. Roof over replaced at some stage and the north end of the building has been reduced in length in the past to suit contemporary commercial purposes. Some cracking to south wall and internally above doorways, with collapse of external skin of brick above a loft doorway by 2022. The sale ring to the east has been demolished.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A) Importance to the course, or pattern, of our cultural or natural history. (representative of Young Brothers business ventures in stock management and other industries, and of the changing needs of the market through the late nineteenth and early/mid twentieth centuries)

Criterion B) Possession of uncommon, rare or endangered aspects of our culture or natural history. (most intact example of 19th C regional commercial horse stabling for sales premises known in Victoria)

Criterion D) Importance in demonstrating the principal characteristics of a class of cultural or natural places or

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environments. (retains original building features that clearly represent the use of the place as a commercial stabling enterprise, despite demolition of selling ring)

Criterion H) Special association with the life or works of a person, or groups of persons, of importance in our history. (association with Young brothers and particularly Thomas Young, who was influential in developing and promoting stock and farm management improvements and the civic and social life of Horsham in the late 19th and early 20th Century)

Comparative Analysis

Former Cobb & Co Stables, 20 Urquhart Street, Horsham, Hermes no. 18612 : Timber framed structure, barrel roof form (different from Young Stables), also use had different focus

Former Store / Stables, 42 Thompson Street, Hamilton, Hermes no. 27228: Brick structure c1870s, noted as commercial stables (not detailed to particular company) - condition poor externally

Wimmera Stock Bazaar (former), 71-81 Hamilton Street, Horsham, Hermes no. 12284 (VHR): Constructed 1936 as saleyards, architecturally significant (front section) but saleyards have been removed; later version of Young's establishment

Stock Selling Ring, 19 Spring St, Casterton, Hermes no. 31059 (VHR): C1920s - octagonal shed structure for selling ring. No office/ stabling.

Overall, Young Bros. Stables are the most intact example of a nineteenth-century regional horse sales premises identified in Victoria.

Statement of Significance

What is significant?

The elements of heritage value of the former 1885 Young's Stables, 79 Wilson Street, Horsham, include:

- External form of the building, including brown brick walls with red brick detailing, timber structural elements including columns and trusses, and gabled corrugated sheet metal roof;
- Internal configuration of large open carriageway, horse stalls, lofts spaces, and service spaces;
- Remnant painted signage to southern facade.

Exclusions:

The modified posts with steel structural support.

How is it significant?

The former 1885 Young's Stables, 79 Wilson Street, Horsham, is a rare, historic building type in Victoria of local

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historic and associative significance and rarity value to the Horsham Rural City and potentially to the State of Victoria.

As a rare and intact example of 19th century regional commercial horse stabling, it reflects the operational practices of the Young Brother's stock management ventures and their contributions to Horsham's development.

Why is it significant?

The former 1885 Young's Stables, 79 Wilson Street, Horsham, is:

- Of local and potentially State historical significance, illustrating the prominence and success of the Young Brothers stock and station business during the late nineteenth and early twentieth centuries in Horsham, where it was founded, then spreading across the Western District and Victoria. (Criterion A)
- Of rarity value as one of few remaining stables established as a part of an influential equestrian and agricultural agency enterprise in 19th century in Victoria. (Criterion B)
- Of associative significance, for its strong links with the Young Brothers and particularly Thomas Young, whose contributions to Horsham and wider Wimmera region in the fields of stock management, irrigation and farming improvements were substantial and varied. (Criterion H)
- The retention of original features, including the stalls, lofts, and period toilet facilities, ensures the building can continue to demonstrate its historical use.

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	Yes
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Annual. Geelong: Dennys

Literature type: General Reference

Literature author: Dennys, Lascelles Limited

Literature publisher: Lascelles Limited

Literature year: 1925

HERITAGE CITATION REPORT

Literature title: Early Pioneer Families of Victoria and Riverina

Literature type: General Reference

Literature author: Henderson, A. (ed.)

Literature publisher: Melbourne: McCarran Bird

Literature year: 1936

Literature title: Foundations to Build On: Celebrating the 50th Birthday of St Andrew's Uniting Church Building, Horsham 1963-2013

Literature type: General Reference

Literature author: Hobbs, S. Liersch, L. and Payne, J. eds

Literature publisher: Horsham: Wimmera Design and Print

Literature year: 2013

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Mail-Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: A History of the Horsham Agricultural Society

Literature type: General Reference

Literature author: Maroske, I.

Literature publisher: Horsham: Horsham Agricultural Society

Literature year: 1978

Literature title: Memorandum and Articles of Association of Young Brothers' Irrigation Colony Company Limited

Literature type: General Reference

Literature author:

Literature publisher: Horsham: Gas Printing Works

Literature year: 1891

Literature title: Reminiscences of Horsham Saleyards.

Literature type: General Reference

Literature author: Withell, R.

Literature publisher: Unpublished.

Literature year: 1996

HERITAGE CITATION REPORT

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Timber Trestle Railway Bridge over Glenelg River
Address: Glenelg River Floodplain off Natimuk - Hamilton Road, south of Walcott Rd KANAGULK
Place Type: Railway Bridge/ Viaduct
Citation Date: 2022



**Recommended
Heritage Protection**

VHR -
 HI -
 PS
 Yes

Integrity

Intact sections of trestle bridge remain. Remnant bridge clearly marks the former carriageway of the Natimuk-East – Hamilton rail line.

History and Historical Context

Rail reached Horsham in 1879 following the extension of the railway line from Ballarat via Ararat and Stawell. The line's arrival marked an important milestone in the development of the Wimmera, effectively opening up the district to closer settlement, resulting in population growth and increased agricultural production.

The West Wimmera Railway League formed in the early 1880s to lobby the Department of Railways for a spur line from the Horsham railhead to southern and western Wimmera districts. The league, primarily comprising district selectors and Natimuk business interests, proposed that the line would serve a catchment of 300 farmers, who collectively produced 260,000 bushels of grain per year. The league argued that the line would promote further settlement and increased cultivation of land previously used for grazing. It argued that 'the produce of a 320-acre farm (of cropping) would bring more revenue to the railways than the produce of 20,000 acres devoted to wool-growing'. [1]

Without access to a local railhead farmers incurred a fee of sixpence per bushel for the transportation of grain to the Horsham terminal. This cost had a significant negative impact on profit margins, considering that between 1879 and 1888 the price of wheat halved from four shillings down to two shillings per bushel.[2]

The poor condition of the road network provided further incentive to lobby for a railway line. One correspondent to the *Horsham Times* described the state of the Horsham to Noradjuha road as 'almost impassable' explaining that 'the best way to travel this road now would be in a boat'. [3]

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Finally, in 1884 the *Railway Act* (also known as Duncan Gillies' 'Octopus Act') authorized the construction of the 20 mile 'Horsham to Natimuk' spur line. Controversially, the line stopped short of Natimuk and diverged southward at Natimuk East (one and a half miles from the township proper) before terminating at Noradjuha.

Contractors, Downie and Barnfield won the tender to construct the line for £46,264, which included a large timber-trestle rail-over-river bridge spanning the Wimmera River and its flood plain near Quantong. W. Blackwood was awarded tenders to construct a goods shed and platform at both the Natimuk East and Noradjuha sidings. The station building at Noradjuha was constructed by Parker and Vickers.[4] The line opened to traffic on the 25 August 1887.

Further lobbying resulted in the Department of Railways commissioning a survey for a 28 mile extension from East Natimuk to Goroke in 1888. In 1890 the line to Natimuk was opened and the extension west to Goroke was completed in 1894.

Horsham – Hamilton Branch Line

Both the Hamilton and Portland Railway Leagues were supporters of the Horsham to Noradjuha spur line and were keen to see the line extended to the south. Indeed, since the early 1880s each had campaigned for a railway line that would see Wimmera grain transported directly to the deep-sea Port of Portland. The route of this proposed north-south link, however, was hotly contested. Naturally, the Hamilton league championed a line that passed through Hamilton, via Cavendish to tap into the timber and wool-growing areas of the Wannon and Southern Grampians. Meanwhile, the Portland league lobbied to by-pass Hamilton in favour of Casterton, with the addition of a spur line that crossed the South Australian border at Mt Gambier.

Over a period spanning two decades, the Department of Railways investigated a number of possible routes. Ultimately, the concept of a single through-line was abandoned and the Hamilton – East Natimuk spur line was to be knitted together 'piece by piece' over a period of eight years. The first piece was the 11 mile Noradjuha – Toolondo line, which opened in 1912. It was followed by the 16 mile Hamilton – Cavandish line, completed in 1915.

Up to six individual lines were eventually linked to form a chain that extended from Horsham to Portland and comprised the former local branch lines of Horsham – Noradjuha; Noradjuha – Toolondo; Toolondo – Kanagulk; Kanagulk – Balmoral; Balmoral – Cavandish; and Cavandish – Hamilton.

A series of large rail bridges were constructed across the Glenelg and Wannon Rivers. Two timber-trestle rail-over-river bridges were erected on the Toolondo-Kanagulk line in 1917, spanning the broad Glenelg River floodplain, south of the Kanagulk rail siding. At Cavandish, a composite timber-and-steel bridge was erected across the Wannon River in 1920.[5]

Completion of the through-line had been hindered by war-time material and labor shortages and was eventually opened to traffic in November 1920, although a mixed goods and passenger service had operated on localized sections of line from the turn of the 20th century.

The *Horsham Times* reported that by January 1927 the Horsham Station was dispatching two grain trains carrying forty trucks daily to the Port of Portland. It noted that grain destined for Portland was being collected from rail sidings in the northern Wimmera region from Dimboola, Pimpinio, Antwerp, Kiata, Kaniva, Serviceton, Lillimur, Jeparit and Sailsbury, and in the south from Noradjuha and Kanagulk.[6]

The passing of the *Grain Elevators Act* in 1934 and the creation of the Victorian Grain Elevators Board (GEB)

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resulted in a network of reinforced concrete silos established at rail sidings throughout the Wimmera, Mallee and Western Districts. Wimmera grain, previously transported to the Port of Portland via the Hamilton – East Natimuk line, was re-directed to a purpose built export terminal at Geelong. The GEB bulk storage facilities provided a single point of receipt, storage and distribution and replaced the stockpiling of individual jute wheat bags (which were susceptible to rot and rodent infestation) at country rail sidings. Two concrete silos were established on the Horsham – Carpolac branch line in 1939 (a 65,000 bushel capacity silo complex at Vectis and an 110,000 capacity complex at Natimuk).

Bulk handling facilities were eventually established on the Hamilton – East Natimuk line in 1951 when a corrugated iron 47,000 bushel capacity wheat bulk head was erected at Noradjuha. A 'Behlen Bin' imported by the GEB from the USA was erected adjacent for the 1960-61 harvest. These facilities were established as the result of lobbying by the local branch of the Victorian Wheat and Woolgrower's Association and constructed by local farmers. However, as with all Wimmera GEB bulk handling facilities, grain collected at Noradjuha was transported to the Geelong export terminal on the main western line (via Horsham).

From 1920 a thrice-weekly passenger service ran between Horsham and Balmoral, and between Balmoral and Hamilton. There was no through connection between Horsham and Hamilton as the separate services operated on differing days and both terminated at Balmoral. The Horsham – Balmoral passenger service ceased operation in 1951. The Balmoral – Hamilton service stopped in 1955. The railway freight and mixed goods service, which had been reduced significantly with the re-direction of grain trucks to Geelong in 1939, ceased with the closure of the Hamilton – East Natimuk line in July 1979.[7]

Kanagulk Railway Bridge

The 31 span timber-trestle rail-over-river bridge was erected on the Toolondo-Kanagulk Railway Line in 1917, south of the Kanagulk rail siding.

The following information is based on the National Trust's citation, Victorian Heritage Database report 70056:

The timber-trestle railway bridges over the Glenelg River floodplain were built in 1917, as the most significant engineering works on the short Toolondo-Kanagulk Railway.

Two bridges were constructed across the Glenelg River floodplain immediately south of Kanagulk and officially opened to train traffic on 17 December 1917, as the major engineering works on the Toolondo-Kanagulk line of just over ten miles in length.

From 1920 they functioned for a few years as important components in the north-south through-line carrying Mallee and Wimmera wheat to Portland via Hamilton. However, for most of their lives they carried passenger trains between Balmoral and Horsham.

Today, only one big timber railway bridge survives at this Glenelg River crossing, its partner having been accidentally destroyed by fire during a seasonal burn-off. The Kanagulk Bridge over the Glenelg River floodplain remains the sole surviving significant all-timber bridge on the historic Hamilton – East Natimuk Railway.

[1] *Argus*, Saturday 17 January 1885, pg. 29.

[2] *Argus*, Saturday 29 March 1884, pg. 10

HERITAGE CITATION REPORT

- [3] *Horsham Times*, Friday 20 August 1886, pg. 2
- [4] *Gazette* 106, Friday, November 4th 1887, pg 3191
- [5] Chambers, D. *Wooden Wonders*, Flemington, pg. 63.
- [6] *Horsham Times*, Tuesday 25 January 1927, pg 4.
- [7] Turton, K. W., *The Portland Railway*, Melbourne. 1968, p. 161 – 162.

Description

Physical Description

Located: 37°08'54.2"S 141°51'13.9"E

Approx 150 metres long section of timber trestle bridge, the bridge stands at a maximum approximately 6 metres out of the water of the Glenelg River. Earth embankments are still evident to either side of the bridge. The bridge spans the river and floodplains adjacent.

Trestles – 31 extant in intact section, with an unusual mix 5m and 6.6m spacings between each. All are numbered. Trestles constructed from redgum trunk section pairs of posts (one straight, one angled per leg), with timber cross braces and ties between. Tops are finished with a pair of bearers, notched to posts. Carriageway is timber in construction, with main longitudinal timber bearers and timber decking planks laid perpendicular to bearers. Deck is finished with ballast metal gravel/ dirt mix, barely contained by remnant timber edge beams. A single cantilevered timber 'safety' platform remains to the side of the bridge – in poor condition.

Remnant trestle bridge was one of two such bridges across the Glenelg River. The second bridge was burnt down in a burnoff bushfire .

Physical Condition

Average condition – timberwork. Ballast and timber gutter rails missing. All weathered, minor corrosion evident to steel fixings. Two trestles dropped in part at north end, where they stand in the water. Earth atop the deck is holding moisture and increasing loads on the bridge. No vehicular or foot traffic allowed on the bridge in 2022. Quantong bridge is in better physical condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. *(supported expansion and increased agricultural production in the Shire after laying in 1917. The railway allowed the economic, easy and reliable transport of grain and wool from farms to market and port).*

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history. *(rare, as one of two surviving complete sections of trestle rail bridge in the Shire – only other trestle bridge is at Quantong – 1887)*

–Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. *(as a class consisting of rail trestle bridges, the remaining bridge section is intact and*

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demonstrates construction type, use of local materials and innovative engineering skill required to successfully bridge river areas; (illustrates railway engineering technology of the early 20th Century – trestles are numbered for maintenance, spans suit loads imposed, engineered to avoid flooding and span river, timber safety platforms to sides still extant)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (composed of an unusual combination of standard Victorian Railways fifteen feet and twenty feet timber-beam spans. Its features such as the original all-timber safety platform are now very rare—)

Comparative Analysis

Trestle rail bridge, Quantong, Hermes no. 186214: Horsham-Carpolac railway line – passes over the Wimmera River – similar condition, length and construction type – comparable, but much earlier in construction.

Examples in other municipalities:

Stony Creek rail bridge, Nowa Nowa, Hermes no. 67978: 1916 construction, 27 span, 276m long, 18.6 m high bridge. – comparable, similar date in construction. Higher than Kanagulk bridge.

Trestle / steel bridge, Panther Place, Eltham, Hermes no. 66300: 1902 trestle bridge – mix of timber and steel – low rise, but still in service today.

Trestle bridge, Puffing Billy, Belgrave, Hermes no. 66906: 1889 in construction – comparable (curved) but earlier in construction.

Trestle bridge, Springdallah Creek, Hermes no. 31671: 1880s – early bridge – inc steel beams under carriageway.

Statement of Significance

What is significant?

The elements of heritage value of the 1917 Kanagulk timber trestle railway bridge over the Glenelg River include:

- . 160m long section of timber trestle bridge, safety platform to side and the form of the earth embankments each side – to at least a length of 50m each.

- . All timber sections of trestles, bracing and carriageway deck. Engineering numbering of posts of particular note.

How is it significant?

The 1917 Kanagulk timber trestle railway bridge is of historic, representative and technical significance and of rarity value to Horsham Rural City.

Why is it significant?

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The 1917 Kanagulk timber trestle railway bridge, is:

. of local historic significance, as remnant evidence of the 1917 Natimuk East – Hamilton railway line. Once laid, the railway facilitated the economic and rapid transport of grain from farms to ports – resulting in increased agricultural activity, prosperity and substantial expansion of agricultural development of the Shire in the early 20th century. Towns such as Natimuk, Toolondo, and Noradjuha developed along the railway line, providing stations, silos (mid 20thC) and fuel/ water for trains. (Criterion A)

. of local significance as rare, surviving evidence of past railway routes through the Shire and as a rare, intact example of timber trestle bridge construction within the Shire. (Criterion B)

. of local technical significance, as an illustration of a particular class of Victorian Railways timber railway trestle bridges of the 1910s period – exhibiting early 20th Century railway engineering skill and innovation in the use of local materials in construction, engineering skill in spanning and modifying the local terrain and waterways. It is composed of an unusual combination of standard Victorian Railways –timber trestles at 5 and 6.6 metre centres, supporting a timber and ballast carriageway for trains, and retains the original all-timber safety platform which is now very rare. (Criteria D and F)

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: The Argus Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: Wooden Wonders Victoria's Timber Bridges

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author: Don Chambers

Literature publisher: Hyland House Publishing for the National Trust of Australia (Victoria)

Literature year: 2006

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: The Portland Railway

Literature type: General Reference

Literature author: Turton, Keith, W

Literature publisher: Australian Railway Historical Society Melbourne

Literature year: 1968

Literature title: Victorian Railways Report: of the board of land and works for the year ending 30th June 1888

Literature type: General Reference

Literature author: Victorian Railways

Literature publisher:

Literature year: 1888

Literature title: Report from the Parliamentary Standing Committee on Railways on the Cavendish to Toolondo Railway, 3rd December 1913

Literature type: General Reference

Literature author: Victorian Railways

Literature publisher:

Literature year: 1913

Literature title: Victorian Heritage Database, citation report 70056

Literature type: Heritage Area Study

Literature author:

Literature publisher:

Literature year:

Literature title: Victoria Government Gazette, number 106, Friday, November 4th 1887

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 1887

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Vectis Zion Lutheran Church
Address: 121 Vectis Station Road QUANTONG
Place Type: Church
Citation Date: 2022



Vectis Lutheran Church

**Recommended
Heritage Protection** **VHR -**
 HI -
 PS
 Yes

Integrity

External condition – sound. Much of the rear part of the Church has been repointed. Church as stands illustrates function within community.

History and Historical Context

The first Lutheran family to select land in the Wimmera is believed to be father and son, Christian and Carl Muller who arrived from Germantown, then known as Grovedale, in 1869.[1] Other Lutheran families soon followed their lead and took up land in Vectis in 1873 when the area was thrown open to closer settlement. Many of the early Lutheran settlers came from the Western District (Hamilton region) and South Australia where either all of the good land had been taken for farming, or was too costly to purchase.

The availability of good land available in the Wimmera soon spread through word of mouth and the Lutheran

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publication, “*Der Australische Christenbote*” (The Australian Christian Messenger). For example, in the May issue of 1870, the President of the Evangelical Lutheran Synod of Victoria, Pastor Herlitz, printed reports for the 1868 and 1869 seasons.[2] The influx of Lutheran settlers to the Wimmera resulted in a significant decrease in church congregations in the Western District in areas such as Tarrington and Hamilton. In his history of the Lutheran Church of Australia, E.W. Wiebusch notes that:

... many of the original settlers held a deep concern for all things spiritual and were mindful of their spiritual needs. They still possessed a readiness to build churches as soon as possible and to establish schools for the instruction of the young, thereby indicating their own concern for their own spiritual well-being as well as for their children.[3]

The first pastor to visit the Wimmera and cater for the new settlers' spiritual needs was Rev. C.W. Schurmann of the Synod of South Australia who held a service at Wonwondah in September 1871.[4] During his visit, he also officiated at the wedding of Gottfried Stossel and Maria Lehrack at the bride's parent's home in Drung Drung, and baptised four children – two at both Drung Drung and Bungalally.[5] Baptismal records show that he made other trips to the Wimmera in February and May, 1873.

In April 1874, Rev. Schurmann attended the opening of St. Paul's Church in Natimuk and installation of Pastor C. Schoknecht. The arrival of Pastor Schoknecht relieved Rev. Schurmann of the necessity to travel to the Wimmera, though the Pastor himself had a large parish to serve with congregations at Natimuk, Vectis, Bungally/Drung Drung, Marmar Gully (now known as Murtoa) and Dimboola.

The original Zion Lutheran Church at Vectis consisted of a weatherboard building dedicated on 7 November 1875, built by Carl and Christian Koenig.[6a] In 1907, a new brick Church was built on land donated by W. Schulz and materials donated by church members. The Church was designed by architect, Mr J.G. Jowett and built by Mr H. Denning of Dimboola at a cost of £728, the whole of which was donated by church members.[6b]

The laying of the foundation stone was celebrated on 19 June 1907, under which copies of a German newspaper and the *Horsham Times* were placed. The official church opening took place on 20 November 1907, commencing with a farewell service in the adjoining former church led by Pastor J.F. Noack, who had replaced Past Schoknecht after 32 years of service. After a short address and reading, Pastor Noack, along with other clergyman, led the congregation in procession to the new Church where the door was formally opened by Rev. Harms of Minyip.[7] In their report on the opening, the *Horsham Times* described the Church building as follows:

The church, which is a commanding structure of 50 ft 6in x 26ft, inside measurement, 19 ft from floor to ceiling, with attached vestry 14 ft x 9 ft, and choir gallery, has a seating capacity of 200. The front is beautifully finished in Flemish bond tuck-pointed. The ceiling is steel-lined, with a deep daintily coloured beige. Windows, lead light, with murrinaso [sic] glass, ample provision having been made for both exit and ventilation. The interior is beautifully finished, furnishing and colouring harmonising nicely. The pulpit and altar, which were designed by Mr T. Semmens, foreman of Mr H. Denning, of Beulah, the contractor, are quite works of art reflecting the greatest credit on Mr Semmens. The style is principally old English and being oak grained in Mr J. Davis's [sic] best style, they constitute very handsome furnishings indeed. A very fine scroll bearing the words "Blessed are they who hear the Word of God", has been painted in delicate tint on the wall behind and over the altar.[8]

In 1912, members of the congregation planted two hundred gum trees to improve the appearance of the church ground and afford shelter.[9]

In early March 1953, a new church hall was built in seven weeks from funds raised by the Vectis Zion Lutheran congregation. Members of the building committee were: Messrs W. Koenig (Chairman), W. Maroske (Secretary), G. Schultz, E. John, H. Lindner and R. Rudolph.[10] The building, measuring 60ft x 30ft was erected by

HERITAGE CITATION REPORT

voluntary labour of members of the congregation under the supervision of Mr A. Davie of Horsham. Free labour kept the cost of the hall to a little over £2,000.[11] The church hall was officially opened on 23 June 1953, with a service held in the hall led by Rev. W. Hoopmann.

The Vectis Zion Church has seen more than a century of church services, celebrations, baptisms, anniversaries, weddings, funerals and the comings and goings of generations of the faithful. However, significant damage was inflicted on the building when it was vandalised in May 2013, including the smashing of several stained glass windows.[12] The damage was repaired by the congregation and weekly Sunday services continue to be held in the Church.

Outside the church, but within the church grounds, a plaque has been erected to acknowledge the former Vectis Lutheran School no. 898, which operated between 1879-1890 and 1909-1975.

[1] Wiebusch, E.W. (ed.) (1972) *Yearbook of the Lutheran Church of Australia*. Adelaide: The Lutheran Publishing House, p. 30.

[2] *Ibid*, p. 31.

[3] *Ibid*, p. 33.

[4] *Ibid*, p. 35.

[5] *Ibid*.

[6a] 'Vectis Church buildings – 100th Anniversary' by John Noack, 17 Nov. 2008, on <https://www.wendishheritage.org.au/vectis-church-buildings-100th-anniversary/>, accessed on 23 May 2022.

[6b] *Horsham Times* (1907) New Church at Vectis. 25 June, p. 3.

[7] *Horsham Times* (1907) Vectis Lutheran Church. 22 November, p. 3.

[8] *Ibid*.

[9] *Horsham Times* (1912) District News. 3 September, p. 6.

[10] *Horsham Times* (1953) Church hall built by volunteers. 26 June, p. 5.

[11] *Ibid*.

[12] Lockwood, K. (2013) Editorial: Quiet strength of the Vectis faithful. *Wimmera Mail-Times*. 14 May 2013, p. 12.

Description

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Physical Description

Simple Gothic Revival chapel form church, with a steep gable roof form, face red brick walls, brick buttresses, pointed arch head windows with leaded/ coloured glass and hipped roof vestry to rear. Some glass has been replaced (due to the 2013 damage to the place). Window sills and heads are dressed with cement stucco. Face bricks are most probably local in origin – similar in colour/ texture to several buildings of similar era in the Vectis/ Natimuk locale. It is tuckpointed to the front façade. Windows incorporate a fixed open hopper section for ventilation and are detailed with diamond lead bars, with coloured glass surrounds. The roof ridge is finished with three capped roof vents. A painted sign on the front façade reads in German: ‘Ev = Luth Zions = Kirche’.

The interior features a gallery to the rear, clad in pressed metal sheeting at ground floor level. Walls are plastered, ceiling and ceiling vents are of pressed metal. Timber pews and other liturgical furniture remain.

The surrounding site contains remnant sugar gums, pollarded in the manner typical to the region.

The 1953 Sunday School hall building is similar in scale and footprint to the church building and is located to the south of the church. The building is utilitarian in design; with a CGI hipped roof and CGI clad walls. A basic ?mid 20thC shelter shed is also located to the rear of the site. These later buildings support the heritage setting of the church, but are not central to the understanding of the site as a place of Lutheran worship because they do not reflect the establishment of the Lutheran church in the region (core heritage value).

Marker stone also located adjacent the church, memorialising “Vectis Lutheran School 898: 1879 – 1890 & 1909 – 1975”

Physical Condition

The 1907 Church is in fair condition – given the reactive nature of local soils. Wall cracking is evident to all facades, typically from eave to window head and then sill to footing – cracks are in the order of 2-10mm wide. Steel tie rods and rail lines have been fitted to the building at some time. Several leaded glass windows have become dislodged within openings, with flashings compromised as a result. Glazing remains intact, apart from one rear window. Perimeter of building is paved, assisting in limiting structural movement and any rising damp issues. Timber entry doors and rear doors are simple in profile and are in average condition.

Interior is in good condition, with some wall cracking evident.

Sunday school hall and shelter shed are in average-to-good condition.

Pollarded sugar gums to perimeter of site are in fair condition.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (The church is Gothic Revival in style, constructed of local face brick, with well-resolved proportions, feature buttresses and leaded windows of note, but is a simple chapel type in form, with few architectural embellishments – common in style for Lutheran churches of the period.)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. (church reflects importance of Lutheran worship within agricultural life of initial (German) Lutheran settlers in the district; it was established in this location in 1875, with the current building constructed in 1907, and it continues to serve this purpose.)

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Criterion H: Special association with the life or works of a person, or groups of persons, of importance in our history. (illustrates the settlement and growth of the German Lutheran community in the Vectis region of Horsham Shire. German Lutherans were one of the predominant settlement groups in the Shire, farming, developing towns and holding positions of civic importance in the Shire during the early settlement period in the mid 19th Century. Church illustrates the migrant group's specific religious needs/ community focus)

Comparative Analysis

Vectis East Methodist Church, Three Mile Road, Vectis, Hermes no. 186228: Church Hall – 1880; Church – 1912 – similar restrained design, smaller buildings

St Paul's Lutheran Church, 92 Main St, Natimuk, Hermes no. 191713: Contemporary church – illustrates on-going Lutheran community, but not early establishment of the community.

Holy Trinity Lutheran Church, 102-104 Baillie St, Horsham, Hermes no. 186085: 1950-70s church in Horsham – contemporary and compromised in part. Again, only illustrates on-going growth/ needs of Lutheran community.

Statement of Significance

What is significant?

The elements of heritage value of the 1907 Vectis Zion Lutheran Church, 121 Vectis Station Road, Quantong, include:

- . External form of the 1907 church building and vestry, CGI clad roof, face brick walling, leaded glass windows.
- . Perimeter sugar trees dating from 1912 also contribute to the heritage value of the place.

Adjacent Sunday school hall and shelter shed excluded. Memorial 'school' plaque and sign excluded.

How is it significant?

The 1907 Vectis Zion Lutheran Church is of historic, representative and social significance to Horsham Rural City.

Why is it significant?

The 1907 Vectis Zion Lutheran Church is:

. of local historical significance, illustrating the settlement and growth of the German Lutheran community in the Vectis region of Horsham Shire. German Lutherans were one of the predominant settlement groups in the Shire, farming, developing towns and holding positions of civic importance in the Shire during the early settlement period in the mid 19th Century. The 1907 Zion Lutheran Church and associated 1912 sugar gum plantings illustrate the Lutheran settlers' specific religious needs/ community focus. (Criterion A)

. of local representative significance, representing the architectural style of the Lutheran community during the period of settlement of the area. The church is Gothic Revival in style, constructed of local face brick, with well-resolved proportions, feature buttresses and leaded windows of note, but is a simple chapel type in form, with few architectural embellishments – common in style for Lutheran churches of the period. (Criterion D)

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. of local social significance, as the centre of the local Lutheran community since the first church was built in this location in 1875, with the current 1907 church building still in use. (Criterion G)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes 1912 Sugar Gum perimeter plantings
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Yearbook of the Lutheran Church of Australia

Literature type: General Reference

Literature author: Wiebusch, E.W. (ed.)

Literature publisher: Adelaide: The Lutheran Publishing House

Literature year: 1972

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

Literature title: Mail-Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Remnant Memorial Avenue of Honour (*Ulmus procera*)
Address: 47 Roberts Avenue (in front of) HORSHAM
Place Type: Avenue of Honour, Tree
Citation Date: 2022



Roberts Avenue of Honour, Ulmus procera, 47 Roberts Avenue Horsham

**Recommended
Heritage Protection** **VHR -**
 HI -
 PS
 Yes

Integrity

One elm tree remains at 47 Roberts Avenue. Reportedly, fifteen or sixteen elms remained in 2014 along the Urquhart/ McPherson St end of the street. Plaque remains adjacent toilet block on the south wall of 53 Firebrace St.

History and Historical Context

An avenue of Elms (*Ulmus procera*) was planted in Roberts Avenue in 1901 to commemorate the victory of the British in the South African War. This was one of the first avenues planted as a war memorial in Victoria, and in Australia, although this plantation appears to have been as much a triumphant gesture as a memorial to the fallen. Local Horsham postmaster William Burraston Payter was a key figure involved in establishing the plantation.[1] A total of 80 Elm trees were planted. A marble plaque was also installed, which was affixed to the (former) Jenkins Shop in Roberts Avenue. The plaque read: 'Planted by the citizens of Horsham in commemoration of the success of the British and Australian troops in the South African War. / December 1901'.

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The street, originally known as Splatt Street, was named after Field Marshall Earl Roberts who was Commander-in-Chief of the British forces in the South African War.

By the late 1960s, the trees were undergoing considerable stress, probably exacerbated by the drought of 1967-68, and many were reported as dying. The Council took steps to have the trees removed. This triggered a strong local campaign to retain them, led by the incumbent Anglican minister Rev Fr Fred Cole, who formed a Save Our Trees committee. A petition attracted 650 names.[2] As a result of public protest against their removal, the trees were left, although one tree fell down of its own accord during the conflict. In 1972, several of the more dangerous trees were removed.

In 1977 there were 25 trees remaining. Since that time many more trees became senescent and were removed for public safety reasons. In 2014 there were only 16 trees remaining in Roberts Avenue, between Darlot Street and McPherson Street. In 2022, there is only one.

[1] James Smith (ed.), *Cyclopedia of Victoria*, vol. 1, 1903, pg.

[2] *Horsham Times*, 23 December 1977.

Description

Physical Description

One elm tree remains at 47 Roberts Avenue, of 80 English Elm trees initially lined Roberts Avenue, from Darlot to McPherson Sts. Commemorative marble tablet plaque located on building I, NE corner of Firebrace/ Roberts intersection.

Physical Condition

Avenue is of poor integrity – only one tree remain. Given significance of Memorial, remaining trees should be maintained/ replanted when dead and future replanting of Avenue should be considered (replanting avenues of honour not uncommon in approach as trees die) if it is still of social significance to the Horsham community.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to course, or pattern, of Victoria's cultural history (as a memorial to the soldiers who served and to commemorate success in the Boer War)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons (as a reminder to the community of the sacrifices of past generations)

Comparative Analysis

Local comparative avenues in the Wimmera:

Memorial plantings, Wallace Street, Apsley, Hermes no. 161954: Trees planted to commemorate the Siege of Mafeking during the Boer War. Appear in good health – not strictly an 'avenue' though

HERITAGE CITATION REPORT

Avenue of Honour, Comyn Street, Murtoa, Hermes no. 13054: Avenue consisting of 533 trees (pprox.. 50 remain), Kurrajong trees – one of earliest surviving native street tree plantings, planted in 1901-02

Statement of Significance

What is significant?

The elements of heritage value of the 1901 Avenue of Honour (remaining tree and plaque) include:

- . the English Elm (*Ulmus procera*) in front of 47 Roberts Avenue
- . Marble plaque mounted on wall at corner of Roberts Avenue at 53 Firebrace Street–

How is it significant?

The remaining 1902 elm (*Ulmus procera*) tree and plaque marking the location of the Avenue of Honour are of local historic and social significance to the Horsham Rural City.

Why is it significant?

The remaining 1902 elm (*Ulmus procera*) trees and plaque forming the Roberts Avenue, Avenue of Honour are:

- . Of local historical significance, as an illustration of impact of Boer War on Horsham Community and approach to memorialisation during the early 20th Century (Criteria A)
- . Of local social significance, as a memorial to the fallen soldiers from the Horsham district who fought in the Boer War. (Criteria G)

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Avenues of Honour online database

Literature type: General Reference

Literature author:

HERITAGE CITATION REPORT

Literature publisher:

Literature year:

Literature title: "90th Anniversary of our Avenues of Honour" Australian Garden History Magazine, Vol. 17, No. 5, May/June 2006

Literature type: General Reference

Literature author: Taffe, Michael

Literature publisher: Australian Garden History Society

Literature year: 2006

Literature title: The Cyclopedia of Victoria

Literature type: General Reference

Literature author: Smith, James

Literature publisher: Cyclopedia Company

Literature year: 1903

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Sailors Home Hall
Address: 2537 Blue Ribbon Road MURRA WARRA
Place Type: Hall Public
Citation Date: 2022



Sailors Home Public Hall, 2537 Blue Ribbon Road Murra Warra

**Recommended
Heritage Protection** **VHR -**
 HI -
 PS
 Yes

Integrity

High integrity internally and externally, apart from replacement of original timber window sashes with aluminium units on north elevation.

History and Historical Context

The Sailors' Home Hall was built on an acre block of land donated by James Bourke Kelly, one of the first selectors in the Parish of Kewell West. It was officially opened on Tuesday 16 October 1923 by the first secretary of the hall, Mr James Ryan. Sailors' Home Hall was completely funded by local farmers (known as shareholders) who bought a total of 70 bonds valued at £10 each. A register of original shareholders was unveiled by past committee president, John Reinheimer, at the hall's 90th anniversary celebrations in October 2013.

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Prior to the construction of the hall, social gatherings and events in the Murra Warra district were held in farmers' barns. In May 1922, a committee of shareholders met at the Murra Warra School for the purposes of taking definitive steps towards the erection of a hall. The *Horsham Times* reported that a financial statement showed that £610 had been paid into the bank and an extra £180 was available from generous sources.[1] By 8 August 1922, the site had been surveyed and tree planting had taken place. The *Horsham Times* reported that:

The timber [was] en-route to the Wail [railway] station. At the end of the week, four, six and eight light horse teams [would] be seen, as in a procession, bringing the required timber to the building site. When complete, the hall will have a length of 75 feet by 35 feet broad. It will consist of 55 feet by 35 feet floor space, stage, supper room and two cloak rooms, as well as a detached kitchen, the copper of which will be connected to the water supply. ... The hall will be paid for in cash (£735, no small sum), and what is more, great hopes are entertained of completely furnishing the building free of debt.[2]

The committee contracted Mr B. Cameron, 'late of the Technical Workshops' to build the hall, which he had expected to complete by the end of September.[3] Unfortunately, a severe windstorm destroyed the hall's main structure built by Mr Cameron's employee, Mr R. Dunton, soon after construction began, thus necessitating the postponement of its opening. The committee was also faced with another set-back when they were unable to raise adequate funds to furnish the hall debt free; however, fundraising concerts soon netted enough money to repay the overdraft.

Reporting on the opening of the hall, the *Horsham Times* described it as having an 'inviting exterior', and a wisely laid out interior that 'provide[d] for future needs'.[4] They stated that:

In the western end is a fine stage, with a roomy proscenium, flanked by dressing and retiring rooms for ladies and gentlemen. Cloak rooms and kitchen, roomy and well ventilated, provide "the last word" in modernity and usefulness. No detail seems to have been overlooked. The walls, high and well ventilated, are close-lined; four windows open on each side; there are two escape doors in the main hall, and escapes are provided also for the stage; the ventilation is carried out on modern lines; the hall is magnificently lighted by a fine air plant, and a tank of 2000 gallons capacity furnishes an ample water supply. The cost of the building, furnishings and piano, was about £1200. To participate in the opening of this palatial building people travelled over very long distances. The road to the northward was a crowded motor park, and the hall was packed with a good-humoured lot of people, many of whom had to be content with standing. It was, indeed, an event that will never be forgotten. The opening of the hall was going to mark an epoch in the history of Murra Warra.[5]

Since its opening, the origins of the name "Sailors' Home", has attracted significant public curiosity. The *Dimboola Courier* states that:

Although it's uncertain where the hall's name came from, it's believed that two sailors [who had deserted their ship][6] arrived in the area seeking employment around 1855, which they found nearby at Kewell Station as shepherds. They lived in close proximity to the hall; the area has been known as Sailors' Home since. At least one of the men is buried in an unmarked grave about 1.5 kilometres south-west of the hall.[7]

Regardless of the origins of its name, Sailors' Home Hall has been at the centre of community gatherings for over 90 years. It has hosted an endless number of balls, concerts, dances, welcomes and farewells and fundraising events. The hall has provided a meeting place for local clubs and shareholders of the hall, which are recognised in a framed 'register of original shareholders' unveiled at the 90th anniversary celebrations on 27 October 2013.

Honour rolls

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A large honour board hangs in the Sailors Home Hall paying tribute to the men of the Murra Warra and district who served in the Second World War (1939-45). Another honour roll is dedicated to members of the Sailors Home Methodist Church, which first opened on 16 September 1887 at Sailors Home and has since closed.

The hall also contains an honour board of former pupils of Sailors' Home State School No. 1632 (also known as Blackheath, Kewell West and Hoffmans), which was officially opened on 8 November 1875.[8] The first school building was situated c.2 miles east of Sailor's Home; however, in 1880, a new school building was built at Sailor's Home on 10 acres of land provided by Solomon Maddern, c.2 miles west of the first site. [9] The school operated intermittently until it closed in 1921 and moved to Cannum. Afterwards, parents built another school on the same site, which opened in 1936. The Sailors Home State School finally closed on 5 August 1947.

The hall also commemorates the Murra Warra State School, which was situated 20 miles north of Horsham on the Blue Ribbon Road. The weatherboard school officially opened on 23 January 1881, and lasted 82 years until it was demolished in 1963.[10] A new weatherboard building was erected on the same site in December 1963, and was officially opened by the Assistant Minister for Education, the Hon. J.F. Rossiter on 29 October 1964.[11] The Murra Warra State School officially closed in mid-1980 due to a low number of enrolments. The school building was subsequently moved to the Pimpinio State School to provide an extra classroom. The honour board/first aid cupboard, which contains the names of former pupils and teachers who fought in the Second World War, was relocated to the Sailors Home Hall. Similarly, the original plaque that was unveiled at the school in 1964 was relocated to an exterior wall of the hall.

[1] Horsham Times (1922) Sailors' Home Hall. *Horsham Times*. 4 April, p. 8.

[2] Horsham Times (1922) Sailors' Home Hall. *Horsham Times*. 8 August, p. 2.

[3] *Ibid.*

[4] Horsham Times (1923) Sailors' Home Hall. *Horsham Times*. 19 October, p. 2.

[5] *Ibid.*

[6] Holland, E. and C. Thomas (1984) *Murra Warra: From Sheep Run to Settlement and Beyond*. Horsham: New Style Publications.

[7] Hastings, B. (2013) 'Sailor's Home 90 years on'. *Dimboola Courier [online]*. 29 October. Retrieved from <http://www.dimboolacourier.com.au/news.php?newsid=1800>. [Accessed 18 February 2014].

[8] Blake, L. (ed.) (1973) *Vision and Realisation: A Centenary History of State Education in Victoria. Vol. 2*. Melbourne: The Government Printer, p. 271.

[9] *Ibid.*

[10] *Murra Warra*, pp. 7-8.

[11] *Vision and Realisation*, p. 280.

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Description

Physical Description

Single storey, unusual 'mini flute' (ripple iron) CGI clad hipped roofed hall, with no entry porch or windows to front elevation. Lean-to supper room/ toilets/ kitchen to rear and side. Double hung sash windows to side elevations (some with aluminium sashes). Interior of hall simple in decoration – ceiling replaced and possibly lowered, timber floorboards. Several honour boards located within hall.

Physical Condition

Good condition. Original cladding still extant.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (erected to service the growing farming community of the Murra Warra district – which was developing rapidly as a community in the interwar period)

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. (community hall – used for recreation, schooling, and civic events – a key part of the past/ present community in northern Horsham district)

Comparative Analysis

Memorial Hall, Jung, Hermes no. 186130: Jung Hall – erected 1926, reinforced concrete in construction – includes marble memorial boards on I – similar in era to Sailors Home. Larger hall – has stage, balcony and backstage area – comparable

Public Hall, Mitre, Hermes no. 186146: Mitre Hall – erected 1915 – brick construction. Includes a stage and contemporary supper room – comparable

Statement of Significance

What is significant?

The elements of heritage value of the 1923 Sailors Home Hall, 2537 Blue Ribbon Road, Murra Warra include:

- . 1923 hall structure, 'mini flute'/ripple-iron galvanised cladding, hipped roof form with dutch gable, remaining timber double hung sash windows.

How is it significant?

The 1923 Sailors Home Hall, Murra Warra, is of local historic and social significance to Horsham Rural City.

Why is it significant?

The 1923 Sailors Home Hall is:

- . of local historical significance, illustrating the results of regional growth in the early 20th century and in

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particular inter-war period – a boom period for agricultural development in the district. (Criterion A)

. of local social significance, for servicing local 'civic, educational, and recreational and community needs in the then outer northern Horsham district for the past 100 years. (Criterion G)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Vision and Realisation: A Centenary History of State Education in Victoria. Vol. 2

Literature type: General Reference

Literature author: Blake, L. (ed.)

Literature publisher: Melbourne: The Government Printer

Literature year: 1973

Literature title: Sailor's Home 90 years on'. Dimboola Courier [online]. 29 October 2013 in Dimboola Courier Newspaper'

Literature type: General Reference

Literature author: Hastings, B.

Literature publisher:

Literature year:

Literature title: Murra Warra: From Sheep Run to Settlement and Beyond

Literature type: General Reference

Literature author: Holland, E.and C. Thomas

Literature publisher: Horsham: New Style Publications

Literature year: 1984

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

HERITAGE CITATION REPORT

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: J W Power Memorial Gates
Address: 95 McPherson Street HORSHAM
Place Type: Showground, Memorial
Citation Date: 2022



**Recommended
Heritage Protection** VHR -

 HI -

 PS
 Yes

Integrity

Fair to poor for pavilions/ sheds - all altered in parts and condition poor. Good to excellent condition and intactness for JW Power Memorial Gates. Site and buildings still used for annual show.

History and Historical Context

On 2 August 1876, the Horsham and Wimmera District Agricultural and Pastoral Society held the first show in Horsham in the yards of Mr R. W. Bennett in Pynsent Street.[1] In 1877, the second Horsham Show was again held in Bennett's yards, whilst the third show took place in 1878 at the site of the former Wimmera Base Hospital (now known as Wimmera Health Care Group). The later site was the first grounds gazetted for use by the Agricultural Society. Town maps during this period confirm this site as the 'Agricultural Show Yards', which comprised of approximately six acres. According to a letter to the editor published in the *Horsham Times* in 1900, these show yards were later sold to 'Messrs Carroll, a Wimmera Shire Secretary, Moon and others'.[2] The fourth show, which took place in 1879, was held on gazetted grounds at the present site of the Horsham City Oval, and continued up until 1901 when the last show on that reserve was held. In 1902, the show was held

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at Queen Victoria Park, which was bordered by the Wimmera River, and McBryde and McPherson Streets. It remains the present site of the Horsham Showgrounds, though it is no longer known as Queen Victoria Park.

The exact circumstances in which the Horsham and Wimmera Agricultural Society was formed are unknown, as no minute books for this period have survived. Similarly, it is not known when the Society ceased using the word 'Wimmera' in its name. Some of the first members of the Horsham and Wimmera Agricultural and Pastoral Society were men from local squatting families, as well as leading local businessmen – none of whom would be classed as farmers in the present day sense.[3] Shows were held in Horsham every year, except during the Second World War. The Horsham Agricultural and Pastoral Society celebrated its 100th Horsham Show in 1978.

Ian Maroske, explains that it is difficult to 'unravel the changes to the show grounds' since 1902, due to a tendency of the Society's minutes to convey the intentions of the committee, rather than being an actual record of what happened. For example, although the exchange of the Reserves took place in 1902, the official records were not completed until 1932. Maroske provides a summary of what occurred on the present show grounds over the period from 1902-1978, as follows:

The land, which in 1978, is the Horsham show grounds was set aside as a Temporary Recreation Reserve between McPherson Street, Robinson Street, Hamilton Street and the Wimmera River in 1873. ... The whole of the original allotment of 25 acres which was designated as Allotment 24 on the town plan was subdivided by a road in a survey by R.W. Stokell in 1880. The surveyed road became the continuation of Sloss Street and the section of the old Allotment 24 north of the continuation of Sloss Street became a Municipal Reserve for use as a Metal Depot. The Basketball stadium is now on this site. The part south of the continuation of Sloss Street became a recreation reserve. In 1901, the section south of the continuation of Sloss Street and which was under the direct control of the Horsham Borough Council, was exchanged for the show grounds then used by the Agricultural Society and the trustees also exchanged their territory. Almost immediately after 1902, a series of changes took places which were not finally officially entered on the plans until 1922.[4]

Maroske explains that this resulted in the following changes:

1. *The continuation of Sloss Street was closed and a new road was excised from the Municipal Reserve which became McBride [sic] Street. Gaz. 31 p.550 and Gaz. 31 p.1076.*
2. *McPherson Street on the western boundary of the reserve was reduced in width thus adding part of McPherson Street to the show grounds. Gaz. 31 pp. 1776,3501.*
3. *The portion of Robinson Street which formed the east boundary of the show grounds was closed and included in the show reserve. Gaz. 31 p. 550.*
4. *The show grounds was then surveyed as a permanent reserve in 1929, Gaz. 32, p. 708.[5]*

In summary, the end result was that the showgrounds included portions of McPherson Street, Robinson Street and the continuation of Sloss Street. Whilst Maroske explains that there is little definitive evidence of the discussions that must have taken place regarding these changes, he asserts that 'there is little doubt that the early vision for the acquisition of extra land came from the initiative of John Weldon Power, under whose presidency, the change to the present show grounds ... took place in time for the 1902 show'.[6]

Maroske also notes that very little is known about the assets of the Agricultural Society for the period when shows were held at the present day Horsham City Oval. However in 1893, records show that the Society's

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assets were insured with the National Insurance Coy, which Maroske cites as follows:

The details are: Buildings £

1. Dwelling (i.e. caretaker's cottage) 70

2. Show Shed 150

3. Grain Shed and retiring room 100

4. & 5. Sheep pens 300

6. Grand Stand 280

7. Open Shed 80

8. Luncheon Room 70

9. Bar Pavilion 50

TOTAL £1100[7]

On 19 November 1897, a fierce windstorm whipped through Horsham causing extensive damage to the grandstand and show pavilions. The high cost of reinstating the severely damaged assets, as well as the need for more space to accommodate field activities such as a horse jumping course, sheep dog trials, trotting and harness racing, was another contributing factor that led to show's eventual move to its present site. The 1902 drought had a significant effect on the show evident by low numbers of exhibitors. The move to Victoria Park had been costly and this combined with the drought had a significant impact on the finances of the Society. However, under the leadership of J. Weldon Power from the Horsham Agricultural Society consolidated its use of the new showgrounds and steadily improved its financial position over the following decade. This period also saw the introduction of the two day show, first held in September 1907.

The Society's committee was largely unaffected by any of the dramatic events of World War I, with only one member, Mr Harold Smith, absent whilst fighting on the front. Committee books reveal that there was a large focus to protest against any movement on behalf of the government to close Longerenong College for the benefit of another Agricultural College, Dookie near Shepparton. However, there is no evidence to suggest that their protests contributed to the government's decision to continue to keep Longerenong open. In 1917, there was also concern over the allocation of booths to publicans, due to increasing support for the Temperance Movement. There was great public debate over the temperance issue; however, the Society eventually ruled that future shows should be 'dry' events.

The immediate post WW1 period saw the Horsham Agricultural Society prosper with a well-established office under the leadership of President Percy Learmonth who ran successful shows up until his death in 1932. Notable events during this period included the establishment of a Wool Instruction Class to teach young men to class the wool clip at home and elsewhere. Despite several good seasons, the impact of the 1930s depression coincided with the urgent need to upgrade show ground facilities, thus making it difficult for the Society to meet its financial commitments. As Maroske notes, 'there was no point asking members to take up debentures

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because the members of the Society did not have the money to buy them. The Society borrowed from the banks in order to tide itself over, and it was a long hill to climb back into solvency'.[8] The Society was however, offered relief in the form of a proposal by the Horsham Trotting Club to build a permanent trotting track and fencing. Additionally, the local Council donated a small piece of land to the Society, formerly the street on the north boundary of the show grounds, now the present site of the J. Weldon Power memorial gates.

JW Power Memorial Gates

John Weldon Power was born in Tipperary Ireland in 1863. He arrived in Australia in 1887 and travelled Horsham soon after his arrival where he was employed by a leading Horsham solicitor, Alexander Twigg. Power was present at the annual meeting of the society on 10 April 1887, at which he was elected to membership of the committee. He served as a committee member from April 1897 until April 1915. During his 18 year involvement with the committee, he served as vice-president in 1900 and was president for 14 years (1901-1915). Power is credited as being an influential and progressive Agricultural Society committee member who had a great passion for horses.

The decision to erect memorial gates to perpetuate the memory of Power was made at an Agricultural Society committee meeting in 1922. However, the gates themselves were not erected until 1924, awaiting the alteration of Sloss Street and the formation of McBryde Street. This resulted in the north-west corner of the showgrounds being expanded by grant of a small piece of land by the Borough Council (mostly the former continuation of Sloss Street).

The J. Weldon Power memorial is situated on the corner of McPherson and McBryde Streets, and is the main public entry to the Horsham Showgrounds. The reinforced concrete arch with large black lettering stating, 'J. Weldon Power Memorial 1921' (the date of his death), is accentuated by double gates made of black painted wrought iron. Two single black wrought iron gates are situated on the inside of the memorial columns allowing for pedestrian access. The memorial was officially opened on 1 October 1924, the first day of the show for that year.[9] During the ceremony, prominent Horsham stock and station agent, Mr Thomas Young, credited J. Weldon Power with 'introducing the [horse] trotting breed to the Wimmera', whilst the president of the Agricultural Society, Mr Percy Learmonth proclaimed that:

Mr Power was a man who was worth of something of his mien – something that would stand for some time, something that when their children came along and saw, would ask, 'who was J. Weldon Power?', and their fathers would be able to say to them: 'He was the man who did a great deal for the Agricultural Society.'[10]

The Power Memorial was funded by money raised by a sub-committee of the Agricultural Society committee between mid-1922 and 1924, and is one of the most prominent memorials in Horsham.

Ladies Pavilion

The cream weatherboard Ladies Pavilion was established in the mid-1930s. During the Show of 1938 the committee raised £80, which covered the cost of the installation of glass cases in the Pavilion, to display and protect cookery and craft exhibits from dust.[11] The Ladies Pavilion has hosted craft and cooking competitions at the Horsham show since its erection.

Maydale Pavilion

Established in 1962, the steel frame corrugated-iron clad building known as Maydale Pavilion was originally built as a stud and stock pavilion, though it has since been utilised by sporting bodies, such as the Horsham Table

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Tennis Club.[12] Its name originated from a motion made at a Society Committee meeting on 31 August 1962, when it was moved that the pavilion should be known as the “Maydale Pavilion”. This was due to its construction on a 13 acre paddock known as Maydale, which was purchased by the Agricultural Society in 1915 using a £300 donation from the family of one of the first members of Horsham’s Agricultural Society, Mr Samuel May. Maroske explains, ‘because there was already a May Park in Horsham, three alternatives were considered [for the naming of the paddock], Mayside, Maydale and May Grange, and of the three, Maydale was selected’.[13] This era also saw the erection of a number of memorials to former Agricultural Society members, such as Russell Hall, the Langlands memorial gates and McGenneskin Hall.

Russell Hall

At least three generations of the Russell family have been associated with the Horsham Agricultural Society, beginning in 1909, when Mr John Russell Snr became a committee member.[14] In 1927, Russell Snr was bestowed life membership in appreciation for his son’s donation of £170 for the erection and extension of the shearing shed at the Showgrounds.[15] In 1953, the Russell family donated a further £500 to convert the shearing shed into a member’s bar, which was named “Russell Hall”. In 1954, Russell Hall of Commerce (as it was then known), was described by the local press as a ‘modern hall’ that was the ‘pride of Horsham show grounds’.[16] Between 1954 and 1967, the weatherboard building was used to hold the Horsham Agricultural Society’s committee meetings and also exhibitions during Shows. Russell Hall is presently situated next to the Maydale Pavilion and is utilised by the Society as an administration office. It remains in a similar position to its original construction on the corner of 1st Avenue and 2nd Avenue, a demonstrated in a map of the show grounds published in 1954.[17]

Langlands Memorial Gates

Mr F.A.J. ‘Frank’ Langlands, a Horsham merchant, was a member of the Horsham Agricultural Society for 16 years from 8 September 1933 to 17 August 1949. During this time he served as Vice-president in 1934 and President from 1934 to 1949. In 1957, Frank’s wife and son offered to erect memorial gates in commemoration of his longstanding service to the society.[18] Originally located at the main stock gate entrance on McBryde Street, the memorial featured two tall white columns with ornamental wrought iron gates. The simple plaque on the left post stated: “*To the memory of Frank A.J. Langlands. A past president of this Society.*” The memorial gates and plaque have since been relocated approximately 50 metres to the left of their original location on McBryde Street to make way for a larger stock entrance. They are now positioned between two stone columns with the original plaque attached to the left column.

McGennissen Hall

In 1953, life member Mr T. McGennissen and his family made a substantial donation of £1,000 to the Horsham Agricultural Society, as well as the proceeds of ten acres of wheat. Their donation was used to build a catering pavilion at the Horsham Show Grounds in time for the 1958 show.[19] The first committee meeting was held in McGennissen Hall on 30 January 1959. Maroske notes that in the years following its construction, ‘various improvements were made to the floor coverings, blinds and kitchen fittings’.[20] McGennissen Hall is located on the McPherson Street side of the site and currently used as a dance studio.

Newton Memorial Gates

A third set of memorial gates were erected in October 1981 in honour of Robert Newton’s service and passion for the Agricultural Society. Set slightly back from McPherson Street, the decorative black wrought iron gates are situated between two stone columns with a plaque mounted on the left column. It reads: “*Presented by Mr and Mrs R.C. Newton. October 1981. President 1939-1943 ... 1958-1954.*” Newton was the proprietor of Horsham

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carrying and grain merchant firm, Newton and Miller, and joined the Horsham Agricultural Society committee in December 1931.[21] Despite resigning from his four year presidency in 1954 upon moving to Geelong, he continued to regularly attend committee meetings in Horsham up until his death in 1961.

Grandstand

In 1982, a new 600 person grandstand was erected by contractor A. Coutts Pty Ltd of Horsham, replacing the previous grandstand constructed in 1920. The construction of the grandstand was planned as the first stage of a two-stage project costing approximately \$350,000. In November 1985, Horsham Agricultural Society secretary, Mr Jim Wright, announced that the grandstand was finally free of debt. The *Mail-Times* reported that 'the Youth, Sport and Recreation Department's racing division paid for the grandstand from greyhound and trotting funds' and 'the agricultural society as showground controller borrowed money from Westpac Bank and the government department allocated money each year to repay the debt'.[22] In June 1996, the 76 year old grandstand (condemned in 1991), with rotted foundations was demolished. A new brick building, designed by Horsham architects Wilson Beyer and Crisp, incorporating a tote, taboret, licenced lounge and undercover-terrace was erected in its place, costing approximately \$750,000.[23]

Today (2014) the Horsham Show is still held annually – in September/October. The site is also used by several community groups for meetings and activities, on an on-going basis. Stables are offered for permanent hire and several businesses operate out of Showground buildings.

[1] Maroske, I. (1978). *A History of the Horsham Agricultural Society*. Horsham: Horsham Agricultural Society, p. xi.

[2] Letter to the editor (1900) *Horsham Times*. 12 October.

[3] *A History of the Horsham Agricultural Society*, p. 2.

[4] *Ibid*, p. 84.

[5] *Ibid*.

[6] *Ibid*, p. 84.

[7] *Ibid*, p. 82.

[8] *Ibid*, p. 44.

[9] *Ibid*, p. 106.

[10] *Ibid*.

[11] *Horsham Times* (1937 Agricultural Society Annual Meeting: Improvement in financial position. *Horsham Times*. 25 May, p. 6; *Horsham Times* (1938) Agricultural Society elects officers. *Horsham Times*. 28 June, p. 10.

[12] *Ibid*, p. 65.

HERITAGE CITATION REPORT

- [13] *A History of the Horsham Agricultural Society*, p. 87.
- [14] *A History of the Horsham Agricultural Society*, p. 65.
- [15] *Ibid.*
- [16] Mail-Times (1954) Hall is memorial. *Mail-Times*. 4 October, p. 3.
- [17] Mail-Times (1954) Your guide for the Horsham Show today. *Mail-Times*. 6 October, p. 1.
- [18] *A History of the Horsham Agricultural Society*, p. 62.
- [19] *Ibid*, p. 66.
- [20] *Ibid.*
- [21] *Ibid*, p. 64.
- [22] Mail-Times (1985) Grandstand debt is fully paid. *Mail-Times*. 18 November, p. 4.
- [23] Mail-Times (1996) Grandstand foundations rotted out. *Mail-Times*. 28 June, p. 4.

Description

Physical Description

Showground site contains several buildings around a central oval/ trotting track space. Buildings are of a variety of styles and date from the early 20thC to today. Stables and sheds are located at the NE end of the site, with offices, halls and a grandstand along the west boundary, facing the highway. Memorial Gates located at driveway entry points to site. Tucker Pavilion – horse and cattle stables/ shed – c 1920 in construction, with corrals inside. JW Power Memorial Gates – ‘1921’ – well designed masonry/ render gate archway in the ‘free classical/mannerist’ style, in good condition, with CGI-clad ticket booths to either side. Good example of building type of the period. Langlands and Newton gates – plaques fixed to post WW11 stone faced pillars. Ladies Pavilion c1930s – simple timber clad ‘hall’ building – poor condition due to ground settlement. Maydale Pavilion – large 1962 CGI clad shed of utilitarian design and average condition. Russell Hall – simple timber plank clad hall building (1954) – CGI roof, converted from former shearing shed. 1959 McGennisken Hall – simple skillion roof hall/ building, clad with timber planking – structural settlement evident. Grandstand dates from 1982 and is contemporary in design.

Physical Condition

Showground buildings are in fair-to-poor condition. Some sheds have settled on stumps (due to soil movement), timber is weathered, metalwork corroded and paint is required for all structures. JW Power Gates are in good to excellent condition. All buildings have been adapted over time, to suit new needs. No building on the site is in original condition and alterations to many compromise the original form and finishes of buildings/ sheds. Langlands Memorial Gates have been relocated. Langlands and Newton Gates are of historic interest, but are simple in design and not significant entry points to the Showgrounds.

HERITAGE CITATION REPORT

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (site of the annual Horsham Show from 1902. Significant to HRCC as a key part of the establishment and development of the agricultural importance of the district and the wealth of Horsham. Shedding and halls altered and intactness compromised. JW Power Memorial Gates intact and represent criterion.)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (JW Power Memorial Gates are a well resolved example of 'free classical' design, as applied to a Memorial gateway – not found elsewhere in HRCC. Shedding and halls not of aesthetic value.)

—*Criterion H:* Special association with the life or works of a person, or group of persons, of importance in our history. (direct association with FJ Langlands, JW Power and others. Association with the Horsham Agricultural Society – supporting agricultural excellence, provider of education, organiser of community-based Show events. JW Power Gates best representative eg of theme – well maintained, of aesthetic value, built during prosperous Horsham interwar period and mark the entry to the place.)

Comparative Analysis

The Showground (inc. Memorial Gates) is the only one of its type in Horsham Rural City. Other showgrounds of note within Victoria include as below. They are in various states of repair, but several are of higher integrity (condition, or of same period) than Horsham – so the place is not considered of wider heritage value.

Koroit Ag showgrounds, High St, Koroit (HO37), Hermes no. 81164: Few sheds, mix of eras, set around oval

Nhill Ag Showgrounds, Nhill, Hermes no. 81164: Mix of sheds in park – bigger than Horsham

Royal Ag Showgrounds, Flemington, Melb (HO221), Hermes no. 81266: Principal showgrounds for Victoria – substantially larger & high historic integrity in comparison

Traralgon Showgrounds, Whittkers Rd, Traralgon, Hermes no. 81214: Similar scale – several buildings built same era and are decorative brick – higher historic integrity

Ballarat Showgrounds, Creswick/ Howat St Wendouree: Large, intact complex

Shepparton Showgrounds, Shepparton, Hermes no. 126746: Big complex of mixed era – memorial gate of similar scale and date to Horsham.

Kerang Showgrounds, Kerang, Hermes no. 81486: Small collection of buildings – good historic integrity though

Wangaratta Showgrounds, Evans St, Wangaratta: Good collection of sheds of similar era of construction – higher integrity

Sale Showgrounds, Maffra-Sale Rd, Sale, Hermes no. 127814: Comparable in size to Horsham, but more buildings extant from establishment of ground.

HERITAGE CITATION REPORT

Statement of Significance

What is significant?

The elements of heritage value of the Horsham Showgrounds, 95 McPherson St, Horsham include:

- 1924 JW Power Memorial Gates - including masonry arched gateway, wrought iron gates x 4, parapet signage.
- The associated c1920s corrugated-iron clad ticket booths adjacent to the gate piers are contributory.

Excluded -

The other gates, shedding, grandstand and halls are excluded.

How is it significant?

The 1924 JW Power Memorial Gates, of the Horsham Showgrounds, McPherson St, Horsham are of historical and aesthetic significance to Horsham Rural City.

Why is it significant?

The 1924 JW Power Memorial Gates, located at the entrance of the Horsham Showgrounds, McPherson Street, Horsham are:

- Of local historical significance, representing the important role of the Showgrounds and the Horsham Agricultural Society in the agricultural and recreational development of the region. The Gates stand as the earliest remaining intact fabric in the Showgrounds and date from Horsham's prosperous agricultural inter-war period. (Criterion A)
- Of associational significance, as a representative example of the Society's practice of memorialisation of founding and long-standing Society committee members. Memorialisation of structures/ gates in such venues is a common practice. The JW Power Memorial Gates acknowledge John Weldon Power's contribution as one of several key foundation committee members of the Agricultural Society. (Criterion H)
- Of local aesthetic significance, as a high integrity design example of 'free classical' design, applied to a gateway structure. The proportions, architectural decoration and arch configuration reflect design ideals of the 1920s period and the Gate is the only remaining structure of this type and period in the Council area. (Criterion E)

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No

HERITAGE CITATION REPORT

Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: A History of the Horsham Agricultural Society

Literature type: General Reference

Literature author: Maroske, I.

Literature publisher: Horsham: Horsham Agricultural Society

Literature year: 1978

Literature title: Horsham Agricultural Society

Literature type: General Reference

Literature author:

Literature publisher:

Literature year: 2013

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

High integrity to original configuration

History and Historical Context

The 34 metre high concrete water tower was built in 1956. The 5.3 metre high tank has a 778.4 kilolitre capacity. It is Horsham's second water tower constructed to provide the town with a domestic water supply.

The Wimmera Mallee's managing water authority, GWMWater, explains that 'Horsham's water is supplied by gravity via a trunk main from the Mount Zero Water Plant to the water tower in Horsham North'.^[1] During periods of high water consumption, the tower is unable to provide an adequate supply; therefore water is pumped from the low level water storage at Morson Pump Station (Old Hamilton Road, Horsham) to meet peak demands. GWM Water further explains the working operation of Horsham's domestic water supply system:

The level in the water tower controls the flow of treated water to Horsham. Pressure reduction valves maintain a high level in the water tower. If the water level drops further, the Morson pumps commence operation, taking water from the low level water storage to replenish the tower. When the low level water storage is drawn down, an inlet valve (top-up-valve) is opened manually to refill the storage.^[2]

The first domestic water supply was provided to Horsham residents in 1870. Prior to this, early settlers carried water from the Wimmera River in barrels on wooden sledges, or in yoked barrels that they hung from their shoulders. Other residents built brick wells in their backyards to collect rainwater, though they proved dangerous traps for young children and were later filled in.

In 1870, the Wimmera Shire Council commenced the construction of a pumping station in Horsham at the east end of Baillie Street^[3]. Five years later, the Council built a weir in the Wimmera River (below the Botanical Gardens) to provide a pool of water for the pumping station. Rhonda van Veldhuisen explains that 'water diverted from the nearby Wimmera River, passed through filter beds of sand and was then pumped into a tank on a tower built one mile away'.^[4] She asserts that 'the filter system was only one of its type in the colony'.^[5]

In 1887, a reservoir was created at Wartook in the central Grampians. Soon after, Percy Learmonth, an engineer employed by the Western Wimmera Water Trust, submitted to Council plans for a new water supply scheme, including an estimate of costs for delivering water from Wartook using gravity. Brooke and Finch explain that Learmonth's system 'tapped Burnt Creek at Wonwondah East and brought water to the McLachlan Street water tower through a thirty centimetre Oregon wood-stave pipeline'.^[6] The council adopted Learmonth's scheme, which Brooke and Finch explain in further detail:

A steam boiler and two Tange pumps pushed the water up a wood-staved pipe to a brick tower in McLachlan Street [Horsham]. From the tank on top, water gravitated through smaller mains to the dwellings. The brick water tower was about 15 metres high. A white disc moved up the side to tell engine driver Bill Glenister at the pumping station when water needed pumping. Each night, the turncock, Alex Selkirk, climbed up and fitted a red light to the disc which could be observed from the pump house more than a kilometre away.^[7]

Despite its ingenuity, by the late 1920s the scheme could no longer provide an adequate water supply to the growing town, which was in the planning stages of constructing a sewerage system.

The Wimmera water supply scheme was originally designed in the early 1930s by the State Rivers and Water Supply Commission's, Ebenezer Shaw, who had been involved in water supply in the Wimmera since 1902. The scheme diverted water from Lake Wartook reservoir and McKenzie Creek at Zumsteins (also in the Grampians), travelling via a channel to a Mount Zero holding basin where it was then piped to Horsham.^[8] The original pipes

HERITAGE CITATION REPORT

were 43 centimetre in diameter and were laid from Horsham to Mount Zero by unemployed men. Brooke and Finch explain that 'a temporary inlet from where the pipe crossed Burnt Creek was used to maintain water to Horsham while the rest of the scheme was constructed'.^[9] The turning of the first sod took place on the 3 December 1932 by the Minister for Water, Mr George Gouldie.

The design of the new scheme meant that water from Wonwondah East was cut off and the 24 year old wooden pipes were removed, recoated and installed from Burnt Creek to Mount Zero in duplicate, connecting to the new concrete pipe to Horsham. The joining of the pipe to the town supply took place in May 1933; however, gravity caused immense pressure to the town pipes and they continually burst under the stress. The pressure of the new system resulted in the end of the need for the McLachlan Street tower and it was soon demolished by the local council.

By 1936, a reducing valve had been installed at the town boundary with the aim of reducing pressure on the pipes. Brooke and Finch note that 'Horsham was in a peculiar position of having almost unlimited water pressure but could not use it'.^[10] During this period, the wooden mains were gradually replaced with fibrolite pipes at a cost of £8,000; however it was several years before the town could take advantage of the increased pressure from larger stronger pipes, due to factors such as labour and material shortages caused by the Second World War.

In 1950, a ring main project was implemented to further improve an even pressure throughout the town. This involved installing 30 centimetre pipes, which branched off the 43 centimetre main at the Wimmera Bridge - one to the east and one to the west joining in Albert Street, Horsham North. This enabled 10 to 15 centimetre branches to run into the streets adjacent to the pipes for house tapplings. Despite these improvements to the supply system, water main breakages continued to occur throughout the 1950s until much of the original wood piping was replaced. Due to the expansion of the town to the west in the mid-1950s, which was set on higher land, water supply and pressure again became an issue. Therefore in 1956, a concrete water tower was constructed on the corner of Mill and Gertrude Streets.

Whilst the erection of the new tower provided a solution to the town's water pressure issues, problems arose during the hot summer months when extreme temperatures prevented the tower from filling on very hot nights. As a result, the Water Trust implemented a ban on watering gardens between 10pm and 6am. The new pumping system required further improvements as the town's growth was getting beyond the capacity of the trunk main from Mount Zero. A second, larger low-level basin was built in the early 1970s, which increased the pumping capacity. Despite continual improvements, Horsham residents were using beyond the capacity of the water system, and water restrictions with harsh penalties were enforced. According to Brooke and Finch, 'during the summer of 1975-76 restrictions on water use were increased and many appeals had to be made by loudspeaker for people to turn off taps in crisis periods'.^[11] Such shortages prompted serious discussions with water commission officials about the possibility of introducing water meters, based on the theory that people were likely to cut down their water usage if they were required to pay. The Water Trust eventually agreed, and the instillation of water metres in Horsham was completed in early 1980.

Further trunk main work was completed in 1981 at a cost of \$2 million, however, gravity from water piped from Mt Zero to the Horsham North water tower meant that water main breakages would remain an issue over the following decades. A series of pressure valves have since been installed allowing the current managing authority, GWM Water, to better control water pressure and reduce the instance of burst water mains.

[1] GWM Water (2012) *Fact sheet: Morson Pump Station Low Level Storage*. Retrieved from http://www.gwmwater.org.au/index.php/information/publications/fact-sheets/cat_view/78-fact-sheets [Accessed 19 February 2014].

HERITAGE CITATION REPORT

[2] GWM Water *Fact sheet*.

[3] By the late 1960s the historic site of Horsham's early pumping station at the east end of Baillie Street, had been handed over by the Crown to Horsham Rural City Council.

[4] van Veldhuisen, R. (2001) *Pipe Dreams: A stroll through the history of water supply in the Wimmera-Mallee*. Horsham: Wimmera Mallee Water, p. 33.

[5] *Ibid.*

[6] Brooke, B. and A. Finch (1982) *A Story of Horsham: A Municipal Century*. Horsham: City of Horsham, p. 64.

[7] *Ibid*, p. 63.

[8] *Ibid.*

[9] *Ibid.*

[10] *Ibid.*

[11] *Ibid*, p. 65.

Description

Physical Description

Concrete 5.3 metre high cylindrical tank, supported on 12 reinforced concrete piers of 2' x 2' (600mm approx.) The tower is 34 metres high, with a tank diameter of 47'8" (14.5 metres approx.). 4 levels of horizontal concrete beams brace the piers together. A galvanised and mild steel open stair winds upwards within the open space under the tank, and a large 'GWM Water' sign is painted on the side of the tank.

Physical Condition

The water tank appears to be in good condition and well maintained (no internal access available)

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of Victoria's cultural history. (demonstrates the advancing technology and increasing needs of Horsham in regards to water supply)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (local landmark in Horsham, due to its size and prominent due to the flat landscape)

HERITAGE CITATION REPORT

Comparative Analysis

Note: HERMES entries suggest listed water tower structures are c1920 - 30s or earlier or have a stronger link with themes such as transport (railways)

Water Tower, 89 Splatt Street, Swan Hill, Hermes no. 54952: 1937 water tower (earlier) but represents themes of improving water supply and town development.

Statement of Significance

What is significant?

The elements of heritage value of the Horsham Water Tower, 147-151 Gertrude Street, Horsham, include:

- External utilitarian form of the face concrete tower and piers, including concrete beam and pier structure and cylindrical tank.

How is it significant?

The 1956 Horsham Water Tower is of aesthetic and historical significance to the Horsham Rural City.

Why is it significant?

The 1956 Horsham Water Tower is:

- Of local historic significance, illustrating the importance of providing a secure water supply to the rapidly expanding town of Horsham during its important period of post-WW11 prosperity. It is also a landmark and prominent element in the town. (Criterion A)
- Of local aesthetic significance due to its landmark qualities in the context of low surrounding buildings on flat topography. (Criterion E)

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION REPORT

References

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: Fact sheet: Morson Pump Station Low Level Storage

Literature type: General Reference

Literature author: GWMWater

Literature publisher:

Literature year: 2012

Literature title: Pipe Dreams: A stroll through the history of water supply in the Wimmera-Mallee

Literature type: General Reference

Literature author: van Veldhuisen, R.

Literature publisher: Horsham: Wimmera Mallee Water

Literature year: 2001

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HERITAGE CITATION REPORT

name: Wimmera Inlet Channel
Address: Off Golton Road ST HELENS PLAINS
Place Type: Water Supply Channel
Citation Date: 2022



Wimmera Inlet Channel Loop Channel

**Recommended
Heritage Protection** **VHR -**

 HI -
 PS
 Yes

Integrity

Highly intact section of Irrigation System - one of few remaining channels/ regulator points.

History and Historical Context

The Wimmera Inlet Channel (WIC), constructed between 1918 and 1920, is the largest channel within the Wimmera/Mallee Headworks System and has a capacity of 1,600 mega-litres per day.[1] It is directly associated with the operation of Taylors Lake, an off-stream reservoir located approximately 20km south east of Horsham. The WIC is important for supplying Taylors Lake with water, as well supplying environmental water flow into the Wimmera River.

The prime function of the WIC is to harvest flows from the Wimmera River and direct them into the recreational lakes, Taylors Lake and Pine Lake (decommissioned 2013). The WIC intercepts flood flows from a number of

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watercourses, principally the Wimmera River, but also Mount William Creek and Middle Creek. The operation of the WIC is complex, as demonstrated in the attached diagram. Ken Barlow, former district engineer for the Rural Water Commission of Victoria, explains that flood flows that enter the channel are 'discharged over fixed crest escapes and drops, drop board escapes, a radial gate escape and a pipe outlet'.^[2] The WIC's managing authority, GWMWater, describes the operation of the WIC as follows:

The channel [is] able to divert Wimmera River and Mt William Creek water into Taylors Lake. The channel commences at Huddleston's Weir, north of Dadswells Bridge, and is able to carry a maximum volume of up to 1,600 mega litres per day. Wimmera River water is typically of poorer quality than found on either the McKenzie River or Mt William Creek water and is therefore a lower priority to harvest. Flows less than around 6,000 ML/day (as measured at Glenorchy) are able to be kept within the Wimmera River at Huddleston's Weir by closing the WIC inlet gates. Flows in excess of around 6,000 ML/day will overtop and bypass the inlet gate structure. The channel is configured to redirect excess water back to the Wimmera River in a way that reflects what would be expected to occur naturally.^[3]

The WIC Regulator (ST26585 WIMINLET) and fourteen metre concrete occupation crossing above were installed in 1923.^[4] They are situated off Gorton Road between the Western Highway and Horsham Wal Wal Road, St Helen's Plains, approximately 40km south east of Horsham.

[1] Barlow, K (1988) Wimmera/Mallee Headworks System Reference Manual. Unpublished, p. 21.

[2] *Ibid.*

[3] GWMWater (2011) Discussion paper: Taylors Lake and Wimmera Inlet Channel. Retrieved from http://www.gwmwater.org.au/information/publications/ground-and-surface-water/west-wimmera-gma/cat_view/163-reservoir-operating-rules [Accessed 4 May 2014].

[4] GWMWater (2004) Wimmera Mallee Water Channel Register. Unpublished.

Description

Physical Description

Series of earth formed water channels, connecting the Wimmera River, Mt William Creek and Taylors Lake. Reinforced concrete regulator gates and overpasses. Open channel across St Helen's Plains. This section of channel system still operational (2014).

Physical Condition

Good condition. Maintained.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (Channel system a significant factor in the agricultural development of the Wimmera region. Demonstrates water supply system to recreational

HERITAGE CITATION REPORT

lakes, environmental flow into the Wimmera River, and tool for management of floodwaters)

Criterion B: possession of uncommon, rare or endangered aspects of our culture or natural history. (The WIC is the largest and last remaining earthen channel system in the Wimmera region)

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period. (illustrates engineering ingenuity and skill in managing water flow and utilisation of previous natural lake system for water supply across region.)

Comparative Analysis

Only section of channel extant in Horsham Shire today (2014). It is the last remaining earthen channel system in the Wimmera, following the decommissioning and backfilling of open channels due to the completion of the Wimmera Mallee Pipeline in 2010.

Statement of Significance

What is significant?

The channel referred to as the Wimmera Inlet Channel, beginning at Huddleston's Weir and terminating at the McKenzies Drop Regulator. Includes all earth formed open channel and Regulator (ST26585 WIMINLET) gates. Centred on Easting 630878mE, Northing 5922486mN.

It is part of a complex channel system, comprising of a weir (Huddlestons), fixed crest escapes, radial escapes and pipe outlets. The Channel enables high quality water to be redirected back into the Wimmera River for environmental flow, in a way in which best represents how it would naturally occur.

How is it significant?

The Wimmera Inlet Channel is of local historic and technical significance and rarity value to the Horsham Rural City.

Why is it significant?

The Wimmera Inlet Channel is:

. Of local historic significance, as this channel system was a significant factor in the agricultural development of the Wimmera region. (Criterion A)

. Of local rarity value, as it is the last remaining earthen channel system in the Wimmera, following the decommissioning and backfilling of open channels due to the completion of the Wimmera Mallee Pipeline in 2010. (Criterion B)

. Of local technical significance, by illustrating engineering ingenuity and skill in managing water flows and the utilisation of the previous natural lake system for water supply across the region. (Criterion F)

Recommendations 2022

External Paint Controls

No

HERITAGE CITATION REPORT

Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: Wimmera/Mallee Headworks System Reference Manual

Literature type: General Reference

Literature author: Barlow, K

Literature publisher: Unpublished

Literature year: 1988

Literature title: Pipe Dreams: A History of Water Supply in the Wimmera-Mallee

Literature type: General Reference

Literature author: Van Veldhuisen, R. and B. McIlvena

Literature publisher: Wimmera Mallee Water: Horsham

Literature year: 2001

Literature title: Discussion paper: Taylors Lake and Wimmera Inlet Channel operating rules

Literature type: General Reference

Literature author: GMMWater

Literature publisher:

Literature year: 2011

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Former Natimuk State School
Address: 1a Sudholz Street NATIMUK
Place Type: Other - Residential Buildings (private)
Citation Date: 1998



Former Natimuk State School, 1a Sudholz Street

Recommended Heritage Protection **VHR -**
HI -
PS -

History and Historical Context

The land for the Natimuk State School had been reserved in 1874, and the school was opened in April, 1875, with a wooden school room being erected on the two acre site on Main Road. A teacher’s residence was then constructed on the adjacent allotment.

The brick school building was constructed in 1891, attached to the timber building. At this time the residence was relocated elsewhere on the school reserve. In 1908 a timber cloakroom was added, and two additional windows installed in the western façade of the brick school room. The old timber school room was removed from the site, and the new school site established on Jory Street.

The Natimuk school had 22 students on opening, rising to 170 by the end of the first year. It was one of many built in the Horsham district during the late nineteenth and early twentieth century, and reflects the design language of what architectural historian Lawrence Burchell described as a Horsham, or Horsham – Avoca typology. This originated at the Horsham State School in 1876, and it is understood to have been applied to at least 26 schools in the area. Whilst the schools ranged in size and architectural detail, they display consistently

HERITAGE CITATION REPORT

the jerkinhead style roof, encircling verandah, and timber bracket detailing. Natimuk was one of the last to be constructed, and appears to be one of maybe a third of the original 26 that remains standing. The design of this and its collective of the Horsham – Avoca typology is attributed to Henry Bastow of the Public Works Department, and can be seen as a stylistic evolution from the more traditional Gothic Revival style employed by the Bastow and the Department.

After the new school in Jory Street was established, the former school site was repurposed for community facilities, and some of the surrounding land sold to raise funds. The adjacent Natimuk Gymnastics Club purchased the former school in 1964 and used the buildings on the school site for various activities. The land was then sold in 1998 and the building is now privately owned and furnished as a residence.

The weatherboard clad lightweight addition was constructed in 2006, and relocated to its present position in 2019. This was extended to house a carport in 2020.

Comparative Analysis

Natimuk School was one of several schools built in the Horsham district during the late nineteenth and early twentieth century, and reflects the design language of what architectural historian Laurence Burchell described as a Horsham, or Horsham – Avoca typology. This originated at the Horsham State School in 1876, and it is understood to have been applied to at least 26 schools in the area. Whilst the schools ranged in size and architectural detail, they display consistently the jerkinhead style roof, encircling verandah, and timber bracket detailing. Natimuk was one of the last to be constructed, and appears to be one of maybe a third of the original 26 that remains standing. Some comparative schools include the following:

- Avoca State School No. 4 (1878) VHR - Avoca Primary School is of architectural significance as a precedent for a number of subsequent school buildings in Victoria. The Avoca School is a single storey, asymmetrical, red brick building with simple cream brick banding and a high pitched, tent-like slate roof. The building is encircled by verandahs. The Avoca Schools is regarded as the most intact of the Horsham – Avoca model.
- Former Primary School No. 668, Western Highway, Cardigan (1883) (456 Remembrance Drive Windermere, Ballarat City) VHR - A brick school opened in 1883, as the Windermere Town School, to replace an earlier wooden building of 1860. The structure was designed by the Public Works Department of Victoria. The roof is essentially hipped in form, with jerkinhead roof, bracketed gables allowing top-lights. A timber verandah faces three sides and there is a tall brick chimney. This example is of a similar scale to the Natimuk School.
- Former Lower Homebush Primary School No. 2258, Avoca-Dunolly Road, Homebush (1886) National Trust - Built as Primary School No 2258 by Joseph Jarvis in 1886. The drawings were executed by S E Bindley and endorsed by H R Bastow of the Public Works Department. The jerkinhead roofs, the multi-coloured brick walls, the original windows and all the roof and gable finials are as originally designed. Another remaining example of a similar scale, regional school building.
- Horsham State School - (demolished) - This example has been included as a relevant comparison within the Horsham Rural City Council area - although no longer in existence, it reinforces the stylistic approach in the region at the time.

Statement of Significance

What is significant?

The Former Natimuk State School at 1a Sudholz Street, Natimuk constructed in 1891 is significant. The elements of heritage value include:

HERITAGE CITATION REPORT

- External form of the building, including rectangular floor plan, jerkinhead roof with projecting timber lined eaves with timber brackets;
- Timber lined galvanised sheet encircling verandah on three sides with timber brackets;
- Polychrome face brickwork with glazed and cream brick banding and details;
- Basalt window sills, timber framed sash windows;
- Face brick chimneys, timber finials;
- Perforated metal wall vents.

Elements that do not contribute to the significance of the place are:

- Weatherboard clad addition constructed in 2006
- Replacement verandah and concrete flooring

How is it significant?

The Former Natimuk State School is of historical, aesthetic and associative significance to the Horsham Rural City Council area.

Why is it significant?

The Former Natimuk State School was constructed in 1891 to provide additional school facilities for the Natimuk district, after the construction of the original timber school room in 1875. Attributed to Architect Henry Bastow of the Public Works Department, this building operated as a school until 1961 when the new campus was established.

The Former Natimuk State School is of historical importance as an externally intact example of the Horsham – Avoca typology of state school buildings, attributed to Henry Bastow of the Public Works Department. Constructed in 1891, it is the only remaining built structure on the original school site, which operated until 1961. (Criterion A & H).

It demonstrates attributes typical of the building type, and has been identified as one of a collection of approximately 26 other schools, all displaying consistent architectural features externally. It retains its largely original external appearance and key features of the Horsham – Avoca building typology, including the distinctive jerkinhead style roof with projecting eaves and timber brackets, polychrome Flemish bond brickwork with glazed and cream brick detailing, encircling timber verandah with simple timber brackets, and timber double hung sash windows. (Criterion D & E).

The Former Natimuk State School has associations with the Public Works Department and specifically Henry Bastow, who was made Departmental Architect and Surveyor in March 1873, and served as Chief Government Architect from 1886 until 1890. Bastow was responsible for designing and overseeing the construction of over 600 schools across Victoria. At least 25 of his schools are entered in the Victorian Heritage Register. (Criterion A & H).

Recommendations 1998

External Paint Controls	Yes
Internal Alteration Controls	-
Tree Controls	-
Fences & Outbuildings	-
Prohibited uses may be permitted	-

HERITAGE CITATION REPORT

Incorporated Plan

-

Aboriginal Heritage Place

-

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HERITAGE CITATION REPORT

name: Horsham Rural City Silo Serial Listing
Address: 860 Henty Highway DOOEN
 14 Railway Street JUNG
 15 Station Street NATIMUK
 36 Pimpinio Tip Road PIMPINIO
 273 Vectis Station Road VECTIS
 70 Wail Nursery Road WAIL
Place Type: Silo, Rail Transport Precinct
Citation Date: 2022



Horsham Rural City Silo - serial listing. Pimpinio Silo complex

**Recommended
Heritage Protection** **VHR -**
 HI -
 PS
 Yes

Integrity

Fair to high integrity - silos still in use at all sites. Recent open hopper bunkers also now in use.

History and Historical Context

The passing of the *Grain Elevators Act* in 1934 and the creation of the Victorian Grain Elevators Board (GEB) resulted in a network of reinforced concrete silos established at rail sidings throughout the Wimmera, Mallee and Western Districts.

HERITAGE CITATION REPORT

The GEB facilities were designed to provide a single point of receipt, storage and distribution, whereby bagged grain delivered to elevator stations was transferred into receiving hoppers and elevated into the concrete storage bins for dispatch at a later date.

This bulk handling system replaced the earlier stockpiling of jute bags at country rail sidings (which when stored in the open-air were susceptible to rot and rodent infestation) prior to the grain being dispatched by freight trains to market in the off-season. Another advantage of the new regime saw jute bags retrieved, rather than being forfeited, after the grain was emptied into the hoppers, saving costs for the farmer through re-use.

From the 1920s, grain produced in the Wimmera district had been transported to the Port of Portland via the Hamilton - East Natimuk railway line, an important north-south trunk line originating from the Horsham Railway Station. The line had been constructed piece-by-piece between 1887 and 1920 and comprised six individual lines which were eventually linked to form a chain that extended from Horsham to Portland. Completion of the through-line had been hindered by war-time material and labour shortages and the poor quality of sections of the line resulted in various speed and weight limits, including major restrictions in the hauling of heavy grain trucks.

The *Horsham Times* reported that in January 1927 the Horsham Station was dispatching (the maximum line limit of) two grain trains of forty trucks daily to the Port of Portland via the north-south line. It noted bags of grain destined for Portland were being collected from rail sidings in the northern Wimmera region from Dimboola, Pimpinio, Antwerp, Kiata, Kaniva, Serviceton, Lillimur, Jeparit and Sailsbury, and in the south from Noradjuah and Kanagulk.[1]

At first, the GEB proposed to construct a network of 160 reinforced concrete silos at railway stations throughout Victoria's grain-growing regions, which were to be linked to shipping terminal elevators at Geelong, Williamstown and Portland. It appeared that both the Horsham to Ararat main line and the Hamilton - East Natimuk trunk line would play important roles in the new bulk handling scheme. However, by the late 1930s the scope of the GEB roll-out was reduced to 140 country silos and two export terminals at Geelong and Williamstown (although the Williamstown Elevator Terminal was never constructed). The decision to omit the Portland terminal from the scheme was met with local disappointment, as the deep-sea port was considered to be unsafe due to a lack of a breakwater. A further blow was dealt when no silo facilities were allocated on the Hamilton - East Natimuk line.

Tenders were called in August 1937 for the construction of 60 bulk handling facilities on the Wimmera, Mallee and Western District railway network to feed the Geelong export terminal. The *Argus* newspaper of 21 January 1938 announced that the Railway Construction Branch of Victorian Railways had won the tender.

Six country elevators were erected in the area that is now the Horsham Rural City Council, at Jung, Dooen, Wail, Pimpinio, Vectis and Natimuk between 1938 to 1939.[2] The grain elevators comprised reinforced concrete silos that ranged in capacity from 61,000, 110,000 and 130,000 bushels, with receiving hoppers connected to an elevator boot from which the grain was to be elevated to the top of the tower and diverted to concrete storage bins.

Contract No. 23 issued by the GEB included provisions for two sites on the main western railway line at Pimpinio (150,000 bushels) and Wail (two x 110,000 bushels plus hopper weight scales) and on the Horsham - Carpolac branch line at Vectis (65,000 bushels) and Natimuk (110,000 bushels).[3]

Contract No. 24 included two sites on the main western railway line at Dooen (two x 110, 000 bushels and Jung (two x 130,000 bushel).[4]

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During the construction phase, representatives from the GEB and the Transport Regulation Board met with local branch member of the Victorian Wheatgrowers Association to determine delivery areas for each of the proposed silos. The *Horsham Times* subsequently reported that boundaries were drawn up at each meeting, for example, 25 farmers attended a meeting at Jung and agreed on the following catchment area to serve the Jung silo:

'Commencing to Yarriambiack Creek at Longerenong; northerly along creek to Darlot Swamp; easterly for two miles; northerly to Kewell township; westerly to creek; northerly along Creek; north and westerly to Barratt Reserve; southerly to railway between Jung and Dooen; south and east to starting point'. [5]

At Horsham the GEB chose not to construct a separate facility but engaged local flour miller Noske Brothers as receiving agents for approximately 170 grain farmers within the Horsham delivery area. Noske's was located at the Horsham rail head and had substantial storage capacity (approximately 350,000 bushells in 1939). [6]

The arrangement at the Noske flour mill at Horsham was not always a happy one for district wheat farmers who endured long waiting periods during peak delivery times. As recorded by the *Horsham Times*, farmers contracted to the GEB and those contracted to the mill competed for the use of the same bulk handling equipment, in particular 'one grain hopper, moving only the one type of grain at the one time'. [7]

Outloading of the grain from the GEB concrete silos took place outside of peak delivery periods. GEB contracts specified that stored grain was to be 'fed through the bin discharge chute into the elevator boot and will be elevated to the top of the tower and diverted either direct, or through garner and scales where provided, to the truck loading spout. Grain will be weighed on arrival at the Terminal Elevator' and transferred to ships for export. [8]

Considerable growth in grain production, particularly wheat, oats and barley, following World War II resulted in the expansion of the GEB bulk storage network at country rail heads and the erection of the Portland export terminal at the Port of Portland in the 1960s.

The peak-period bottle-neck encountered at the Horsham bulk handling facility was eventually addressed in 1967 when the GEB erected five new 70,000 bushel capacity steel Ascom silos to provide a separate bulk handling facility. [9]

[1] *Horsham Times*, Tuesday 25 January 1927, pg 4.

[2] *Argus*, Thursday 23 December 1937, pg. 12; *Argus*, 21 January 1938, pg 2.

[3] Grain Elevators Board, Conditions of Contract: specification and schedule, contract no. 23, held by the Geelong Heritage Centre Archives, GRS 1040: 22.

[4] Grain Elevators Board, Conditions of Contract: specification and schedule, contract no. 24, held by the Geelong Heritage Centre Archives, GRS 1040: 23.

[5] *Horsham Times*, 3 November 1939, pg 2.

[6] *Horsham Times*, Friday 17 February 1939, pg. 5, *Horsham Times*, 11 December 1968.

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[7] *Horsham Times*, 28 July, 1972.

[8] Contract No. 24, GRS 1040: 23

[9] *Horsham Times*, 22 September, 1968.

References:

Argus Newspaper

Brooke, Brian and Alan Finch. *A Story of Horsham: A municipal century*. City of Horsham, Horsham, 1982

Dingle, Tony. *The Victorians: Settling, Fairfax, Syme and Weldon Associations*, Sydney, 1984.

Grain Elevators Board, Conditions of Contract: specification and schedule, contract no. 23, held by the Geelong Heritage Centre Archives, GRS 1040: 22.

Grain Elevators Board, Conditions of Contract: specification and schedule, contract no. 24, held by the Geelong Heritage Centre Archives, GRS 1040: 23.

Horsham Times

Noradjuha Centenary Celebrations Committee *Noradjuha 1873-1973*. Noradjuha Centenary Celebrations Committee, Noradjuha, 1973

Description

Physical Description

This group listing comprises the elevator silos built for Grain Elevators Board from 1938 to 1939. The silos are typically situated within railway station reserves adjacent to the main railway lines or sidings. They are all built of reinforced concrete to standard designs and comprise single or two bin elevators according to capacity as follows:

Type 'A', 65,000 bushel capacity - Vectis silo.

The 'Type A' silos comprise a single circular silo 65,000 bushel 'bin' attached to twin circular towers containing the elevator shafts. There is a hipped corrugated iron roof with a projecting gabled tower rising above that contains the elevator machinery.

The Vectis silo is in good condition and is of a high degree of integrity, with only minor modifications.

Type 'B', 110,000 bushel capacity - Dooen, Wail and Natimuk

This type is of the same design as Type 'A' but larger, with six towers and two roof gable structures.

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The Dooen, Wail and Natimuk silos are in good condition and have a high degree of integrity.

150,000 bushel capacity - Pimpinio

Similar design as Type 'B' with two larger bins that appear to be of the same capacity and a central gable roof over the towers (presumably 75,000 bushels each). The 150,000 bushel silo is in active use, in good condition and has a high degree of integrity.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (bulk handling of grain required such storage facilities post 1934 Act. New construction type for period, to save time and cost. Also reflected need for greater storage capacity as harvest yields increased inter and post WW11 due to improved practices and agricultural activity. Reflects the local impact of the GEB, a government organisation which played an integral role in the development of Victoria's grain industry from 1934.)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (Part of a class of GEB grain silos scattered across the Shire (and Victoria), reflecting changes to bulk handling of grain (1934 Act) and increases in agricultural production and importance of the railway in transporting grain to markets)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (The silos are of aesthetic significance as iconic landmark structures within the rural landscape of the Shire. Silos mark settlements or rail junctions. Silos are a key landmark feature in the cultural landscape of rural Horsham - standing as a highly visible illustration of the role of grain production and railways in the historic development of the Shire.)

Comparative Analysis

Grain Elevators Board Concrete silo erected between 1938-40: Silos from this period common in neighbouring Shires - Yarriambiak, Hindmarsh, West Wimmera, Northern Grampians, Southern Grampians. Exist as a part of a grain collection network across western Victoria - as a collection, of cultural heritage value.

Statement of Significance

What is significant?

The reinforced concrete tower silos, roof top sheds, associated machinery and infrastructure of silo complexes, built 1938-39 by the Grain Elevators Board:

Dooen – 860 Henty Highway, Dooen – reinforced concrete towers/ bins and grain collection infrastructure (metal silo and large shed/ bunker silo excluded)

Jung – 14 Railway St, Jung – reinforced concrete towers/ bins and grain collection infrastructure (metal silo and shed/ bunker silo excluded)

Natimuk – 15 Station St, Natimuk – remaining reinforced concrete towers/ bins and grain collection infrastructure

Pimpinio – 36 Pimpinio Tip Road, Pimpinio – reinforced concrete towers/ bins and grain collection infrastructure (metal silo and shed/ bunker silo excluded)

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Vectis – 273 Vectis Station Road, Vectis – reinforced concrete towers/ bins and grain collection infrastructure (metal silo excluded)

Wail – 70 Wail Nursery Rd, Wail – reinforced concrete towers/ bins and grain collection infrastructure (metal silo excluded)

How is it significant?

The 1938-39 GEB silos at Dooen, Jung, Natimuk, Pimpinio, Vectis and Wail are of local historic, representative and aesthetic significance to Horsham Rural City.

Why is it significant?

The 1938-39 GEB silos at Dooen, Jung, Natimuk, Pimpinio, Vectis and Wail are of historic significance, reflecting the introduction of bulk handling of grain to Victoria, and Horsham in particular. The silos also have important associations with the Grain Elevators Board, which played an integral role in the development of Victoria's grain industry from its inception in 1934. The number of the silos and their combined capacity demonstrate the significant growth in Horsham's wheat industry during the twentieth century, which led to the need for bulk handling facilities. (Criterion A)

The 1938-39 GEB silos at Dooen, Jung, Natimuk, Pimpinio, Vectis and Wail are also of historic significance as representative examples of standard types of rural elevator silos and associated infrastructure erected for the Grain Elevators Board for the bulk handling project. (Criterion D)

The 1938-39 GEB silos at Dooen, Jung, Natimuk, Pimpinio, Vectis and Wail are of aesthetic significance as iconic landmark structures within the rural landscape of the Shire. The silos mark settlements or rail junctions. The silos are a key landmark feature in the cultural landscape of rural Horsham - standing as a highly visible illustration of the role of grain production and railways in the historic development of the Shire. (Criterion E)

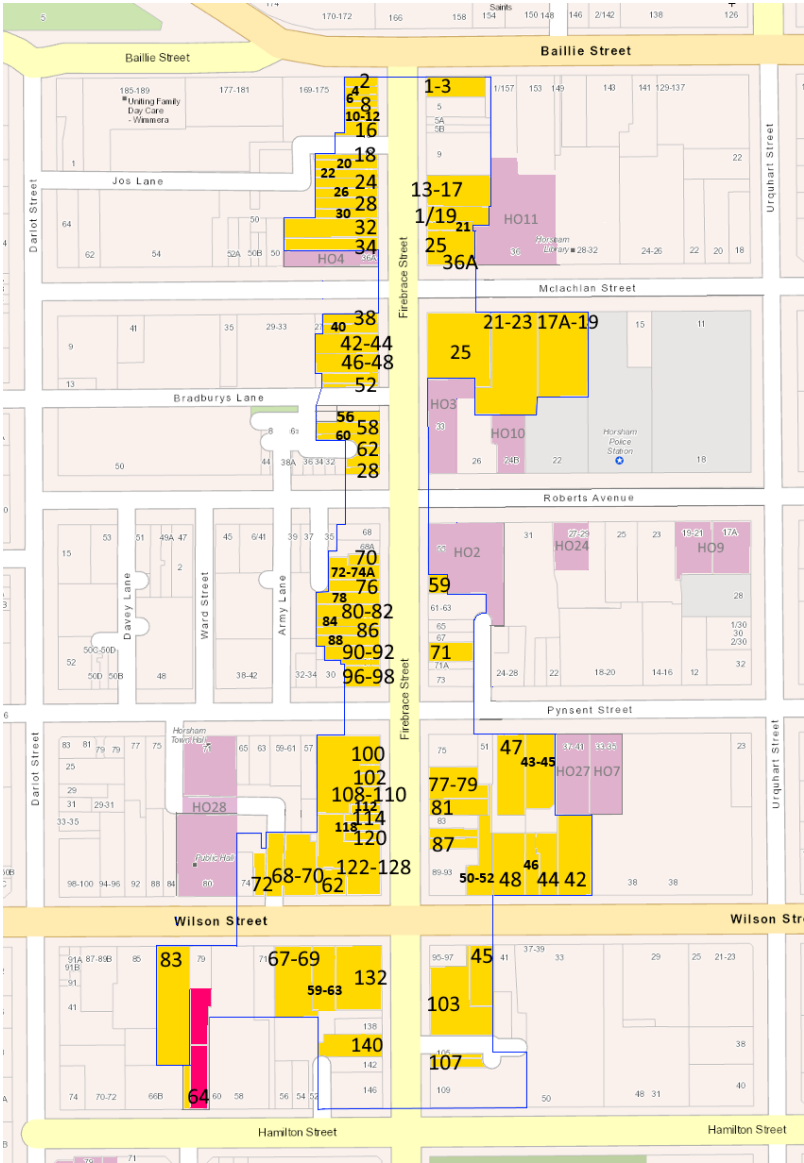
Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Firebrace Street Commercial Precinct
Address: 1-31, 59-109, 2-34 & 38-146 Firebrace St HORSHAM
 17A-25 & 36A McLachlan St HORSHAM
 43-51 Pynsent St HORSHAM
 28 Roberts St HORSHAM
 45-71, 79 (front), 83 & 42-72 Wilson St HORSHAM
 2 & 4 Bradburys Ln HORSHAM
 58-60 (part) Hamilton St HORSHAM
Place Type: Commercial Precinct
Citation Date: 2022



Firebrace Street Commercial Precinct v2

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**Recommended
Heritage Protection** **VHR -**

HI -
PS
Yes

Integrity

High - 70% of streetscape of heritage value. A number of early shops' front parapets have been concealed in the postwar period with metal cladding, for example, a c1880s balustraded parapet is visible from the rear at 52 Firebrace Street, and an early hipped roof at 128 Firebrace Street. For this reason, shops with concealed parapets have all been graded contributory, as it is assumed that an early (interwar or earlier) parapet or upper floor survives beneath this cladding.

Of the late-1960s and early-1970s bank and financial institution buildings, those which have best retained the integrity of their post-war facade designs have been graded as contributory.

History and Historical Context

Firebrace Street was named after Major William Firebrace, an early squatter of NSW and Victoria, who took up the Vectis pastoral run in the Wimmera in the early 1840s. With Langlands Store and a police presence already established here by 1849, it is possible that Firebrace Street loosely followed a pre-existing route taken by pastoralists and others, who used the Wimmera River as a convenient stop-over point.

Firebrace Street was marked out in the first town survey of Horsham in 1849, as a central roadway running north-south through the centre of the town. Because it was the main thoroughfare through the township, Firebrace Street was established early on as the most desirable location for much needed goods and services to those who were becoming established as settlers, such as provision stores (grocers, butchers, bakers, etc), stables, blacksmiths, farming supplies, agricultural machinery manufacturers, lodging houses, and later, hotels. Initially, these were simple, single-storey premises, mostly built of timber. One of the first was George Langlands' store, established in 1849 on the north-east corner of Hamilton and Darlot streets, just south-west of the precinct.[0] By the 1870s, when Horsham experienced significant growth on account of the attractions of land selection in the area, Firebrace Street had become a major commercial centre that served a growing farming district. By the early 1880s Horsham was also serving the needs of two municipalities: both the Shire of Wimmera and the Borough of Horsham, established in 1882, in which the town centre was located.

Firebrace Street continued to develop as the spine of the township, with development generally spreading from the southern to the northern end. As a regular transport route for graziers, drovers and others, it was an important supply stop and the many varied stores experienced good trade. Early photographs of Firebrace Street in the late 1800s and early 1900s show a concentration of shops along both sides of the street, mostly with pitched verandahs on posts that came to the edge of the footpath. Many built double-storey premises and in brick rather than timber. Considerable development of the precinct took place in the period from the 1870s until the early 1900s, when elaborate Victorian and Edwardian-era shops were constructed, with deep verandahs edged with decorative cast iron. Shop rows were given a uniform decorative treatment, which is evident in surviving first-floor facades. Several larger buildings defined the corners with imposing double-storey edifices, such as the White Hart Hotel (HO2), erected 1883, the Wimmera Shire offices (1875) and the Horsham Post Office (1878-80). St John's Anglican Church in Baillie Street, erected in the late 1870s, was a prominent feature that marked the culmination of Firebrace Street at its northern end (just outside the precinct). Some of the simple earlier structures also remained at this time, such as the Wimmera Times office, which commenced in the early 1870s in a log hut.[1] The wide, tree-lined street with its dominant Victorian/Edwardian character, that was also a regular thoroughfare for drovers and their livestock, had a rough elegance in the late nineteenth and early twentieth century. By the late nineteenth century Firebrace Street boasted a wide range of commercial premises, with the addition of such things as drapers and furniture stores, and other suppliers of domestic

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accoutrements for the home, reflecting the permanency of settlement.

The local council was concerned to beautify Firebrace Street, on account of it being the main face of Horsham to visitors and was much used by local people. Street trees were planted as early as the 1870s by the Wimmera Shire Council, which can be seen in early surviving photographs of Firebrace Street. A photograph taken in c.1870s, for example, shows young street trees protected by tree guards. Further street tree planting was undertaken in the 1880s by the newly established Borough of Horsham, and again in the early 1900s. There was on-going tension surrounding tree-planting in Firebrace Street. Whilst making the street more attractive was appealing, local business interests did not want Firebrace Street developed as an avenue in case it might impede business and trade in the street.[2]

As the population of Horsham and its outlying townships continued to grow, the commercial centre in Firebrace Street developed to serve a wider population. From the late 1800s and into the twentieth century, local farming families from around Horsham and the outlying towns would travel to Firebrace Street on a Friday (the traditional 'market day') to do their weekly shopping. This weekly chore also provided otherwise relatively isolated settlers with the opportunity for social interaction, and the chance to catch up with friends, and Firebrace Street was the site for this.

Many bank branches were constructed, including the State Savings Bank, Bank of NSW, CBC, ES&A, and CBA, all since demolished. There is a surviving nineteenth-century bank building at 48 Wilson Street, the former Primary Producers Bank. There were many hotels, both along Firebrace Street and on the side streets, particularly Wilson Street. Those on Wilson Street included the 'Royal', which dominated the Firebrace Street corner from as early as 1881, while further west the 'Bull and Mouth', the 'Commercial', the 'Shamrock', and the 'Farmers Union' served locals and travellers. John Gillies, owner of Horsham's first flour mill, built the 'White Hart' hotel at 55 Firebrace Street in 1883 (HO2), to a design by his son, Henry Alexander Gillies. An upper floor and two-storeyed cast-iron verandah were added to it by 1888. George Ryan built the 'Union Store' around 1884 on the north-west corner of Firebrace and Wilson streets (128 Firebrace Street). The brick and rendered building with expansive glazed shopfronts was later given a timber and cast-iron verandah (since removed), and gave the name 'Ryan's Corner' to this spot. Following the purchase of these premises by Langlands emporium c1932, it became known as 'Langlands' Corner' until that department store closed in 1976. Joe Puls built the two-storey 'Austral Buildings' at 102-110 Firebrace Street in 1908, where he had a stock and station agent's office providing loans to farmers. Around that same time, the Victoria Buildings 'Picture Hall' was constructed in the Edwardian Free Style at 62 Wilson Street, and the 'Exchange' Hotel at 100 Firebrace Street.[0]

From the 1920s and 30s, the motor car era brought cars into the city on a Friday night, drawn by late-night shopping, cafes, coffee lounges, and the various entertainments on offer. In the 1930s, for example, Friday-night shoppers were treated to a pipe band.[3]

As Horsham's principal thoroughfare, Firebrace Street also served as a public precinct for the town and wider district, a role probably aided by the location of several of the chief public buildings - for example, the first Horsham Mechanics' Institute (HO7, 1872; rebuilt in 1909), the Horsham Post Office (1878-80), and the new municipal building for the Shire of Wimmera (1875).[4] The corner of Firebrace and Wilson Streets was ornamented with the May and Millar fountain in 1901. Firebrace Street has been used for various public parades and processions, such as the annual horse parade, which ran from the 1870s until the 1930s, and also the large-scale 'Back to Horsham' parade in 1951.

There was further development in the street during the interwar period when there was substantial growth in Horsham. New shops were often built in rows with uniform shopfronts and parapets. A new row of shops adjoining the Albion Hotel, for example, was erected in 1919.[5] Architect Ernest Keogh designed the 'Wimmera Coffee Palace' at 67-69 Wilson Street in 1918, later known as the 'Locarno' and 'Wilson's Hotel'. Its Arts & Crafts design recalled the substantial homes of the time.[0] The Victorian-era 'Criterion' (now Royal) Hotel underwent a high-quality internal remodelling in the 1920s, with the installation of tiles to the external ground floor. A branch of the ES&A Bank opened in 1928 and Langlands Store erected a prominent tower above their premises in 1937 to serve as a marker for aircraft, but which provided a landmark for the town. The 1920s

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witnessed the establishment of the motor industry, represented by the Wilson Bolton Motors garage at 47-49 Pynsent Street.[0] The construction of the T & G Building (HO4) in 1940 added an imposing Art Deco structure to Firebrace Street that signalled the arrival of modernity, as had the construction of the new Wimmera Shire Offices (HO3) in 1937 replacing its 1875 predecessor. A RSSILA Building was constructed on McLachlan Street in 1921, designed in a classical revival style by a G[?] Lucas (HO11).[0]

The widespread adoption of motor vehicles by the 1920s and 1930s meant the decline of horse-drawn vehicles, and of the horse market that had long characterised Horsham's commercial life. This impacted on some of the traditional traders in Firebrace Street, such as blacksmiths and stables. It also led to the removal of hitching posts and horse troughs, and the eventual introduction in the postwar period of concrete kerbing, road signs, traffic lights, parking meters and roundabouts. The street trees were largely gone by the 1920s, victims of motor traffic and commercial development. The May and Millar fountain was relocated to May Park to accommodate motor traffic in 1947.[6] Some of the older structures in Firebrace Street were replaced during this period by modern shop buildings, and others lost their posted verandahs or were even hidden beneath metal cladding. A redeveloped St John's Church, completed in 1957, retained the church view with the addition of a prominent spire that dominated the north end of Firebrace Street (just outside the precinct).

During the austerity period of the immediate post-war years, private enterprise development in Firebrace Street was minimal. Various arms of government were still able to marshal resources for building, and under the banner of decentralization which had been developed during the war, Commonwealth and State government departments and utilities were established in new premises in and around Firebrace Street. These reinforced Horsham's status as a regional centre. These were of a similar overall scale to the existing buildings, but Modernist facades of these buildings made a distinctly new contribution to the streetscape.

Some substantial bank buildings in Firebrace Street from the nineteenth century and early twentieth century survived into the post-war period, but by the 1960s these were being demolished and replaced with new premises which provided a modern customer experience, and which were designed in International Modernist style. An early example was the ES&A bank (no longer extant). To the south of the post office on the east side of Firebrace Street a new 'Bankers Row' developed, which included the Commercial Bank (1962), AMP building (1970) and ANZ Bank (1973) as well as the later National Australia Bank.[7]

The status of Horsham as a regional centre was reinforced in an emphatic manner by the construction of the imposing five-storey tower of the State Public Offices (1970) in McLachlan Street. This status was reinforced soon after by the near-Brutalist new Post Office, opened in 1972.

[0] Andrew Ward, 'Limited Heritage Study for the Rural City of Horsham', 1998.

[1] *Horsham in Focus*, 1999, p. 44.

[2] *Horsham Times*, 30 April 1901.

[3] *Horsham Times*, 29 May 1931.

[4] *Horsham in Focus*, 1999, p. 32.

[5] *Horsham Times*, 19 January 1919.

[6] *Horsham in Focus*, 1999, p. 15.

[7] Brook, Brian and Alan Finch, 1982, *A Story of Horsham: a municipal century*, pp.95-96.

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Description

Physical Description

High number of 1880 - 1970s buildings, of one and two storeys typically - centred along the main commercial/civic street of the city of Horsham. Buildings vary in date from the early 1880s (none survive from the early settlement period (1849-1880)), with many of the city's 1880s hotels centred around the Wilson St corner. Hamilton Street was the early focus of horse and stock yards and the area around Roberts Avenue contained many of the civic buildings - such as Council offices and the nearby (now demolished) post office and court house. Single storey shops of the early 20thC to interwar period line the west side of Firebrace Street, at the Baillie St end. A small number of shops retain an intact original shopfront, notably 8 & 28 Firebrace Street, with partially surviving examples at 2 & 22 Firebrace Street. Of particular note is the dominant landmark at the north end of Firebrace Street, St John the Divine church. This church visually dominates the street and defines the north end of the Precinct, though it is outside the precinct boundary. The most intact area of interest is the Firebrace/ Wilson St corner, illustrating pre 1920 development in the street. Moderne era buildings such as the Town Hall (HO28/VHR), the landmark tower of the T&G Building (HO4) and the former Wimmera Shire Offices (HO3) illustrate the prosperous 20thC inter-war period of development within the town.

Private enterprise development of central Horsham was slow after the Second World War but several buildings for government departments and banks were constructed from the late 1940s to the early 1970s. A number of these created a new presence in the main street with Modernist/International style facades. The early 1970s and saw the construction of two landmark buildings, the five-storey tower of the State Public Offices which was of a scale entirely new Horsham, and the massive facade of the new Post Office.

Physical Condition

Fair condition. Most buildings have lost early verandahs and most shopfronts of commercial premises have been replaced in the late 20th century. The two-storey shop at 54 Firebrace Street, part of a row at Nos. 54-58, was lost in a fire in 2024.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (early buildings remaining illustrate the settlement and early physical development of the district due to pastoral and agricultural prosperity)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (substantial regional centre in Victoria – illustrating the settlement and growth of post-contact Victoria in western Victoria)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (late 19thC buildings of design merit. Inter-war buildings of design merit, including several Moderne buildings of design merit. Further, built form representation of early grid plan for city)

Comparative Analysis

There are two civic/commercial precincts recommended for the Heritage Overlay, one in Horsham and one in Natimuk. As there are currently no precincts in the Horsham Heritage Overlay, these two areas will be compared amongst themselves.

Firebrace Street is the premier commercial and civic centre of the Rural City of Horsham. It contains a high concentration of late 19th and early 20th century shops, hotels and banks, as well as civic and community buildings within its streetscapes (but not in the formal precinct boundary) such as the Wimmera Shire Offices (HO3), the Horsham Town Hall (HO28/VHR), the Horsham Theatre (HO27/VHR), the Mechanics' Institute (HO7) and the RSSILA (HO11). The precinct boundary has been drawn to include the most intact part of the Firebrace

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Street streetscape as well as nearby commercial and civic buildings on the cross streets.

The only other precinct that contains a comparable suite of civic and commercial buildings is the Natimuk Township Precinct (recommended for the HO by this study). This precinct covers the central township area along Main Street, Station Street to its south, and the cross streets between them. Both precincts contain a high number of substantial civic, commercial and other public-use buildings. Natimuk Township differs from the Firebrace Street Precinct in its rural town character, which contains a mix of substantial buildings with single-storey and timber commercial buildings, as well as residential properties mixed among them.

The Horsham precinct is far more urban in its hard landscaping, the construction of nearly all buildings to the front and side boundaries, and its exclusion of residential properties. It is also distinguished by its inclusion of large, architect-designed public buildings dating to the post-war period.

In conclusion, these two town-centre precincts had similar uses in keeping with their status as rural or regional centres, though Horsham was the larger of the two and more urban as a result.

Statement of Significance

What is significant?

Firebrace Street Commercial Precinct is significant, comprising:

- 2 & 4 Bradburys Lane
- 1-31, 59-109, 2-34 & 38-146 Firebrace Street,
- 58-60 Hamilton Street (northern half only),
- 17A-25 & 36A McLachlan Street,
- 43-51 Pynsent Street,
- 28 Roberts Avenue, and
- 45-71, 79 (frontage), 83 & 42-72 Wilson Street, Horsham.

The elements of heritage value include:

- . Commercial and civic buildings constructed between 1880 and 1945, including some whose parapet and/or upper floor is hidden behind later metal cladding
- . Surviving early shopfronts, found at 2 (partial), 8, 22 (partial) & 28 Firebrace Street
- . Views from Firebrace Street looking north to the spire of St John's Anglican Church (which is protected by HO39, outside of the precinct)

Contributory properties are at 1-3, 13-27, 71, 77-79, 59, 81, 85, 87, 103-107, 2-30, 38-52, 56-64, 70-132 & 140A-140B Firebrace Street; 17A-25 & 36A McLachlan Street; 43-47 Pynsent Street; 28 Roberts Avenue, 45, 59-69, 83 & 42-72 Wilson Street. Among these properties are many keynote buildings important for their historical and landmark qualities, including the Exchange Hotel at 100 Firebrace Street; the Royal Hotel (former 'Criterion') at 132 Firebrace Street; Wilsons Hotel (former 'Wimmera Coffee Palace' and 'Locarno') at 67 Wilson

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Street; the former Primary Producers Bank at 48 Wilson Street, the Victoria Buildings 'Picture Hall' at 62 Wilson Street, and the former Wilson Bolton Motors Garage at 47 Pynsent Street.

Places including HO4 T&G Building at 36 Firebrace Street & 40-46A McLachlan Street; HO3 Former Wimmera Shire Offices at 35-51 Firebrace Street; HO2 White Hart Hotel at 55 Firebrace Street; HO11 RSSILA Building at 36 McLachlan Street; HO7 Former Mechanics' Institute at 33 Pynsent Street; HO27/VHR Horsham Theatre at 37-41 Pynsent Street; HO28/VHR Horsham Town Hall at 78 Wilson Street, and the former Young Bros. Stable at rear of 79 Wilson Street and 64 Hamilton Street have site-specific Heritage Overlays. While they do not form part of the Firebrace Street Commercial Precinct, they are located in the same streetscapes and are closely related to its history and significant themes.

How is it significant?

The Firebrace Street Commercial Precinct, Horsham, is of local historic, representative and aesthetic significance to the Horsham Rural City.

Why is it significant?

The Firebrace Street Commercial Precinct, Horsham, is of local significance, due to:

- . the remnant, early commercial and civic Horsham, settled from 1849. The extant 1880 -1915 era buildings along Firebrace St illustrate the scale, prosperity and needs of the mid-late 19th century town and the surrounding agricultural community, as pastoralism gave way to closer settlement and high yield grain production. Horsham grew from an 1851 survey to become a substantial town in the Wimmera district by the end of the 19th century, known by many locals as the 'centre of the Wimmera'. Many of the surviving nineteenth-century buildings are hotels, being some of the most substantial and well-built structures in the area, which have survived despite Horsham's highly reactive soil. (Criteria A and D)
- . the substantial redevelopment of the town during the 20th century inter-war period. The Wimmera region underwent a substantial economic boom during this period, due to improvements in farming technology, soil management, transport and several very good harvest years. A substantial part of the 19th century civic and commercial heart of the town was rebuilt during this period. These new 'Art Deco' or 'Moderne' styled buildings are of heritage significance as they illustrate the emergent modern and prosperous aspirations of the community during this period, and many are of design merit. (Criteria A and E)
- . private investment in Firebrace Street in the Austerity period after the Second World War was limited, but government utilities and departments built substantial infrastructure and offices. These modern and substantial buildings illustrate the consolidation of the role of Firebrace Street as the main street and the role of Horsham as a regional centre. The renewal of the street front contributions of banks and other financial institutions in the 1960s and 1970s, again marked with striking up-to-date styles, reinforced the role of Firebrace Street as the financial heart of the town. (Criteria A and D)

PROPERTY TABLE

Number	Street	Town	Heritage classification
2	Bradburys Lane	Horsham	Non-contributory
4	Bradburys Lane	Horsham	Non-contributory
1-3	Firebrace Street	Horsham	Contributory
2	Firebrace Street	Horsham	Contributory
4	Firebrace Street	Horsham	Contributory
5	Firebrace Street	Horsham	Non-contributory
5A	Firebrace Street	Horsham	Non-contributory
5B	Firebrace Street	Horsham	Non-contributory

HERITAGE CITATION REPORT

6	Firebrace Street	Horsham	Contributory
8	Firebrace Street	Horsham	Contributory
9	Firebrace Street	Horsham	Non-contributory
10-12	Firebrace Street	Horsham	Contributory
13-17	Firebrace Street	Horsham	Contributory
14	Firebrace Street	Horsham	Contributory
16	Firebrace Street	Horsham	Contributory
18	Firebrace Street	Horsham	Contributory
19	Firebrace Street	Horsham	Contributory
20	Firebrace Street	Horsham	Contributory
21	Firebrace Street	Horsham	Contributory
22	Firebrace Street	Horsham	Contributory
23-27	Firebrace Street	Horsham	Contributory
24	Firebrace Street	Horsham	Contributory
26	Firebrace Street	Horsham	Contributory
28	Firebrace Street	Horsham	Contributory
29	Firebrace Street	Horsham	Contributory
30	Firebrace Street	Horsham	Contributory
31	Firebrace Street	Horsham	Contributory
32	Firebrace Street	Horsham	Contributory
34	Firebrace Street	Horsham	Contributory
38	Firebrace Street	Horsham	Contributory
40	Firebrace Street	Horsham	Contributory
42-44	Firebrace Street	Horsham	Contributory
46-48	Firebrace Street	Horsham	Contributory
50	Firebrace Street	Horsham	Contributory
52	Firebrace Street	Horsham	Contributory
54	Firebrace Street	Horsham	Contributory
56	Firebrace Street	Horsham	Contributory
58	Firebrace Street	Horsham	Contributory
59	Firebrace Street	Horsham	Contributory
60	Firebrace Street	Horsham	Contributory
61-63	Firebrace Street	Horsham	Non-contributory
62	Firebrace Street	Horsham	Contributory
64	Firebrace Street	Horsham	Contributory
65	Firebrace Street	Horsham	Non-contributory
66	Firebrace Street	Horsham	Contributory
67	Firebrace Street	Horsham	Non-contributory
68	Firebrace Street	Horsham	Non-contributory

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68A	Firebrace Street	Horsham	Non-contributory
70	Firebrace Street	Horsham	Contributory
71	Firebrace Street	Horsham	Contributory
71A	Firebrace Street	Horsham	Non-contributory
72-74A	Firebrace Street	Horsham	Contributory
73	Firebrace Street	Horsham	Non-contributory
75	Firebrace Street	Horsham	Non-contributory
76	Firebrace Street	Horsham	Contributory
77-79	Firebrace Street	Horsham	Contributory
78	Firebrace Street	Horsham	Contributory
80-82	Firebrace Street	Horsham	Contributory
81	Firebrace Street	Horsham	Contributory
83	Firebrace Street	Horsham	Non-contributory
84	Firebrace Street	Horsham	Contributory
85	Firebrace Street	Horsham	Contributory
86	Firebrace Street	Horsham	Contributory
87	Firebrace Street	Horsham	Contributory
88	Firebrace Street	Horsham	Contributory
89-93	Firebrace Street	Horsham	Non-contributory
90-92	Firebrace Street	Horsham	Contributory
94	Firebrace Street	Horsham	Contributory
95-97	Firebrace Street	Horsham	Non-contributory
96-98	Firebrace Street	Horsham	Contributory
100	Firebrace Street	Horsham	Contributory
102	Firebrace Street	Horsham	Contributory
103	Firebrace Street	Horsham	Contributory
104-106	Firebrace Street	Horsham	Contributory
105	Firebrace Street	Horsham	Contributory
107	Firebrace Street	Horsham	Contributory
108-110	Firebrace Street	Horsham	Contributory
109	Firebrace Street	Horsham	Non-contributory
112	Firebrace Street	Horsham	Contributory
114	Firebrace Street	Horsham	Contributory
118	Firebrace Street	Horsham	Contributory
120	Firebrace Street	Horsham	Contributory
122-128	Firebrace Street	Horsham	Contributory
132	Firebrace Street	Horsham	Contributory
138	Firebrace Street	Horsham	Non-contributory
140	Firebrace Street	Horsham	Contributory

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142	Firebrace Street	Horsham	Non-contributory
146	Firebrace Street	Horsham	Non-contributory
58-60 (part)	Hamilton Street	Horsham	Non-contributory
17A-19	McLachlan Street	Horsham	Contributory
21-23	McLachlan Street	Horsham	Contributory
25	McLachlan Street	Horsham	Contributory
36A	McLachlan Street	Horsham	Contributory
43-45	Pynsent Street	Horsham	Contributory
47	Pynsent Street	Horsham	Contributory
51	Pynsent Street	Horsham	Non-contributory
28	Roberts Avenue	Horsham	Contributory
42	Wilson Street	Horsham	Contributory
44	Wilson Street	Horsham	Contributory
45	Wilson Street	Horsham	Contributory
46	Wilson Street	Horsham	Contributory
48	Wilson Street	Horsham	Contributory
50-52	Wilson Street	Horsham	Contributory
58-64	Wilson Street	Horsham	Contributory
59-63	Wilson Street	Horsham	Contributory
67-69	Wilson Street	Horsham	Contributory
68-70	Wilson Street	Horsham	Contributory
71	Wilson Street	Horsham	Non-contributory
72	Wilson Street	Horsham	Contributory
79 (front)	Wilson Street	Horsham	Non-contributory
83	Wilson Street	Horsham	Contributory

Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

References

Literature title: A story of Horsham : a municipal century

Literature type: General Reference

HERITAGE CITATION REPORT

Literature author: Brooke, Brian. & Finch, Alan

Literature publisher: City of Horsham

Literature year: 1982

Literature title: Horsham in focus: 1849-1999

Literature type: General Reference

Literature author: Foley, Marie. & Jenkinson, Noelene M. & Horsham Historical Society

Literature publisher: Horsham Historical Society Horsham, Vic

Literature year: 1999

Literature title: Horsham Times Newspaper

Literature type: General Reference

Literature author:

Literature publisher:

Literature year:

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HERITAGE CITATION REPORT

the Dooen Road where it opened out into the Reserve at its eastern end. It was also situated on the “High Road” into town and had the added advantage of being near the Recreation Reserve. In spite of these advantages, development did not begin until the early 1920s. Only then were weatherboard houses at nos. 59, 61 and 63 commenced. On the north side, Willam Schmidt’s weatherboard house at no. 6 was in existence prior to 1921. The highly original home of John Frounce at no. 2 had been built by 1926 along with the weatherboard houses at nos. 12, 16, 22 and 38. Further development followed during the second half of the decade.[0] The increasing popularity of the street was reported by the local paper in 1922, noting the recent completion and ongoing construction of new homes.[1]

The residents gathered together in 1925 for a working bee during which they built a fence around the median as preparation for planting trees, reportedly Mahogany Gums (actually sugar gums were planted). The fencing materials and seedlings had been provided by the Horsham Borough Council. Their efforts were lauded by the local paper as it would ‘not only increase the attractiveness of their outlook but will give a pleasing appearance to the western entrance to the town’. [2]

Obtaining a building allotment on Natimuk Road was desirable because it was an attractive wide roadway and was sufficiently distant from the centre of town to give it a suburban character.

[0] Andrew Ward, ‘Limited Heritage Study for the Rural City of Horsham’, 1998.

[1] *Horsham Times*, 1 September 1922.

[2] *Horsham Times*, 30 June 1925, 7 July 1925 & 10 July 1925.

Reference:

Horsham Times Newspaper

Description

Physical Description

North and south sides of Natimuk Road, consisting of c1920s – 1940s dwellings.

Generally consistent setbacks and allotment sizes, with little subdivision having occurred to date. Fencing to north side is generally low, picket or cyclone wire fence with some hedge and other styles. South side fencing is more mixed with some higher fencing.

Dwellings are almost all timber framed, weatherboard clad bungalow style dwellings, though there are a few face brick and rendered houses (22 & 81 Natimuk Road). Verandahs are generally incorporated under the main roof and retain decorative timber fretwork in differing styles. Roof pitches are generally 30 degrees or higher. The houses at 18, 59 & 65 Natimuk Road are typical Edwardian villas, with an asymmetric façade and gabled hip roof, though the first two have verandah supports suggesting an early interwar date. Late Edwardian bungalows often feature complex roof forms incorporating enveloping hips and multiple gables, for examples at 12 Natimuk Road. Other Edwardian houses adopt more eclectic Late Edwardian forms, often with a picturesque Arts & Crafts influence. The Arts & Crafts attic-storey rendered-masonry house at 81 Natimuk Road is the most substantial dwelling in the precinct, and is of a quality and finish that indicates it was architect-designed. The peaks of the large gables are finished with terracotta shingles. It retains its original masonry front fence, porch-cochere, and garage. The face brick and render house at 22 Natimuk Street shares some characteristics with it.

Most interwar California Bungalows have gabled roofs, often with a minor gable to the façade, with later

HERITAGE CITATION REPORT

examples returning to simple hipped roofs. Others are idiosyncratic, such as the early interwar house at 26 Natimuk Road with its shed-roofed dormer, bay windows at both front corners, and a canted front porch. The gable-fronted bungalow at 6 Natimuk Road is distinguished by its elaborate timber fretwork. One of the most substantial California Bungalows, 80 Bennett Street, has two broad front gables finished in timber shingles, with decorative eaves brackets.

Masonry bases to verandah piers are seen to several California Bungalows, often replicating surface treatments to chimneys, which are otherwise face or painted brick. Dwellings to the south side are slightly larger and more distinctive.

Several established gardens exist as well as a few significant palms. The median strip contains a row of established eucalypts, planted in 1925.

Physical Condition

Fair to good condition – evidence of cracking of masonry buildings common.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (buildings illustrate the pattern of development of Horsham township during the interwar period)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrating the settlement and growth in a regional centre of post-contact period in western Victoria, and common early 20th styles such as interwar California Bungalows.)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (early 20thC buildings of design merit and good integrity; original beautification comprising median plantings of Australian native trees)

Comparative Analysis

There are eight residential precincts recommended for the Heritage Overlay, seven in Horsham and one in Natimuk. As there are currently no precincts in the Horsham Heritage Overlay, these proposed areas will be compared amongst themselves. They include:

. Albert Street Residential Precinct – This is a small precinct focused largely on two blocks of Albert Street. It contains a very high proportion of contributory properties. The contributory houses illustrate the ongoing prevalence of Federation villa forms during the interwar period in regional areas, as well as the transition to more standard California Bungalows by the end of the 1920s. The intactness of individual houses is generally high.

. Bowden & Searle Streets Residential Precinct – This is a relatively large precinct, spread over the two key streets and connecting cross streets. Contributory properties are dispersed, mostly in small groups, alternating with single or small groups of Non-contributory properties containing houses of a similar scale and setbacks. The contributory houses in this precinct range from the late Victorian era, through Edwardian and interwar periods. There are a number of particularly well detailed and intact substantial Victorian houses. Edwardian-era houses represent a range of forms, typical and unusual. Houses representing the transition from Federation villas in the early interwar period are well represented, with a few of very high architectural quality (including a rare masonry house). There is also a large collection of more standard California Bungalows. Intactness of contributory houses is mostly high, and many retain their original front fence and/or gate.

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. Bowen Street Residential Precinct – A small precinct encompassing almost the entirety of a short street. It contains a very high proportion of contributory properties built over a very short period of time. This precinct contains a small number of Federation villa-type interwar houses, but most are more standard California Bungalows, both very simple and more elaborate in detail. The houses are of high intactness, and many retain their original front fence and/or gates.

. Dooen Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains dense groups of contributory properties on both sides, with intervening small groups of non-contributory properties. It retains early housing stock, including a notable collection of Victorian houses on the north side and some masonry houses, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the Victorian through the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the north-east, displaying Horsham's early 20th century prosperity.

. Natimuk Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains a dense group of contributory properties at the middle of the south side of Natimuk Road, and smaller groups and single contributory properties elsewhere. It is characterised by its interwar housing stock, including some very substantial examples, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the south-west, displaying Horsham's early 20th century prosperity. The eucalyptus plantings in the broad road reserve add to this salubrious character, and are an improvement brought about by the earliest residents.

. Railway Avenue Residential Precinct – A medium-sized precinct which runs along the south side of the railway reserve and just to its south. It contains a relatively high proportion of contributory properties, interspersed with single non-contributory properties. This precinct contains a high proportion of Victorian houses, both tiny cottages and larger Italianate houses, some still intact and some remodelled during the interwar period. Edwardian houses are mostly asymmetrical villas, a typology that continued into the early interwar period. The remaining interwar houses are California Bungalows, as well as a few simple 1930s hipped-roof bungalows. Houses are mostly of standard design, with a few standouts from all three periods. Intactness of individual houses is high to moderate.

. Edward Street Residential Precinct – A medium-sized precinct, with a relatively high proportion of contributory properties. The dominant character of this precinct is created by Edwardian and early interwar houses of the Federation villa type, many of which retain notable timber fretwork. It also contains many California Bungalows, most of them featuring verandah posts and fretwork in keeping with the continuation of the Federation style. Most houses are of high intactness, with some exceptions.

. Natimuk Residential Precinct – The precinct follows the Natimuk Creek, including most of the long and irregular course along the west side (Lake Avenue) and a short section of Lake Road facing it on the east side. The central area of the precinct has densely developed township-like blocks, with larger and more spread-out farm homestead blocks at the western and northern ends. The central core area contains a very consistent group of timber Victorian houses, most of them block-fronted Italianate houses with simple details. The Edwardian and early interwar houses are more substantial, featuring the Federation villa style. There are three notable brick houses at the west and northern ends of Lake Avenue, illustrating an Arts & Crafts influence through the first two decades of the 20th century. Intactness of the contributory houses is generally high.

In comparison to the other precincts, the Natimuk Road Precinct is most comparable to the Dooen Road Precinct due to the many prestige dwellings on large blocks. While it represents the same focus on interwar development as several other precincts (Bowen Street, Albert Street), it stands out from them due to its high-end architectural design and the presence of several masonry houses, as well as its original treed central reserve.

HERITAGE CITATION REPORT

Statement of Significance

What is significant?

Natimuk Road Residential Precinct is significant. It comprises 2-44 & 2/51-81 Natimuk Road, and 76-80 Bennett Road, Horsham.

The elements of heritage value include:

. Houses built between 1920 and 1940 in their garden settings, the broad landscaped median reserve planted with eucalypts, as well as three mature Canary Island Palms at 71 Natimuk Road.

. Early and original front fences and/or gates, found at 4, 6, 26, 38, 53, 61, 69 & 81 Natimuk Road and 80 Bennett Road. And the original 1920s garage retaining folding timber doors at 81 Natimuk Road.

Contributory properties are at 80 Bennett Road; and 53, 57-69, 81, 2-6, 12, 16-22, 26, 30 & 38 Natimuk Road. Among them are houses of particular note at 53 & 81 Natimuk Road, and 80 Bennett Road. Nearly all houses are constructed of timber, with weatherboard cladding, and feature complex or simple hipped and gable roofs with encircling verandahs.

How is it significant?

The Natimuk Road Residential Precinct, Horsham, is of local historic, representative and aesthetic significance to Horsham Rural City.

Why is it significant?

The Natimuk Road Residential Precinct, Horsham, illustrates:

. Residential growth and development of suburban Horsham during the interwar period. The extant residential buildings illustrate the scale, prosperity and needs of the town as it grew and developed into a city. Once the earliest prestige residential street, Dooen Road, began to be built out in the early interwar period, Natimuk Road took over as the most sought-after residential enclave for new development. (Criterion A)

. The scale and design merit of a collection of buildings in the precinct demonstrate the increasing prosperity of the city in the interwar period and affluence of a larger proportion of its residents. A number of buildings in the precinct are of aesthetic value, and collectively present a cohesive streetscape together with more typical dwellings of the period. There are late Federation bungalows and interwar California Bungalows the precinct, many of them framed by original front fences. The broad median featuring mature eucalypt plantings along Natimuk Road is an important gateway to Horsham. (Criteria D and E)

PROPERTY TABLE

Number	Street	Town	Heritage classification
76	Bennett Road	Horsham	Non-contributory
80	Bennett Road	Horsham	Contributory
2	Natimuk Road	Horsham	Contributory
4	Natimuk Road	Horsham	Contributory
6	Natimuk Road	Horsham	Contributory
8	Natimuk Road	Horsham	Non-contributory
10	Natimuk Road	Horsham	Non-contributory
12	Natimuk Road	Horsham	Contributory
14	Natimuk Road	Horsham	Non-contributory

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16	Natimuk Road	Horsham	Contributory
18	Natimuk Road	Horsham	Contributory
20	Natimuk Road	Horsham	Contributory
22	Natimuk Road	Horsham	Contributory
24	Natimuk Road	Horsham	Non-contributory
26	Natimuk Road	Horsham	Contributory
28	Natimuk Road	Horsham	Non-contributory
30	Natimuk Road	Horsham	Contributory
32	Natimuk Road	Horsham	Non-contributory
34	Natimuk Road	Horsham	Non-contributory
36	Natimuk Road	Horsham	Non-contributory
38	Natimuk Road	Horsham	Contributory
40	Natimuk Road	Horsham	Non-contributory
42	Natimuk Road	Horsham	Non-contributory
44	Natimuk Road	Horsham	Non-contributory
51	Natimuk Road	Horsham	Non-contributory
51A	Natimuk Road	Horsham	Non-contributory
51B	Natimuk Road	Horsham	Non-contributory
53	Natimuk Road	Horsham	Contributory
55	Natimuk Road	Horsham	Non-contributory
57	Natimuk Road	Horsham	Contributory
59	Natimuk Road	Horsham	Contributory
61	Natimuk Road	Horsham	Contributory
63	Natimuk Road	Horsham	Contributory
65	Natimuk Road	Horsham	Contributory
67	Natimuk Road	Horsham	Contributory
69	Natimuk Road	Horsham	Contributory
71	Natimuk Road	Horsham	Trees - Contributory
73-75	Natimuk Road	Horsham	Non-contributory
77	Natimuk Road	Horsham	Non-contributory
79	Natimuk Road	Horsham	Non-contributory
79A	Natimuk Road	Horsham	Non-contributory
81	Natimuk Road	Horsham	Contributory

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes 3 Canary Island palms at 71 Natimuk Rd

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Fences & Outbuildings	Yes original front fences and gates, garage at 81 Natimuk Rd
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

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HERITAGE CITATION REPORT

Following the opening up of new farming land for selection under the selection acts in the late 1860s, a large number of new settlers arrived in the district around Natimuk in 1870-71, many of whom were Germans (Lutherans from Silesia and Saxony) who had travelled across from earlier established farming areas of western Victoria, from Mount Gambier, and from the German settlements such as the Barossa, Hahndorf, Lobethal and Mallee districts in South Australia. It became clear that a service township was required to satisfy the needs of the growing number of settlers. A survey of the town was prepared in 1874 by surveyor Eastone Johnstone, but this first site was abandoned in favour of an alternative site set aside the following year several miles east of the first site, and closer to Lake Natimuk, where there was a pre-existing store built in 1873. The central road, named Main Street, provided the spine of the township. Stores of various kinds emerged slowly along this strip, mainly serving the immediate neighbourhood of selectors. By 1880, Natimuk was described as a 'pretty, prosperous village'.

The Natimuk Residential Precinct is located just north of the original township boundaries. Most of the land along Lake Avenue was first purchased as a 319-acre block (Crown Allotment 40) by Johann (John) Joachim Kuse, on 4 August 1879. The northern end of the street (nos. 77 to 85) was purchased as part of a 307-acre block by Johann Carl William Bretag (CA 46) on 8 November 1879. The land along Lake Road was part of a third holding of 320 acres (CA 75B), purchased by Heinrich Schmidt on 5 June 1875. All three had first selected their land in 1871, leasing and improving it for several years before being able to purchase it outright from the Crown (Parish Plan).

Under section 19 of the Land Act 1869 selectors could apply for a three-year licence to occupy Crown land. The rent was set at two shillings per acre and a maximum of 320 acres per selector was allowed. On application a deposit of half a year's rent was paid. If the application was refused, the deposit was refunded. Section 20 of the Act placed conditions on the three-year licence; selectors were required to improve their allotment by the erection of fencing and a dwelling, cultivation of their land and the destruction of vermin and noxious weeds. After the licence term had expired, the selector was eligible to apply for a seven-year lease or a Crown Grant to purchase their allotment. Grants or leases were only approved if improvement conditions had been met (PROV).

By the late 1880s, Natimuk was entering its most prosperous years. The arrival of the railway and the establishment of a creamery by the early 1890s, did much to advance development in Natimuk, with the town extended in 1888.

During this boom time, John Kuse began to sell off small blocks of land along the south-eastern edge of CA 40 (comprising 27-53 Lake Avenue). From 1886 to 1890 he sold no. 33 to Fritz Tollner, no. 35 to Gustav HC Finck, no. 37 to The Ballarat Diocesan Trustees, No. 39 to Jane McClure, no. 41 to Francis T Bennett, no. 43 to Mary A Warm, no. 45 to Augusta Specher, nos. 47-49 to George J Harris, and no. 51-53 to Charles JW Crowle (CT V1160 F824). Considering the variety of Late Victorian houses that survive at 33, 37, 41, 43 and 45 Lake Avenue, they were all built around 1890 for their individual owners.

On 13 July 1888, Kuse transferred a large block at 27-31 Lake Ave (just outside of the precinct) to himself and Johann Bretag. This was the site of their flour mill, established in 1874. It appears that the Late Victorian house at no. 33 was built in connection to the mill (e.g. as a manager's house). The business was later taken over by R and A Barker, and then Noske Bros. in 1906, soon after which it was moved to a site near the railway station, leaving the site empty except for the house.

Johann FC Tollner took possession of the remaining land, selling a few more house blocks along Lake Avenue, and the remaining land to James B Sisson in 1894 (CT V2367 F251). It then passed through the hands of James Millar, before ending up with John Schmidt, farmer of Natimuk, in 1902. Schmidt sold more house blocks along the northern part of Lake Avenue. It appears that he also constructed the substantial Federation brick homestead at 2 Lake Avenue known as 'Fairview', shortly after 1902; holding this site and extensive agricultural land around it until his death in 1924 (CT V2776 F101). Reportedly, the first timber post office was moved to Schmidt's farm, when the new one was built in 1890, and remained there until at least 1947. The property also served the local community at times as an informal golf course, and an Australian Rules footy ground. The Schmidt family had been among the early pioneers who came from South Australia to Natimuk.

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The 1920s (up until 1929) was a period of prosperity for Natimuk, reflecting the overall rural prosperity.

The late Federation brick villa, 'Wahroonga', was built in 1921 at 73 Lake Avenue. Its owner was Alfred Lockwood, who arrived in Natimuk in 1899 and was the proprietor and editor of the *West Wimmera Mail* newspaper until his death in 1956 (AHS 2018).

The northern end of Lake Avenue was retained by Bretag until he sold in 1895 to Fritz Schmidt, farmer, one of the original settlers from South Australia. Following Schmidt's death in 1911, the land was transferred to his son, Heinrich (Henry) Fredrich Sudholz (Jnr), in 1920 (CT: V1160 F822). Born in South Australia in 1871, Henry Sudholz married in 1899, and had his first farm in Mitre, called 'MayQueen'. In 1921, he built the substantial brick homestead, 'Parklands' at 85 Lake Avenue, reportedly using bricks made in Stawell. It was designed by architect WG Lucas (Sudholz 2021:160, 150). Henry died in 1944, after which the property was owned by Edward Albert Sudholz, his youngest son (CT V4077 F267). It remained in the Sudholz family until 1988 (CT V9200 F299).

Lake Road, located on the east side of Natimuk Creek was not subdivided until after the death of Crown grant holder, Heinrich Schmidt, in 1888. His widow, Maria Schmidt, transferred 16 Lake Road to Henry Tootell, a Horsham engineer and her son-in-law, in 1889 (CT V845 F930; Haustofer 2022:105). From 1895 until 1919, this diminutive cottage served as Dr Bird's Hospital. Dr Bird, himself, resided around the corner at 40 Main Street. Once Dr Bird retired, the private hospital was run by Nurse Ferguson until the 1930s.

After Maria Schmidt's death in 1905, the remainder of CA 75B was transferred to Charles H Schmidt (a Natimuk farmer, Maria's son) and Henry T Tootell. In 1906, they sold the block comprising 14 Lake Road to Frederick R Ratcliffe, and land comprising 6-12 Lake Road to Richard K Bird (CT V2427 F371). Shortly after, a timber Federation villa was constructed at no. 12. The timber Italianate house at no. 14 was either a Victorian Survival constructed at the same time, or it may have built earlier while still in Maria Schmidt's ownership.

It is difficult to discern a particular 'German' character to the precinct, with the physical appearance of the individual buildings in keeping with predominant styles seen in Victoria. Their contribution is a historical one, as all land in the precinct was originally selected and then owned by German settlers who emigrated via South Australia.

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Description

Physical Description

Lake Avenue has an irregular course, which follows the north bank of the Natimuk Creek, starting in the vicinity of Natimuk Township and ending at Lake Natimuk. Lake Road runs almost directly north from Main Street to Lake Natimuk. It is located across the creek from the north-south section of Lake Avenue. Both streets have development on only one side, visually forming two sides of a streetscape, with the creek between them.

Victorian-era dwellings, all built around 1890, are mostly simple versions of the Italianate style, at 1, 31, 33, 37, 41, 43 & 59 Lake Ave and 14 Lake Road. They have M-hipped roofs, bichrome brick chimneys (where surviving), weatherboard cladding, hipped front verandahs with timber posts, and symmetrical facades with a central doorway flanked by double-hung sash windows (some with sidelights). There are also two, more modest Victorian-era timber cottages, with a transverse gabled roof at 45 Lake Ave, and one with two transverse hips at 16 Lake Road.

Edwardian-era houses tend to be larger, but most are still of timber construction. There are classic asymmetrical villas, with a projecting gabled bay, main hipped roof, and return verandah beneath the main roofline at 75 Lake Ave and 12 Lake Road. There is more substantial, brick, version of this type at 73 Lake Ave, called 'Wahroonga' of 1921, with a mature Canary Island Palm in the front garden. The finest dwelling of this era is John Schmidt's c1902 Federation Arts & Crafts homestead, 'Fairview', at 2 Lake Avenue. Clearly architect designed, it is a substantial brick building, with brown face brick to the bottom half of the walls and render above and to the multiple gables. The roof is a high hip, with tall roughcast rendered chimneys, and a variety of large and small half-timbered gables projecting above a verandah that returns on both sides. The verandah retains tapered posts and a solid timber frieze. The homestead garden is delineated by mature trees.

The final building in the precinct is 'Parklands' at 85 Lake Ave, built in 1921. It also has an Arts & Crafts influences, seen particularly in the tapered, roughcast rendered chimneys. The roof retains its terracotta tiles, and it has a complex form of gabled hips and a projecting gable to the front façade above the encircling verandah. Walls are of face brick, while the half-timbered gables, building plinth, and the bases of the porch posts are finished in roughcast render. The verandah posts have simple curved timber brackets. The house sits within a large garden featuring three Canary Island Palms. It is entered via a timber lych gate with elaborate metal gates, both characteristic of the early interwar period.

Physical Condition

Dwellings are generally in good physical condition, and are still occupied. Intactness is high to moderate: A number have enlarged front windows (37 & 41 Lake Ave; 14 Lake Rd), replacement verandah posts (1 Lake Ave; 12 & 16 Lake Rd), and the front verandah of 14 Lake Road was extended from a front to a return verandah c2022-24.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (early buildings remaining illustrate the settlement and early physical of the Horsham district due to pastoral and agricultural prosperity)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (intact late 19thC-early 20thC town for Horsham shire – illustrating the settlement and growth of post-contact period in western Victoria)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (late 19thC and early 20th C buildings of design merit and creekside setting)

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Comparative Analysis

There are eight residential precincts recommended for the Heritage Overlay, seven in Horsham and one in Natimuk. As there are currently no precincts in the Horsham Heritage Overlay, these proposed areas will be compared amongst themselves. They include:

- . Albert Street Residential Precinct – This is a small precinct focused largely on two blocks of Albert Street. It contains a very high proportion of contributory properties. The contributory houses illustrate the ongoing prevalence of Federation villa forms during the interwar period in regional areas, as well as the transition to more standard California Bungalows by the end of the 1920s. The intactness of individual houses is generally high.
- . Bowden & Searle Streets Residential Precinct – This is a relatively large precinct, spread over the two key streets and connecting cross streets. Contributory properties are dispersed, mostly in small groups, alternating with single or small groups of Non-contributory properties containing houses of a similar scale and setbacks. The contributory houses in this precinct range from the late Victorian era, through Edwardian and interwar periods. There are a number of particularly well detailed and intact substantial Victorian houses. Edwardian-era houses represent a range of forms, typical and unusual. Houses representing the transition from Federation villas in the early interwar period are well represented, with a few of very high architectural quality (including a rare masonry house). There is also a large collection of more standard California Bungalows. Intactness of contributory houses is mostly high, and many retain their original front fence and/or gate.
- . Bowen Street Residential Precinct – A small precinct encompassing almost the entirety of a short street. It contains a very high proportion of contributory properties built over a very short period of time. This precinct contains a small number of Federation villa-type interwar houses, but most are more standard California Bungalows, both very simple and more elaborate in detail. The houses are of high intactness, and many retain their original front fence and/or gates.
- . Dooen Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains dense groups of contributory properties on both sides, with intervening small groups of non-contributory properties. It retains early housing stock, including a notable collection of Victorian houses on the north side and some masonry houses, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the Victorian through the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the north-east, displaying Horsham's early 20th century prosperity.
- . Natimuk Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains a dense group of contributory properties at the middle of the south side of Natimuk Road, and smaller groups and single contributory properties elsewhere. It is characterised by its interwar housing stock including some very substantial examples, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the south-west, displaying Horsham's early 20th century prosperity. The eucalyptus plantings in the broad road reserve add to this salubrious character, and are an improvement brought about by the earliest residents.
- . Railway Avenue Residential Precinct – A medium-sized precinct which runs along the south side of the railway reserve and just to its south. It contains a relatively high proportion of contributory properties, interspersed with single non-contributory properties. This precinct contains a high proportion of Victorian houses, both tiny cottages and larger Italianate houses, some still intact and some remodelled during the interwar period. Edwardian houses are mostly asymmetrical villas, a typology that continued into the early interwar period. The remaining interwar houses are California Bungalows, as well as a few simple 1930s hipped-roof bungalows. Houses are mostly of standard design, with a few standouts from all three periods. Intactness of individual houses is high to moderate.

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. Edward Street Residential Precinct – A medium-sized precinct, with a relatively high proportion of contributory properties. The dominant character of this precinct is created by Edwardian and early interwar houses of the Federation villa type, many of which retain notable timber fretwork. It also contains many California Bungalows, most of them featuring verandah posts and fretwork in keeping with the continuation of the Federation style. Most houses are of high intactness, with some exceptions.

. Natimuk Residential Precinct – The precinct follows the Natimuk Creek, including most of the long and irregular course along the west side (Lake Avenue) and a short section of Lake Road facing it on the east side. The central area of the precinct has densely developed township-like blocks, with larger and more spread-out farm homestead blocks at the western and northern ends. The central core area contains a very consistent group of timber Victorian houses, most of them block-fronted Italianate houses with simple details. The Edwardian and early interwar houses are more substantial, featuring the Federation villa style. There are three notable brick houses at the west and northern ends of Lake Avenue, illustrating an Arts & Crafts influence through the first two decades of the 20th century. Intactness of the contributory houses is generally high.

In comparison to the other precincts, the Natimuk Residential Precinct is most comparable to Doon Road and Railway Avenue precincts due to its dense group of Victorian houses. It stands out from the group due to the juxtaposition of early houses on dense, township-like blocks, with substantial and architecturally accomplished homesteads on the edges of large farm parcels, in this way illustrating the dual town-and-country nature of a substantial rural town such as Natimuk.

Statement of Significance

What is significant?

Natimuk Residential Precinct comprising 1, 2 & 31-59, 73-75 & (part) 85 Lake Avenue and 12-16 Lake Road, Natimuk, is significant.

The elements of heritage value include:

- . Timber late Victorian houses, most with a hipped roof.
- . Substantial Edwardian and early interwar timber and brick villas on large blocks of land, often with mature Canary Island Palms in the front garden.

Contributory properties are at 1, 2, 31, 33, 37, 41-45, 59, 73, 75 & 85 Lake Avenue; and 12-16 Lake Road. Among these properties are some of particular note, such as the substantial brick homesteads at 2 and 85 Lake Avenue.

How is it significant?

The Natimuk Residential Precinct is of local historic, representative and aesthetic significance to Horsham Rural City.

Why is it significant?

The Natimuk Residential Precinct illustrates:

- . remnant, early residential Natimuk, first selected in 1871 then subdivided for closer settlement adjacent to the township from the mid-1880s onward. The extant 1880s -1920s era buildings along Lake Road and Lake Avenue illustrate the scale, prosperity and needs of the town and the surrounding agricultural community, as pastoralism gave way to closer settlement and high yield grain production. Natimuk grew from an 1875 survey to become a substantial town in the Horsham district by the end of the 19th century, selected by and home to many German/Silesian settlers from South Australia and other parts of Western Victoria. The precinct demonstrates both the growth of the densely developed township into adjacent agricultural land from the mid-1880s onward, as well as the wealth generated by farmers in the early 20th century seen in the substantial farm

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homesteads at the western and northern ends of the precinct. (Criterion A)

Many homes of historic and architectural interest survive from this early period, with a core group of timber Victorian houses, marking the scale, activities, prosperity and aspirations of the town during this time. (Criterion D)

The precinct is of aesthetic significance thanks to the juxtaposition of residential buildings with the winding course of the Natimuk Creek, which imparts a sense of identity to Natimuk that distinguishes it from comparable remote rural townships. It is also of significance due to the inclusion of two very architecturally accomplished and substantial brick homesteads, both illustrating an Arts & Crafts influence. (Criterion E)

PROPERTY TABLE

Number	Street	Town	Heritage classification
1	Lake Avenue	Natimuk	Contributory
2	Lake Avenue	Natimuk	Contributory
31	Lake Avenue	Natimuk	Contributory
33	Lake Avenue	Natimuk	Contributory
35	Lake Avenue	Natimuk	Non-contributory
37	Lake Avenue	Natimuk	Contributory
39	Lake Avenue	Natimuk	Non-contributory
41	Lake Avenue	Natimuk	Contributory
43	Lake Avenue	Natimuk	Contributory
45	Lake Avenue	Natimuk	Contributory
47-53	Lake Avenue	Natimuk	Non-contributory
59	Lake Avenue	Natimuk	Contributory
73	Lake Avenue	Natimuk	Contributory
75	Lake Avenue	Natimuk	Contributory
85 (part)	Lake Avenue	Natimuk	Contributory
12	Lake Road	Natimuk	Contributory
14	Lake Road	Natimuk	Contributory
16	Lake Road	Natimuk	Contributory

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes mature exotic trees at 2, 73 & 85 Lake Ave
Fences & Outbuildings	Yes gates at 85 Lake Ave
Prohibited uses may be permitted	No
Incorporated Plan	-

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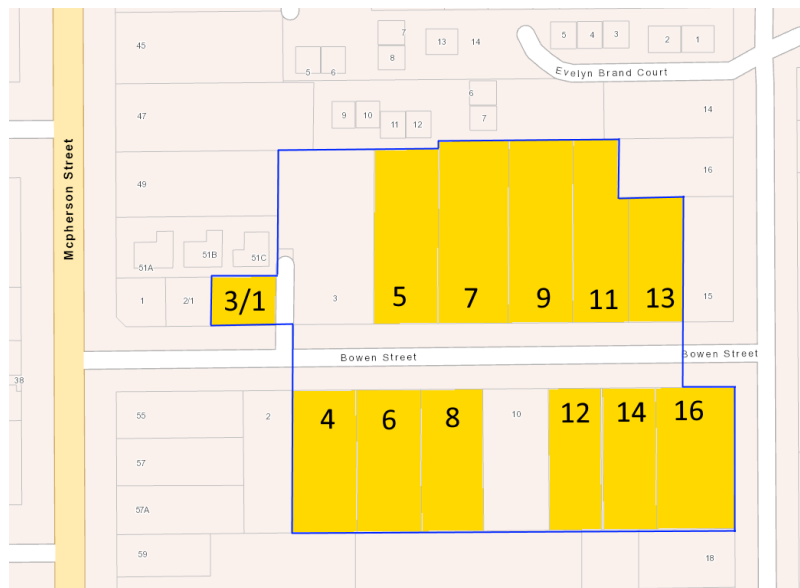
Aboriginal Heritage Place

No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Bowen Street Residential Precinct
Address: 3/1-13 & 4-16 Bowen Street HORSHAM
Place Type: Residential Precinct
Citation Date: 2022



Bowen St Horsham map

Recommended Heritage Protection **VHR -**

HI -

PS -

Integrity

High integrity - refer map for contributory items. Alterations include the construction of carports in the front setback. They are usually beside the house, but in the case of 5 Bowen it is directly in front, obscuring views to the house (though it could be removed in the future). It is likely that a number of houses have replacement porch posts (e.g. 8 Bowen St).

History and Historical Context

Bowen Street is located on the east side of McPherson Street, south of the railway corridor, near the hospital. The allotments in this area were developed in the 1920 -30s and the streetscape is consistent in character, lined with high quality examples of timber weatherboard 'Californian Bungalow' style dwellings. In 1927 it was report to Council that a number of residents in Bowen Street owned motor cars and it was recommended that the road be formed to make it more advantageous to these residents. In 1934, 38 street trees were planted by the local residents in an effort to beautify the street. Several of the houses in Bowen Street are of a higher quality than many others in the precinct, suggesting that they may have been model designs of the State Bank of Victoria. Surrounding streets have since been redeveloped to such an extent that only the pocket of housing in Bowen

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Street remains from the inter-war period.

Description

Physical Description

This precinct is interwar in era, and all Contributory houses are timber framed with weatherboard cladding to the walls. Most have corrugated metal-clad roofs, though 9 & 12 Bowen St have more prestigious terracotta tiled roofs. All can be considered California Bungalows. The earlier examples have a hipped roof, often in an asymmetrical composition with a projecting gabled bay which survived from the Edwardian period (6, 8 & 16 Bowen St). 11 Bowen Street is a more unusual, and probably a later example, with a complex hipped roof and projecting gabled porch. This house is distinguished by its level of decorative detail, seen in the porch and the box-framed windows. The remaining examples have with gable-fronted roofs (12 & 13 Bowen St) or transverse gable roofs with a projecting major gable (3/1, 4, 5, 7, 9 & 14 Bowen St). Porches are supported by masonry piers (5 & 9 Bowen St), or simple timber posts.

Decorative details commonly seen in the precinct include box-framed windows, which project from the wall, with multipaned or leadlight top sashes, timber shingles and/or simplified half-timbering to gables, and simple triangular brackets below eaves.

Many properties in the precinct have a simple lych gate and gates with scrolled metalwork, often paired with a woven wire fence. While a number are reproductions, that are very sympathetic to the interwar houses, it appears that the metal gates at 8, 9 & 10 Bowen Street and the lych gates at 6 & 11 Bowen Street are original, as is the post and decorative wire fence at 3/1 Bowen Street.

Note that 10 Bowen Street is also a 1920s bungalow, but some time after 2008 its large front porch was infilled and a bay window installed on the façade. As these alterations have made it difficult to understand its original form, it is graded non-contributory.

Physical Condition

Good condition. All buildings in good repair.

Comparative Analysis

There are eight residential precincts recommended for the Heritage Overlay, seven in Horsham and one in Natimuk. As there are currently no precincts in the Horsham Heritage Overlay, these proposed areas will be compared amongst themselves. They include:

- . Albert Street Residential Precinct – This is a small precinct focused largely on two blocks of Albert Street. It contains a very high proportion of contributory properties. The contributory houses illustrate the ongoing prevalence of Federation villa forms during the interwar period in regional areas, as well as the transition to more standard California Bungalows by the end of the 1920s. The intactness of individual houses is generally high.

- . Bowden & Searle Streets Residential Precinct – This is a relatively large precinct, spread over the two key streets and connecting cross streets. Contributory properties are dispersed, mostly in small groups, alternating with single or small groups of Non-contributory properties containing houses of a similar scale and setbacks. The contributory houses in this precinct range from the late Victorian era, through Edwardian and interwar periods. There are a number of particularly well detailed and intact substantial Victorian houses. Edwardian-era houses represent a range of forms, typical and unusual. Houses representing the transition from Federation villas in the early interwar period are well represented, with a few of very high architectural quality (including a rare masonry house). There is also a large collection of more standard California Bungalows. Intactness of contributory houses is mostly high, and many retain their original front fence and/or gate.

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. Bowen Street Residential Precinct – A small precinct encompassing almost the entirety of a short street. It contains a very high proportion of contributory properties built over a very short period of time. This precinct contains a small number of Federation villa-type interwar houses, but most are more standard California Bungalows, both very simple and more elaborate in detail. The houses are of high intactness, and many retain their original front fence and/or gates.

. Dooen Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains dense groups of contributory properties on both sides, with intervening small groups of non-contributory properties. It retains early housing stock, including a notable collection of Victorian houses on the north side and some masonry houses, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the Victorian through the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the north-east, displaying Horsham's early 20th century prosperity.

. Natimuk Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains a dense group of contributory properties at the middle of the south side of Natimuk Road, and smaller groups and single contributory properties elsewhere. It is characterised by its interwar housing stock including some very substantial examples, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the south-west, displaying Horsham's early 20th century prosperity. The eucalyptus plantings in the broad road reserve add to this salubrious character, and are an improvement brought about by the earliest residents.

. Railway Avenue Residential Precinct – A medium-sized precinct which runs along the south side of the railway reserve and just to its south. It contains a relatively high proportion of contributory properties, interspersed with single non-contributory properties. This precinct contains a high proportion of Victorian houses, both tiny cottages and larger Italianate houses, some still intact and some remodelled during the interwar period. Edwardian houses are mostly asymmetrical villas, a typology that continued into the early interwar period. The remaining interwar houses are California Bungalows, as well as a few simple 1930s hipped-roof bungalows. Houses are mostly of standard design, with a few standouts from all three periods. Intactness of individual houses is high to moderate.

. Edward Street Residential Precinct – A medium-sized precinct, with a relatively high proportion of contributory properties. The dominant character of this precinct is created by Edwardian and early interwar houses of the Federation villa type, many of which retain notable timber fretwork. It also contains many California Bungalows, most of them featuring verandah posts and fretwork in keeping with the continuation of the Federation style. Most houses are of high intactness, with some exceptions.

. Natimuk Residential Precinct – The precinct follows the Natimuk Creek, including most of the long and irregular course along the west side (Lake Avenue) and a short section of Lake Road facing it on the east side. The central area of the precinct has densely developed township-like blocks, with larger and more spread-out farm homestead blocks at the western and northern ends. The central core area contains a very consistent group of timber Victorian houses, most of them block-fronted Italianate houses with simple details. The Edwardian and early interwar houses are more substantial, featuring the Federation villa style. There are three notable brick houses at the west and northern ends of Lake Avenue, illustrating an Arts & Crafts influence through the first two decades of the 20th century. Intactness of the contributory houses is generally high.

In comparison to the other precincts, the Bowen Street Precinct is most comparable to the Albert Street precinct due to its rapid development during the interwar period. It stands out from them due to its very high proportion of California Bungalow style houses and the retention of many original front fences and/or gates.

Statement of Significance

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What is significant?

The Bowen Street Residential Precinct is significant. It comprises 3/1-13 & 4-16 Bowen Street, Horsham.

The elements of heritage value of the Bowen Street Residential Precinct, include:

- . Residential buildings constructed in the interwar era
- . Original/early fences and/or gates, which survive at: 3/1, 6, 8, 9, 10 & 11 Bowen Street.

Contributory properties are: 3/1, 5-13, 4-8 & 12-16 Bowen Street.

How is it significant?

The Bowen Street Residential Precinct is of local historic and representative significance to Horsham Rural City.

Why is it significant?

The Bowen Street Residential Precinct illustrates:

- . the substantial development of suburbs within Horsham during the 20th century inter-war period. The Wimmera region underwent a substantial economic boom during this period, due to improvements in farming technology, soil management, transport and several very good harvest years. (Criterion A)

The precinct is of representative significance due to its cohesive collection of inter-war 'California Bungalow' style dwellings from this period, in a streetscape of high integrity. (Criterion D)

PROPERTY TABLE

Number	Street	Town	Heritage classification
3/1	Bowen Street	Horsham	Contributory
3	Bowen Street	Horsham	Non-contributory
4	Bowen Street	Horsham	Contributory
5	Bowen Street	Horsham	Contributory
6	Bowen Street	Horsham	Contributory
7	Bowen Street	Horsham	Contributory
8	Bowen Street	Horsham	Contributory
9	Bowen Street	Horsham	Contributory
10	Bowen Street	Horsham	Non-contributory
11	Bowen Street	Horsham	Contributory
12	Bowen Street	Horsham	Contributory
13	Bowen Street	Horsham	Contributory
14	Bowen Street	Horsham	Contributory
16	Bowen Street	Horsham	Contributory

Assessment Against Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (residential buildings

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illustrate the pattern of development of inner suburban sections of the Horsham township during the interwar period)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrating the settlement and growth in a regional centre of post-contact period in western Victoria, and containing representative examples of interwar California Bungalows)

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes Marri Gum (<i>Corymbia calophylla</i>) at 7 Bowen St
Fences & Outbuildings	Yes original fences and gates
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

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HERITAGE CITATION REPORT

Horsham.

There is a predominance of interwar period housing in suburban streets north of the railway reserve. Most are modest, timber clad interpretations of 'Californian Bungalow' or 'villa' dwellings of two-bedrooms, sometimes with the addition of a lean-to or detached sleep-out providing an extra bedroom. Some dwellings may have been built with the assistance of building societies, or the State Bank of Victoria, which was established in Horsham by the early 1900s and helped to finance new home buyers. Houses feature weatherboard cladding and shingles, steep corrugated iron sheet roofs, and front verandahs. Most of the houses are modest in scale, suggesting speculative ventures for lower-income housing

The streets north of the railway line would have been considered the outskirts of Horsham when they were first developed, with the intention of creating a pleasant suburban area of detached dwellings and gardens situated at a distance away from the central 'City' of Horsham. Many had garages, indicating the car ownership was becoming common during the period.

Albert Street was developed from the mid-1920 to 1930s from an early Uebergang subdivision. In 1923 an area of land was sold for housing subdivision; this comprised 67 quarter-acre blocks. A group of houses with a lingering Federation villa influence were erected shortly after. They were followed by California Bungalows, more typical of the period, in the late 1920s.

In 1927 the road was metalled, indicating that it had been developed for housing by that time. Albert Street was originally known as McPherson Street North, being an extension of that street, but its name was officially changed in 1949.

Description

Physical Description

Contributory houses in this precinct are all of timber construction with weatherboard cladding and corrugated metal roof cladding.

The earliest houses constructed in the precinct are late examples of the typical Federation villa, featuring a high hipped roof, asymmetrical façade with a projecting gabled bay, and verandah continuous with the roofline, featuring timber fretwork. The early interwar date of these houses is indicated by the simpler chimney and fretwork forms than seen in the 1920s, usually a simpler treatment to the gable apex, and in some cases the verandah continues across the gabled bay. This typology continued to be popular in regional and rural Victoria long after the California Bungalow became ubiquitous in Melbourne, as illustrated by the inclusion of these types in the State Savings Bank's timber-framed dwelling design books 'For Country Selection Only' until 1927 or later. This type of house is seen at 1A & 2 Anderson Street, and at 5A, 5B, 15, 28 & 30 Albert Street. The house at no. 5A illustrates a transition to the California Bungalow style, with its Federation-type return verandah supported on dwarf cast-concrete columns. There are also other types of houses, more typical of the Edwardian era, including a symmetrical hipped-roof cottage at 55 Lynott Street, and striking curvilinear timber fretwork to the gabled porches at 11 & 24 Albert Street.

The remaining contributory houses, dating from the second half of the 1920s, are California Bungalows. Most have gabled roofs, either a long transverse gable with a projecting gabled bay to the front, intersecting gables in an L-shaped plan, or gable fronted with a projecting minor gable. There are also two hipped roof bungalows (12 Albert Street and 57 Lynott Street). Gable treatments are mostly weatherboards above a line of timber modillions, though 57 Lynott Street and 9 Albert Street feature timber shingles; note that these two houses appear to be standard State Savings Bank designs. Most porches sit below the roofline, and are supported on plain timber posts (with simple brackets to 1 Anderson Street), paired posts on a masonry plinth (57 Lynott Street), or square brick piers (13 Albert Street).

Physical Condition

HERITAGE CITATION REPORT

Good condition. Some buildings in good repair, others require maintenance.

Comparative Analysis

There are eight residential precincts recommended for the Heritage Overlay, seven in Horsham and one in Natimuk. As there are currently no precincts in the Horsham Heritage Overlay, these proposed areas will be compared amongst themselves. They include:

- . **Albert Street Residential Precinct** – This is a small precinct focused largely on two blocks of Albert Street. It contains a very high proportion of contributory properties. The contributory houses illustrate the ongoing prevalence of Federation villa forms during the interwar period in regional areas, as well as the transition to more standard California Bungalows by the end of the 1920s. The intactness of individual houses is generally high.
- . **Bowden & Searle Streets Residential Precinct** – This is a relatively large precinct, spread over the two key streets and connecting cross streets. Contributory properties are dispersed, mostly in small groups, alternating with single or small groups of Non-contributory properties containing houses of a similar scale and setbacks. The contributory houses in this precinct range from the late Victorian era, through Edwardian and interwar periods. There are a number of particularly well detailed and intact substantial Victorian houses. Edwardian-era houses represent a range of forms, typical and unusual. Houses representing the transition from Federation villas in the early interwar period are well represented, with a few of very high architectural quality (including a rare masonry house). There is also a large collection of more standard California Bungalows. Intactness of contributory houses is mostly high, and many retain their original front fence and/or gate.
- . **Bowen Street Residential Precinct** – A small precinct encompassing almost the entirety of a short street. It contains a very high proportion of contributory properties built over a very short period of time. This precinct contains a small number of Federation villa-type interwar houses, but most are more standard California Bungalows, both very simple and more elaborate in detail. The houses are of high intactness, and many retain their original front fence and/or gates.
- . **Dooen Road Residential Precinct** – A medium-sized precinct which is primarily linear. It contains dense groups of contributory properties on both sides, with intervening small groups of non-contributory properties. It retains early housing stock, including a notable collection of Victorian houses on the north side and some masonry houses, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the Victorian through the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the north-east, displaying Horsham's early 20th century prosperity.
- . **Natimuk Road Residential Precinct** – A medium-sized precinct which is primarily linear. It contains a dense group of contributory properties at the middle of the south side of Natimuk Road, and smaller groups and single contributory properties elsewhere. It is characterised by its interwar housing stock including some very substantial examples, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the south-west, displaying Horsham's early 20th century prosperity. The eucalyptus plantings in the broad road reserve add to this salubrious character, and are an improvement brought about by the earliest residents.
- . **Railway Avenue Residential Precinct** – A medium-sized precinct which runs along the south side of the railway reserve and just to its south. It contains a relatively high proportion of contributory properties, interspersed with single non-contributory properties. This precinct contains a high proportion of Victorian houses, both tiny cottages and larger Italianate houses, some still intact and some remodelled during the interwar period. Edwardian houses are mostly asymmetrical villas, a typology that continued into the early interwar period. The remaining interwar houses are California Bungalows, as well as a few simple 1930s hipped-roof bungalows.

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Houses are mostly of standard design, with a few standouts from all three periods. Intactness of individual houses is high to moderate.

. Edward Street Residential Precinct – A medium-sized precinct, with a relatively high proportion of contributory properties. The dominant character of this precinct is created by Edwardian and early interwar houses of the Federation villa type, many of which retain notable timber fretwork. It also contains many California Bungalows, most of them featuring verandah posts and fretwork in keeping with the continuation of the Federation style. Most houses are of high intactness, with some exceptions.

. Natimuk Residential Precinct – The precinct follows the Natimuk Creek, including most of the long and irregular course along the west side (Lake Avenue) and a short section of Lake Road facing it on the east side. The central area of the precinct has densely developed township-like blocks, with larger and more spread-out farm homestead blocks at the western and northern ends. The central core area contains a very consistent group of timber Victorian houses, most of them block-fronted Italianate houses with simple details. The Edwardian and early interwar houses are more substantial, featuring the Federation villa style. There are three notable brick houses at the west and northern ends of Lake Avenue, illustrating an Arts & Crafts influence through the first two decades of the 20th century. Intactness of the contributory houses is generally high.

In comparison to the other precincts, the Albert Street Precinct is most comparable to the Edward Street Precinct due to the strong collection of early interwar dwellings illustrating their regional forms, and also because both are located in north Horsham. It stands out from the group due to its high level of intactness, of the streetscape overall and of the houses themselves.

Statement of Significance

What is significant?

The Albert Street Residential Precinct is significant. It comprises 5A-15 & 10-30 Albert Street, 1A-1 & 2 Anderson Street, and 55-57 Lynott Street, Horsham.

The elements of heritage value of the Albert Street Residential Precinct, include:

. Residential buildings constructed in the interwar era, including many late examples of Federation villas as well as California Bungalows.

Contributory properties are: 5A, 5B, 9-15, 10-14, 20, 24, 28 & 30 Albert Street; 1A, 1 & 2 Anderson Street; and 55 & 57 Lynott Street.

How is it significant?

The Albert Street Residential Precinct is of local historic and representative significance to Horsham Rural City.

Why is it significant?

The Albert Street Residential Precinct illustrates:

. the substantial development of suburbs within Horsham during the 20th century inter-war period. The Wimmera region underwent a substantial economic boom during this period, due to improvements in farming technology, soil management, transport and several very good harvest years. This resulted in the expansion of residential development to the north side of the railway line. (Criterion A)

. the precinct is of representative significance due to its housing stock which illustrates the continuing presence and popularity of Federation villa forms during the interwar period in regional Victoria, as well as more widely popular 'California Bungalow' style dwellings from this period, in streetscapes of high integrity. (Criterion D)

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PROPERTY TABLE

Number	Street	Town	Heritage classification
23	David Street	Horsham	Contributory
25	David Street	Horsham	Contributory
27	David Street	Horsham	Non-contributory
28	David Street	Horsham	Contributory
30	David Street	Horsham	Contributory
32	David Street	Horsham	Non-contributory
34	David Street	Horsham	Contributory
1	John Street	Horsham	Non-contributory
3	John Street	Horsham	Contributory
5	John Street	Horsham	Non-contributory
7	John Street	Horsham	Non-contributory
9	John Street	Horsham	Contributory
11	John Street	Horsham	Contributory
13	John Street	Horsham	Non-contributory
2	Railway Avenue	Horsham	Non-contributory
4	Railway Avenue	Horsham	Contributory
6	Railway Avenue	Horsham	Non-contributory
8	Railway Avenue	Horsham	Contributory
10	Railway Avenue	Horsham	Contributory
12	Railway Avenue	Horsham	Non-contributory
14	Railway Avenue	Horsham	Contributory
16	Railway Avenue	Horsham	Contributory
18	Railway Avenue	Horsham	Contributory
20	Railway Avenue	Horsham	Non-contributory
22-24	Railway Avenue	Horsham	Contributory
26	Railway Avenue	Horsham	Contributory
28	Railway Avenue	Horsham	Non-contributory
30	Railway Avenue	Horsham	Contributory
32	Railway Avenue	Horsham	Contributory
34	Railway Avenue	Horsham	Contributory
36	Railway Avenue	Horsham	Contributory
4	Wawunna Road	Horsham	Contributory
6	Wawunna Road	Horsham	Non-contributory
8	Wawunna Road	Horsham	Contributory
10	Wawunna Road	Horsham	Non-contributory
10A	Wawunna Road	Horsham	Contributory
12	Wawunna Road	Horsham	Contributory

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15	Wawunna Road	Horsham	Contributory
17	Wawunna Road	Horsham	Non-contributory
19	Wawunna Road	Horsham	Contributory
21	Wawunna Road	Horsham	Non-contributory
25	Wawunna Road	Horsham	Contributory
27	Wawunna Road	Horsham	Contributory
29	Wawunna Road	Horsham	Non-contributory
31	Wawunna Road	Horsham	Contributory
33	Wawunna Road	Horsham	Contributory

Assessment Against Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (residential buildings illustrate the pattern of development of suburban sections of the Horsham township north of the railway line during the interwar period)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrating the settlement and growth in a regional centre of post-contact period in western Victoria, and containing representative examples of interwar villas and California Bungalows)

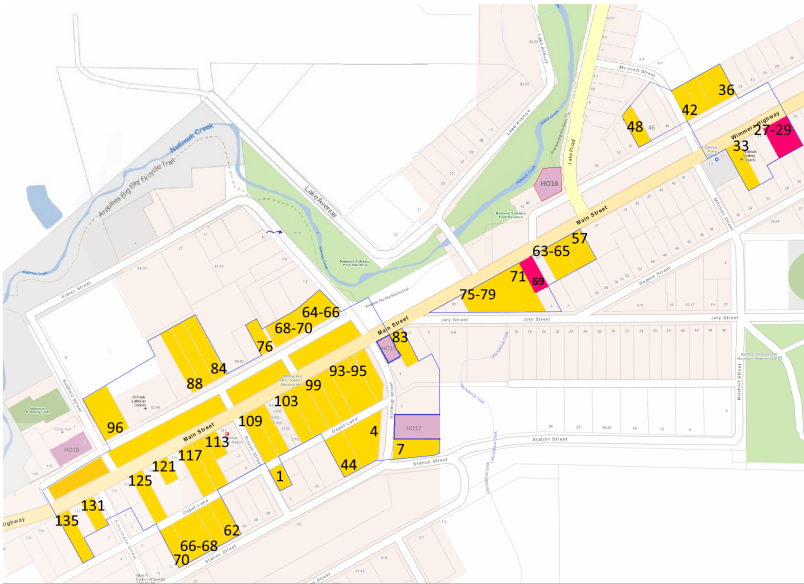
Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

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name: Natimuk Township Precinct
Address: 27-35, 57-83, 87-135, 36-48 & 64-76 & 84-106 Main St NATIMUK
 1-3, 7 & 4 Schmidt St NATIMUK
 1 & 2-4 Sisson St NATIMUK
 44 & 62-70 Station St NATIMUK
Place Type: Commercial Precinct
Citation Date: 2022



Natimuk Township Precinct v2

Recommended Heritage Protection **VHR -**
HI -
PS
Yes

Integrity

High - intact town - 80% of places of heritage value within proposed Precinct boundary

History and Historical Context

Following the opening up of new farming land for selection under the selection acts in the late 1860s, a large number of new settlers arrived in the district around Natimuk in 1870-71, many of whom were Germans (Lutherans from Silesia and Saxony) who had travelled across from earlier established farming areas of western Victoria, from Mount Gambier, and from the German settlements such as the Barossa, Hahndorf, Lobethal and Mallee districts in South Australia. It became clear that a service township was required to satisfy the needs of the growing number of settlers. A survey of the town was prepared in 1874 by surveyor Eastone Johnstone, but

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this first site was abandoned in favour of an alternative site set aside the following year several miles east of the first site, and closer to Lake Natimuk, where there was a pre-existing store built in 1873. The central road, named Main Street, provided the spine of the township. Stores of various kinds emerged slowly along this strip, mainly serving the immediate neighbourhood of selectors. By 1880, Natimuk was described as a 'pretty, prosperous village'.

The elongated town plan provided essentially one main road, running in a south-east to north-west direction. Small building allotments were provided on the south-west side of the road, which were all taken up after the first land sales in 1875. These blocks correspond to Section 1 and Section 2 in the Parish of Natimuk, and contained respectively 19 and 17 town allotments. With the exception of the irregularly shaped corner blocks, these all had frontages of 100ft, making them suitable for shops or dwellings. Amongst the first purchasers of these town blocks are several German names, including Schmidt, Schumann, Sudholtz, Finnberg and Bretag. Larger allotments were provided on the north-east side of the road, suggesting that there was initially no intention of developing this side of the road for commercial or residential purposes.

Prominent early buildings in Main Street, Natimuk, included the first store opened in 1873. The Natimuk Hotel, 64-66 Main Street, built by Sudholtz in 1876 from limestone, was rebuilt after a fire in 1884 in stone and brick. The double-storey Colonial Bank, 83 Main Street, was also built of stone in 1876. John Wilson opened his store in 1880 (later known as Schurmann's Store, at 69 Main Street). A second hotel in Main Street, the two storey National, at 63-65 Main Street, initially with extensive front verandahs, was erected in 1877 or 1887 by Hinneberg, and rebuilt after a fire in 1892. Other early shop buildings were rough constructions that used bush poles and local timber. Vernacular building methods were probably employed, especially by the German settlers, who are estimated to have made up about 50 per cent of the population during the early period of development of Natimuk township. Some dwellings in Schmidt Street and Main Street are mud (aka pise) in construction, probably dating from this period. This includes the Schmidt family house, 'Flowerdale', at 5 Schmidt Street (HO17), as well as 'Tereseville' at 71 Main Street, built by the Schurmann family in 1885 (AHS 2018).

There was a strong church presence in Main Street, Natimuk, from the late nineteenth century. Significantly, there were two German Lutheran churches, St Paul's Lutheran Church, built in 1876, and St James Lutheran Church built in 1890. Other churches were St John's Catholic Church built in 1889 (but rebuilt in 1916; in a site-specific HO), and St Aidan's Anglican Church, built in 1890. The Natimuk Methodist Church was built close to the butcher shop in 1890. There were also parish halls and other structures associated with these buildings, for example St James Lutheran Church also operated a pre-school group.

Other public services established in Main Street included a police reserve set aside in 1880 on the south side of High Street. The courthouse was erected 1891 (HO16). The police building was erected in 1877, and Mechanics' Institute in 1909 (now Memorial Hall). The Shire of Arapiles, which was established in the 1880s, used Natimuk as its administrative centre, which gave the town additional local importance and encouraged further development. Also in Main Street was the office of the *West Wimmera Mail* the local newspaper established in 1887, and the local Masonic hall.

Natimuk's most important industry was its foundry, located next to the Colonial Bank and established in 1879. It achieved its greatest output of strippers, winnowers and wagons in 1894. The greater number of its implements was exported by rail and the partners, Beard and Sisson, also had foundries at Dimboola and Nhill. The Natimuk foundry also manufactured cast iron verandah posts for the streets of Horsham, but it eventually fell victim to competition from the larger centres, closing its doors in 1910. It is recalled, however, by the surviving shed at 84 Main Street. Other industries in Main Street included Thomas Jelbart's coach factory, sold to HC Woolmer who relocated the business to Schmidt Street in 1908. It is understood this building was on the site of the surviving Natimuk Motor Garage at 42 Station Street (now part of 4 Schmidt Street). Next to it at 44 Station Street, is the old power house of 1927, and a small timber building once the office of Newton and Miller, carriers, strategically positioned across from the site of the (former) railway station.

By the late 1880s, Natimuk was entering its most prosperous years. There were wheelwrights, a saddler, bootmaker, building contractors and tradesmen, storekeepers, a baker and a post office. The arrival of the

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railway and the establishment of a creamery by the early 1890s, did much to advance development in Natimuk, with the town extended in 1888 and Main Street being further developed in this period. The new railway station stimulated not only adjacent industrial development, but also residential development to the south of Main Street. A row of large Edwardian timber villas was constructed around the turn-of-the-century at 62-70 Station Street. The villa at 70 Station Street was constructed by local builder James Sisson, and served as Natimuk's second Police Station (AHS 2018).

Several new buildings were erected in Main Street in the late 1890s and early 1900s, including the impressive new double-storey building of the Natimuk branch of the National Bank of Australia in 1908. New public buildings included a mechanics institute (1909), a single-storey brick post and telegraph office (HO15, 1899) and a court house (HO16, 1891). This collection of public buildings, small-scale but well-designed, intermixed with the single-storey timber shops and the double-storey Colonial Bank, added some solidity, but at the same a modest elegance, to the developing streetscape.

It is difficult to discern a particular 'German' character to the streetscape, with the physical appearance of the individual buildings being constrained by the standard designs and building regulations relating to public buildings, hotels, etc. The names for streets, such as Sudholz and Schurmann streets, and commercial premises provided the best clue as to the cultural origins of the townspeople of Natimuk.

In the 1920s efforts were made to beautify Main Street, Natimuk. The road was ornamented with a street tree plantation in the centre of the road reserve; there were presumably already street trees by this time. Opposite the post office was the Memorial Band Rotunda erected in 1920-21, which created a civic precinct. The safety of pedestrians and vehicles was improved with the street lighting being converted to electricity, which was introduced in 1927 (very early for a small country town). The 1920s (up until 1929) was a period of prosperity for Natimuk, reflecting the overall rural prosperity.

Natimuk was well provided for in terms of quality eating establishments, which can probably be attributed to the strong German influence in the town. There were a number of cafes and bakeries that were operated by those with a German background. In the 1930s places to eat included Dulcette's Café operated by D J Weidner, as well as a wine saloon.

Main Street, Natimuk, continued to serve as the main service and commercial centre for a wide rural area into the twentieth century. Whereas in the nineteenth century many settlers relied on hawkers and deliveries, the advent of motor cars in the 1920s and 1930s encouraged more people to do their shopping in town. Demand increased commercial activity during this period so that by the 1940s and 1950s Main Street, Natimuk, was a busy and prosperous commercial centre. Several car service centres were also established. Many of the early settlement and early 20th century buildings of the town remain today, probably due to a lack of development pressure (Horsham is in close proximity). The town stands as evidence of an intact, late 19th and early 20th century regional town, with a community with strong Germanic ancestral roots.

REFERENCES

Andrew Ward, 'Limited Heritage Study for the Rural City of Horsham', 1998.

Arapiles.net

AHS: Arapiles Historical Society, *Natimuk Self-Guided Walking Tour*, 2018

Allan Lockwood, *Natimuk: The first 100 years*, 1972

Historical review of Natimuk and District [for the Back to Natimuk celebration, 1947] [booklet], 1947.

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Horsham Times.

Smith, James. *Cyclopedia of Victoria*. 1903.

State Library of Victoria Picture Collection.

Walch, *Victoria in 1880*, 1881.

West Wimmera and Natimuk Advertiser.

Victorian Government Gazette.

Description

Physical Description

High number of 1880 – 1920s era buildings along Main Street, between Shurmann Street and Mitchell Street. Buildings vary in scale from one to double storey and most are concentrated on the south side of Main Street. They are a mix of residential, commercial and community buildings. The early and now lost mill, later saleyards were located on the north side of Main Street. Development also centred around Station Street after the arrival of the railway by 1890, with a surviving row of Edwardian houses at 62-70 Station Street. Three of them take the typical asymmetrical villa form with a projecting gabled bay, hipped roof and bullnose verandah below the eaves (with return verandahs to the substantial houses at nos. 66-68 and 70). The house at 62 Station Street is Late Edwardian in date, and displays a Federation Bungalow form, with an encircling verandah that is continuous with the roof. A store/ goods building remains today near the Schmidt St corner. The railway station and rail line is now removed, but the concrete silos remain within the rail reserve as a landmark feature of the area.

Timber churches (Anglican, Uniting and Roman Catholic) are also located in this area. A memorial rotunda is featured in the road verge of Main Street and remains a key early 20th century landscape feature within the streetscape. Of note is the high historic integrity of many of the extant buildings of Natimuk – contributing to the historic streetscape setting of the place.

Other buildings of architectural interest (outside the period of significance of the Precinct, so Non-contributory) include the fire station (with its butterfly roof, at 111 Main Street) and the current Catholic Church (with its portal 'squashed A-frame' roof form, at 92-94 Main Street).

Physical Condition

Fair condition. Most buildings have lost early verandahs. Many late 19thC shops still retain early shopfronts.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (early buildings remaining illustrate the settlement and early physical of the Horsham district due to pastoral and agricultural prosperity)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (intact late 19thC town for Horsham shire – illustrating the settlement and growth of post-contact period in western Victoria)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (late 19thC buildings of design merit and moderate integrity)

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history. (local centre for the early German/ Lutheran farming community of the Wimmera – within the context of

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the Shire)

Comparative Analysis

There are two civic/commercial precincts recommended for the Heritage Overlay, one in Horsham and one in Natimuk. As there are currently no precincts in the Horsham Heritage Overlay, these two areas will be compared amongst themselves.

The Project Team of the Horsham Heritage Study (2014) identified several potential HO Precincts in Stage 1 of the study, including in Natimuk, in Jung, and on Dooen and Natimuk Roads, Firebrace St and several suburban streetscapes north of Baillie Street in Horsham. The Project Team agreed that Jung township did not meet the threshold for local significance, as the remnant building stock was in poor condition and historic themes (19th century town in developing agricultural district) were better illustrated by the more intact town of Natimuk. On this basis, the Natimuk Township Precinct was recommended for the HO, as it was the most intact country town in the Rural City of Horsham and it played a key role in the history of the whole municipality.

The precinct proposed by the 2014 study covered both the original township area, which contains commercial, civic and some residential properties, as well as solely residential areas just to the north. In 2024, this larger precinct was divided into two, with the residential area split off to form the Natimuk Residential Precinct.

The resultant Natimuk Township Precinct covers properties along Main Street, Station Street to its south, and the cross streets between them. Within the Rural City of Horsham municipal boundary, the only comparable precinct is the Firebrace Street Commercial Precinct in Horsham (recommended for the HO by this study). The two are comparable as they contain a high number of substantial civic, commercial and other public-use buildings. While Natimuk is a smaller town, and contains more single-storey and timber buildings within its boundaries, it contains buildings of note such as the brick and stone Natimuk Hotel of 1884, the two-storey stone Colonial Bank of 1876, the courthouse of 1890 (HO16), the brick post office of 1890, and the two-storey National Bank of Australia of 1908. The importance of the new railway line, of 1890, is illustrated by the new residential and industrial development adjacent to it on Station Street.

Firebrace Street, Horsham, is also home to substantial hotels and civic buildings, and does not contain any residential development (beyond the living quarters of shopkeepers above their shops). While first settled in the late 1840s, only a small number of 19th century buildings survive, from the 1880s onward, so it has a strong early 20th-century character, including a number of late post-war civic buildings (such as the State Public Offices and a new Post Office).

In conclusion, these two town-centre precincts had similar uses in keeping with their status as a rural service and regional centres. Horsham was the larger of the two and more urban as a result. Natimuk Township, on the other hand, retains its overall more modest scale and spacious building layout, as well as a building stock that is earlier than that seen in the Firebrace Street Precinct.

Statement of Significance

What is significant?

Natimuk Township Precinct comprising 27-35, 57-83, 87-135, 36-48 & 64-76 & 84-106 Main Street; 1-3, 7 & 4 Schmidt Street; 1 & 2-4 Sisson Street; and 44 & 62-70 Station Street, Natimuk, is significant.

The elements of heritage value include:

- . Commercial, civic and residential buildings constructed between 1875 and the 1920s, including associated outbuildings such as the former Bakehouse at the rear of 95 Main Street.

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. Elements of the public domain, including the tree plantations and the Memorial Band Rotunda in the Main Street median reserve.

Contributory properties are at 33 (part), 57-65, 71-79, 83, 87-103, 107, 109, 113-117, 121, 125, 131 & 135 and 36-42, 48, 64-76, 84-88 & 96 Main Street; 7 & 4 Schmidt Street; 1 Sisson Street; and 44 & 62-70 Station Street. Former Wilson's Store, 69 Main Street, and the former St John's Catholic Church, 27-29 Main Street, are significant. Among these properties are many of particular note including the former Natimuk Hotel at 64-66 Main Street, the former Colonial Bank at 93 Main Street, and the Soldiers Memorial Hall at 101 Main Street.

Places including HO16 Courthouse (58 Main Street), HO15 Post Office (85 Main Street), HO18 former Natimuk School (106 Main Street), and the mud-brick house HO17 'Flowerdale' (5 Schmidt Street) have site-specific Heritage Overlays. While they do not form part of the Natimuk Township Precinct, they stand within its streetscapes and are closely related to its history and significant themes.

How is it significant?

| The Natimuk Township Precinct is of local historic, associational and aesthetic significance to Horsham Rural City.

Why is it significant?

The Natimuk Township Precinct illustrates:

. remnant, early commercial, civic and residential Natimuk, settled from 1875. The extant 1880 -1920s era buildings illustrate the scale, prosperity and needs of the late 19th century town and the surrounding agricultural community, as pastoralism gave way to closer settlement and high yield grain production. The coming of the railway in 1890 led to commercial and residential development on Station Street. Natimuk grew from an 1875 survey to become a substantial town in the Horsham district by the end of the 19th century, home to many German/Silesian settlers from South Australia and other parts of Western Victoria. While there are no 'German style' buildings in the town, the names of streets and of most local residents reflect their collective origins in Silesia and Saxony. (Criteria A and H)

Many buildings of historic and architectural interest survive from this early period, marking the scale, activities, prosperity and aspirations of the town during this time. Buildings of historic and architectural merit include: two hotels, several churches, shops and dwellings from both the early and post WW1 period. At least two early dwellings are in construction (including HO17 and 71 Main St). (Criterion D)

It is of aesthetic significance thanks to the juxtaposition of imposing commercial and civic buildings with central treed reserves and the winding course of the Natimuk Creek, which imparts a sense of identity to Natimuk that distinguishes it from comparable remote rural townships. (Criterion E)

PROPERTY TABLE

Number	Street	Town	Heritage classification
27-29	Main Street	Natimuk	Significant
31	Main Street	Natimuk	Non-contributory
33	Main Street	Natimuk	Contributory
36	Main Street	Natimuk	Contributory
38	Main Street	Natimuk	Contributory
40	Main Street	Natimuk	Contributory
42	Main Street	Natimuk	Contributory
44	Main Street	Natimuk	Non-contributory
46	Main Street	Natimuk	Non-contributory

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48	Main Street	Natimuk	Contributory
57 (part)	Main Street	Natimuk	Contributory
61	Main Street	Natimuk	Contributory
63-65	Main Street	Natimuk	Contributory
64-66	Main Street	Natimuk	Contributory
67	Main Street	Natimuk	Non-contributory
68-70	Main Street	Natimuk	Contributory
69	Main Street	Natimuk	Significant
71	Main Street	Natimuk	Contributory
75-79	Main Street	Natimuk	Contributory
76-78	Main Street	Natimuk	Contributory
81	Main Street	Natimuk	Non-contributory
83	Main Street	Natimuk	Contributory
84	Main Street	Natimuk	Contributory
86	Main Street	Natimuk	Contributory
87	Main Street	Natimuk	Contributory
88	Main Street	Natimuk	Contributory
89	Main Street	Natimuk	Contributory
90	Main Street	Natimuk	Non-contributory
91	Main Street	Natimuk	Contributory
92-94	Main Street	Natimuk	Non-contributory
93-95	Main Street	Natimuk	Contributory
96	Main Street	Natimuk	Contributory
97	Main Street	Natimuk	Contributory
99	Main Street	Natimuk	Contributory
101	Main Street	Natimuk	Contributory
103	Main Street	Natimuk	Contributory
105	Main Street	Natimuk	Non-contributory
107	Main Street	Natimuk	Contributory
109	Main Street	Natimuk	Contributory
111	Main Street	Natimuk	Non-contributory
113	Main Street	Natimuk	Contributory
115	Main Street	Natimuk	Contributory
117	Main Street	Natimuk	Contributory
119	Main Street	Natimuk	Non-contributory
121	Main Street	Natimuk	Contributory
123	Main Street	Natimuk	Non-contributory
125	Main Street	Natimuk	Contributory
127	Main Street	Natimuk	Non-contributory

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129	Main Street	Natimuk	Non-contributory
131	Main Street	Natimuk	Contributory
133	Main Street	Natimuk	Non-contributory
135	Main Street	Natimuk	Contributory
1	Schmidt Street	Natimuk	Non-contributory
3	Schmidt Street	Natimuk	Non-contributory
4	Schmidt Street	Natimuk	Contributory
7	Schmidt Street	Natimuk	Contributory
1	Sisson Street	Natimuk	Contributory
2	Sisson Street	Natimuk	Non-contributory
4	Sisson Street	Natimuk	Non-contributory
44	Station Street	Natimuk	Contributory
62	Station Street	Natimuk	Contributory
64	Station Street	Natimuk	Contributory
66-68	Station Street	Natimuk	Contributory
70	Station Street	Natimuk	Contributory

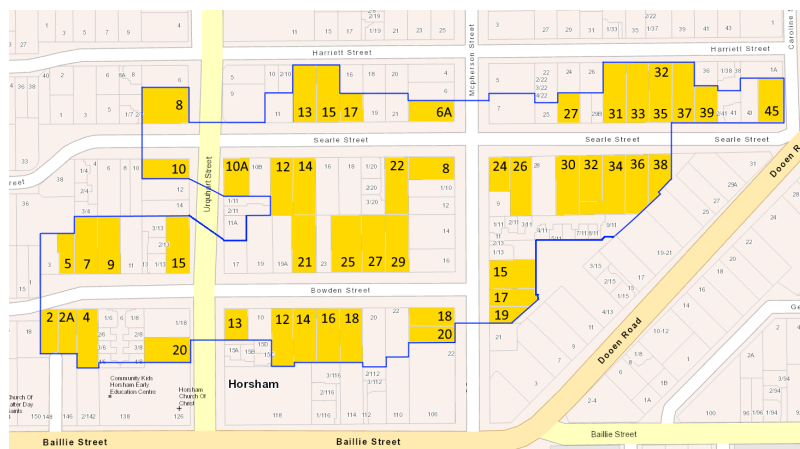
Recommendations 2022

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes Cypresses in Main St road reserve
Fences & Outbuildings	Yes Bakehouse at rear of 95 Main St
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Bowden & Searle Streets Residential Precinct
Address: 3-29 & 2-22 Bowden St HORSHAM
 6A-20 & 7-21 McPherson St HORSHAM
 10A-38 & 11-45 Searle St HORSHAM
 8-10 & 13 Urquhart Street HORSHAM
Place Type: Residential Precinct
Citation Date: 2022



Bowden Searle Sts Horsham map revised v2

**Recommended
Heritage Protection** **VHR -**

HI -
PS
Yes

Integrity

High integrity - refer map for contributory items. Some houses have windows replaced and possibly enlarged (15 Bowden Street, 8 McPherson Street, 33 Searle Street). 21 Bowden Street has lost its chimneys. The corner of the return verandah of 15 Searle Street was enclosed.

History and Historical Context

The residential streets of the Searle/Bowden Street precinct were largely developed in the late 1890s to 1930s, during a period of expansion in greater Horsham. The suburban area between Baillie Street and the railway reserve was subdivided and developed after the establishment of the railway in 1879 - generally known at the time as 'Church Hill', subdivided 1883[1]. Housing stock was a mix of railway cottages and larger speculative and purpose-built villas of the 1890-1920 period. A reasonable number of larger scale Edwardian era villas remain. Of note is the misalignment of streets behind the prestigious Baillie Street - evidence of separate Church Hill area subdivisions by Gillies (1883) and Bowden (1880). This is seen in the jogs in the street, including Bowden Street at the western edge of the precinct.

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This precinct is situated just south of the (now) Melbourne-Adelaide railway line and was subdivided by JS Bowden in 1880. The dwellings of interest within the proposed precinct are typically single-storey timber villas and bungalows, many of which are 'late-Victorian', 'Edwardian' or 'California Bungalow' in style and substantial in scale. These are mostly located along Searle & Bowden Sts and are, on average, larger than dwellings built during the same periods north of the railway line. Searle Street in particular features substantial street trees, framing a streetscape of intact 'garden suburb' style heritage character. Dwellings at 8 and 10 Urquhart Street are included in the Precinct, as notable examples of 'Federation villa' and 'Californian Bungalow' style dwellings of the 1900-1930s period. Dwellings along Searle Street illustrate the Edwardian era design ideals and the aspirations of new residents at the time and are of reasonable scale, feature projecting gables, substantial decorative timberwork and a bull-nose or verandah continuous with the roof.

The stagecoach company Cobb & Co. operated from a site at the edge of the precinct, and the former stables survive at the rear of 20 Urquhart Street. Coach drivers slept in the loft of this bow-roofed timber building, while transported prisoners were reportedly secured in a cellar below.[2]

[1] Reynolds, E. Vivian and Horsham Historical Society. *Naming Horsham streets 1849 - 1998 / researched and written by E. Vivian Reynolds* Horsham Historical Society Inc Horsham, Vic 2003, pg 54.

[2] Personal communication, Horsham Historical Society, Dec. 2024.

Description

Physical Description

Contributory houses in this precinct are nearly all of timber construction with weatherboard cladding, and most roofs are still clad in corrugated metal. They were built in the Victorian, Edwardian and interwar eras.

Victorian houses are generally Italianate in style, with an M-hipped roof with a long ridgeline and bullnose verandah which sits below the eaves. Some of the houses are block-fronted with simple, symmetrical front facades (18 McPherson Street, 12 & 37 Searle Street). The house at 37 Searle Street is the most elegant and embellished of this type, with a return verandah with the corner marked by a decorative gablet. The second type has a more complex roof, combining the typical M-hipped roof with a projecting gable to the front with a verandah beside it (31 & 33 Searle St; 27 Searle St has a projecting hipped bay instead). Larger versions of this type have projecting gables to the front and a side elevation, with a return verandah between them (15 Bowden Street, 30 & 45 Searle Street). The houses at 30 & 45 Searle Street are distinguished by their fine decorative trusswork in the gables (including a corner gablet at 45 Searle Street), and a decorative timber hood over the front window of 30 Searle Street.

Many of the Edwardian houses take two standard forms. The simplest retain the M-hipped roof of the Victorian era, with a front verandah featuring a half-timbered gablet at its centre (32 & 34 Searle Street). Others have the gabled hip roof characteristic of Federation villas in an asymmetrical composition created by a projecting gabled bay (14 Searle Street, 20 Urquhart Street), or a symmetrical block front with a verandah returning on both sides (25 Bowden Street). Most verandahs retain timber fretwork or old-fashioned cast-iron brackets. The roof pitch becomes lower over time, and they have more sprawling plans. A standout of this period is 21 Bowden Street. It has a very tall hipped roof bracketed by half-timber flying gables to the front and side elevations. The two gables of the front façade sit above canted bay windows, creating a symmetrical composition. The return verandah sits below the eaves with a projecting half-timbered gablet at its centre.

Many houses in the precinct retain massing typical of Federation villas, but were built in the early interwar period as indicated by a lower roof pitch, box-framed windows and details such as simpler timber fretwork to verandah posts. The simplest examples have a hipped roof that continues over a front or return verandah, and a projecting gabled bay to the front (4, 5 & 9 Bowden Street, 17 McPherson Street, 10 Urquhart Street). Among this group, 4 Bowden Street is an excellent example, with a front gablet mirroring the projecting gable, and a

HERITAGE CITATION REPORT

corner gablet in the return verandah. A second group with hipped roofs employ gable accents as part of complex roof forms (15 McPherson Street, 10A & 34 Searle Street, 8 Urquhart Street). The villa at 15 McPherson Street is the only masonry building in the precinct (possibly constructed of concrete), and a finely designed and substantial dwelling overall. It features leadlight casement windows, multiple gablets to the front façade, including one in the broad return verandah. The transition to interwar bungalow styles is indicated by the verandah supports: rendered plinths with paired posts above. The unusual and very fine bungalow at 8 Urquhart Street has curved eaves (possibly a Chinese influence) and three types of verandah supports (posts with Arts & Crafts fretwork, tapered masonry piers, and shingle-clad piers). The timber house at 34 Searle Street features very fine arched fretwork. The final group of transitional houses have gable fronts, either a single broad gable above a verandah gablet (26 Searle Street) or with a projecting gabled bay (36 Searle Street).

The final group of houses to be built in the precinct are in the California Bungalow style. The majority have a transverse gabled roof with a projecting gabled bay to the front (2, 7 & 14 Bowden Street, 6A & 20 McPherson Street, 15, 17, 22, 35 & 39 Searle Street), and in one case, two gables to the front (13 Searle Street). Later examples of this type had a hipped roof (2A & 18 Bowden Street). The second main type has a gable-fronted roof with a minor gable over the front porch (16, 27 & 29 Bowden Street, 19 McPherson Street). The California Bungalows have two main types of porch or verandah supports. Some have square timber posts with simple, many with blade-like timber brackets, in keeping with State Savings Bank house designs 'For Country Selection Only' (14 & 16 Bowden Street, 16 & 20 McPherson Street). The other group has masonry supports, typical of California Bungalows seen in metropolitan Melbourne. Most have a brick or rendered plinth with a dwarf column or tapered pier above, while a smaller number have full-length masonry piers.

A number of houses have early or original front fences and gates (2 & 4 Bowden Street, 6A McPherson Street, 22 Searle Street, 8 Urquhart Street) or just gates (29 Bowden Street, 15 McPherson Street, 26 Searle Street, 10 Urquhart Street). 15 McPherson Street may retain an original garage (with a modern roller door). Most unusually amongst the outbuildings, the bow-roofed outbuilding at 20 Urquhart Street was a former Cobb & Co. stables. It has been reclad in recent years, with a street-facing pedestrian door removed/covered over since 2011.

Physical Condition

Good condition. Most buildings in good repair, though a few require maintenance.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (residential buildings illustrate the pattern of development of inner suburban sections of the Horsham township from the 1880s through to the interwar period)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrating the settlement and growth in a regional centre of post-contact period in western Victoria, and containing representative examples of Victorian Italianate houses, Edwardian houses with the later examples showing a strong Arts & Crafts influence, and interwar California Bungalows)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (due to the presence of many substantial and well-detailed examples of houses from the Victorian, Edwardian and interwar periods)

Comparative Analysis

There are eight residential precincts recommended for the Heritage Overlay, seven in Horsham and one in Natimuk. As there are currently no precincts in the Horsham Heritage Overlay, these proposed areas will be compared amongst themselves. They include:

HERITAGE CITATION REPORT

- . Albert Street Residential Precinct – This is a small precinct focused largely on two blocks of Albert Street. It contains a very high proportion of contributory properties. The contributory houses illustrate the ongoing prevalence of Federation villa forms during the interwar period in regional areas, as well as the transition to more standard California Bungalows by the end of the 1920s. The intactness of individual houses is generally high.
- . Bowden & Searle Streets Residential Precinct – This is a relatively large precinct, spread over the two key streets and connecting cross streets. Contributory properties are dispersed, mostly in small groups, alternating with single or small groups of Non-contributory properties containing houses of a similar scale and setbacks. The contributory houses in this precinct range from the late Victorian era, through Edwardian and interwar periods. There are a number of particularly well detailed and intact substantial Victorian houses. Edwardian-era houses represent a range of forms, typical and unusual. Houses representing the transition from Federation villas in the early interwar period are well represented, with a few of very high architectural quality (including a rare masonry house). There is also a large collection of more standard California Bungalows. Intactness of contributory houses is mostly high, and many retain their original front fence and/or gate.
- . Bowen Street Residential Precinct – A small precinct encompassing almost the entirety of a short street. It contains a very high proportion of contributory properties built over a very short period of time. This precinct contains a small number of Federation villa-type interwar houses, but most are more standard California Bungalows, both very simple and more elaborate in detail. The houses are of high intactness, and many retain their original front fence and/or gates.
- . Doen Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains dense groups of contributory properties on both sides, with intervening small groups of non-contributory properties. It retains early housing stock, including a notable collection of Victorian houses on the north side and some masonry houses, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the Victorian through the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the north-east, displaying Horsham's early 20th century prosperity.
- . Natimuk Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains a dense group of contributory properties at the middle of the south side of Natimuk Road, and smaller groups and single contributory properties elsewhere. It is characterised by its interwar housing stock including some very substantial examples, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the south-west, displaying Horsham's early 20th century prosperity. The eucalyptus plantings in the broad road reserve add to this salubrious character, and are an improvement brought about by the earliest residents.
- . Railway Avenue Residential Precinct – A medium-sized precinct which runs along the south side of the railway reserve and just to its south. It contains a relatively high proportion of contributory properties, interspersed with single non-contributory properties. This precinct contains a high proportion of Victorian houses, both tiny cottages and larger Italianate houses, some still intact and some remodelled during the interwar period. Edwardian houses are mostly asymmetrical villas, a typology that continued into the early interwar period. The remaining interwar houses are California Bungalows, as well as a few simple 1930s hipped-roof bungalows. Houses are mostly of standard design, with a few standouts from all three periods. Intactness of individual houses is high to moderate.
- . Edward Street Residential Precinct – A medium-sized precinct, with a relatively high proportion of contributory properties. The dominant character of this precinct is created by Edwardian and early interwar houses of the Federation villa type, many of which retain notable timber fretwork. It also contains many California Bungalows, most of them featuring verandah posts and fretwork in keeping with the continuation of the Federation style. Most houses are of high intactness, with some exceptions.

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. Natimuk Residential Precinct – The precinct follows the Natimuk Creek, including most of the long and irregular course along the west side (Lake Avenue) and a short section of Lake Road facing it on the east side. The central area of the precinct has densely developed township-like blocks, with larger and more spread-out farm homestead blocks at the western and northern ends. The central core area contains a very consistent group of timber Victorian houses, most of them block-fronted Italianate houses with simple details. The Edwardian and early interwar houses are more substantial, featuring the Federation villa style. There are three notable brick houses at the west and northern ends of Lake Avenue, illustrating an Arts & Crafts influence through the first two decades of the 20th century. Intactness of the contributory houses is generally high.

In comparison to the other precincts, the Bowden & Searle Streets Precinct is most comparable to Doon Road Precinct due to the presence of many substantial and well-detailed examples of houses from the Victorian, Edwardian and interwar periods. It stands out from the group due to the high intactness of houses and the survival of many original fences and gates.

Statement of Significance

What is significant?

The Bowden & Searle Streets Precinct is significant. It comprises 3-29 & 2-22 Bowden Street, 6A-20 & 7-21 McPherson Street, 10A-38 & 11-45 Searle Street, and 8-10 & 13 Urquhart Street, Horsham.

The elements of heritage value of the precinct, include:

- . Residential buildings constructed in the Victorian, Edwardian and interwar eras
- . Original/early fences and/or gates, which survive at: 2, 4 & 29 Bowden Street; 6A & 15 McPherson Street; 22 & 26 Searle Street; and 8 & 10 Urquhart Street.

Contributory properties are: 5-9, 15, 21, 25-29, 2-4 & 12-18 Bowden Street; 15-19, 6A, 8, 18 & 20 McPherson Street; 13-17, 27, 31-39, 45, 10A, 12, 14, 22-26 & 30-38 Searle Street; 13, 8, 10 & 20 Urquhart Street. Among these properties are some houses of particular note including 21 Bowden Street, 15 McPherson Street, 30, 37 & 45 Searle Street, and 8 Urquhart Street.

How is it significant?

The Bowden & Searle Streets Residential Precinct is of local historic, representative and aesthetic significance to Horsham Rural City.

Why is it significant?

The Bowden & Searle Streets Residential Precinct illustrates:

- . consistent streetscapes of 1890-1920s era representative Victorian and Edwardian dwellings which illustrate the scale, prosperity and accommodation needs of the late 19th century town, as pastoralism gave way to closer settlement and high yield grain production. The population of the town grew rapidly during this period and the resultant housing illustrates the demand and aspirations of residents of the period. (Criteria A & D)
- . the substantial development of suburbs within Horsham during the 20th century inter-war period. The Wimmera region underwent a substantial economic boom during this period, due to improvements in farming technology, soil management, transport and several very good harvest years. The first houses built during this period had Federation villa forms, as was characteristic for regional Victoria, transitioning to the more widely common inter-war 'California Bungalow' style dwellings. (Criteria A & D)
- . the precinct is of aesthetic significance due to the presence of a number of particularly well detailed and intact substantial Victorian houses, as well as fine examples of late Edwardian and early interwar Federation villas of very high architectural quality (including a rare masonry house). It is enhanced by the survival of many original

HERITAGE CITATION REPORT

front fences and gates. (Criterion E)

PROPERTY TABLE

Number	Street	Town	Heritage classification
2	Bowden Street	Horsham	Contributory
2A	Bowden Street	Horsham	Contributory
3	Bowden Street	Horsham	Non-contributory
4	Bowden Street	Horsham	Contributory
5	Bowden Street	Horsham	Contributory
6	Bowden Street	Horsham	Non-contributory
7	Bowden Street	Horsham	Contributory
8	Bowden Street	Horsham	Non-contributory
9	Bowden Street	Horsham	Contributory
10	Bowden Street	Horsham	Non-contributory
11	Bowden Street	Horsham	Non-contributory
12	Bowden Street	Horsham	Contributory
13	Bowden Street	Horsham	Non-contributory
14	Bowden Street	Horsham	Contributory
15	Bowden Street	Horsham	Contributory
16	Bowden Street	Horsham	Contributory
17	Bowden Street	Horsham	Non-contributory
18	Bowden Street	Horsham	Contributory
19	Bowden Street	Horsham	Non-contributory
19A	Bowden Street	Horsham	Non-contributory
20	Bowden Street	Horsham	Non-contributory
21	Bowden Street	Horsham	Contributory
22	Bowden Street	Horsham	Non-contributory
23	Bowden Street	Horsham	Non-contributory
25	Bowden Street	Horsham	Contributory
27	Bowden Street	Horsham	Contributory
29	Bowden Street	Horsham	Contributory
6A	McPherson Street	Horsham	Contributory
7	McPherson Street	Horsham	Non-contributory
8	McPherson Street	Horsham	Contributory
9	McPherson Street	Horsham	Non-contributory
10	McPherson Street	Horsham	Non-contributory
11	McPherson Street	Horsham	Non-contributory
12	McPherson Street	Horsham	Non-contributory
13	McPherson Street	Horsham	Non-contributory
14	McPherson Street	Horsham	Non-contributory

HERITAGE CITATION REPORT

15	McPherson Street	Horsham	Contributory
16	McPherson Street	Horsham	Non-contributory
17	McPherson Street	Horsham	Contributory
18	McPherson Street	Horsham	Contributory
19	McPherson Street	Horsham	Contributory
20	McPherson Street	Horsham	Contributory
10A	Searle Street	Horsham	Contributory
10B	Searle Street	Horsham	Non-contributory
11	Searle Street	Horsham	Non-contributory
12	Searle Street	Horsham	Contributory
13	Searle Street	Horsham	Contributory
14	Searle Street	Horsham	Contributory
15	Searle Street	Horsham	Contributory
16	Searle Street	Horsham	Non-contributory
17	Searle Street	Horsham	Contributory
18	Searle Street	Horsham	Non-contributory
19	Searle Street	Horsham	Non-contributory
20	Searle Street	Horsham	Non-contributory
21	Searle Street	Horsham	Non-contributory
22	Searle Street	Horsham	Contributory
24	Searle Street	Horsham	Contributory
25	Searle Street	Horsham	Non-contributory
26	Searle Street	Horsham	Contributory
27	Searle Street	Horsham	Contributory
28	Searle Street	Horsham	Non-contributory
29A	Searle Street	Horsham	Non-contributory
29B	Searle Street	Horsham	Non-contributory
30	Searle Street	Horsham	Contributory
31	Searle Street	Horsham	Contributory
32	Searle Street	Horsham	Contributory
33	Searle Street	Horsham	Contributory
34	Searle Street	Horsham	Contributory
35	Searle Street	Horsham	Contributory
36	Searle Street	Horsham	Contributory
37	Searle Street	Horsham	Contributory
38	Searle Street	Horsham	Contributory
39	Searle Street	Horsham	Contributory
41	Searle Street	Horsham	Non-contributory
43	Searle Street	Horsham	Non-contributory

HERITAGE CITATION REPORT

45	Searle Street	Horsham	Contributory
8	Urquhart Street	Horsham	Contributory
10	Urquhart Street	Horsham	Contributory
13	Urquhart Street	Horsham	Contributory
18	Urquhart Street	Horsham	Non-contributory
20	Urquhart Street	Horsham	Contributory

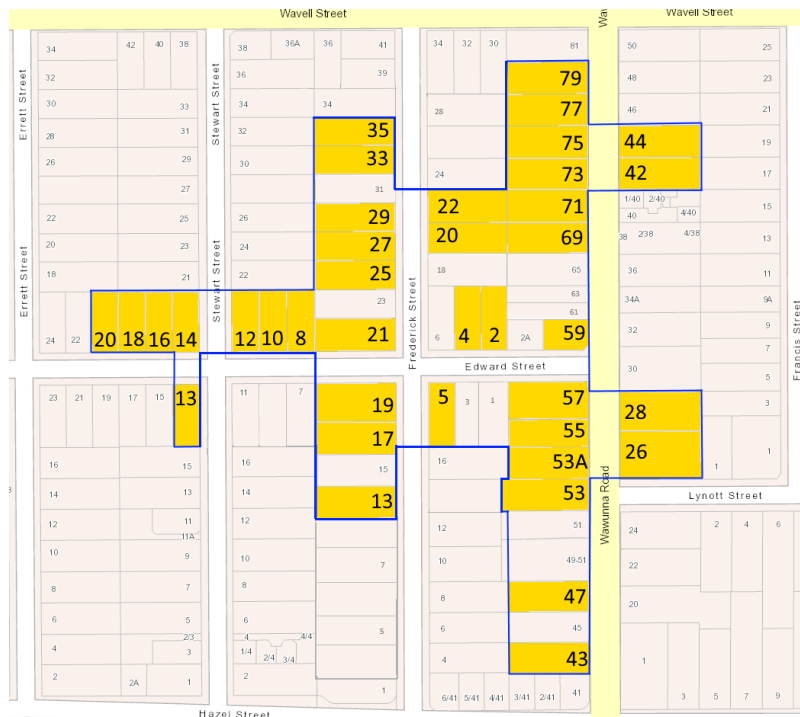
Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	Yes Original fences and gates
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Edward Street Residential Precinct
Address: 1-5, 13 & 2-20 Edward St HORSHAM
 13-35 & 18-22 Frederick St HORSHAM
 43-79, 26-28 & 42-44 Wawunna Rd HORSHAM
Place Type: Residential Precinct
Citation Date: 2022



Edward St Horsham map v2

**Recommended
Heritage Protection** **VHR -**

HI -
PS -

Integrity

Relatively high integrity - refer map for contributory items. Alterations to contributory houses include vinyl or metal cladding concealing original weatherboards and/or gable treatments (5 Edward St; 29 & 33 Frederick St), replacement of verandah posts with simpler elements and/or loss of verandah fretwork (20, 25 & 27 Frederick St; 47 Wawunna Rd), replacement of one or both front windows (10, 14, 16 & 18 Edward St; 27 Frederick St; 77 Wawunna Rd), and partial infill of the verandah return (5 Edward St) or other addition near the front (59 & 75 Wawunna Rd). Despite these changes, all contributory houses are clearly legible examples of late Edwardian and interwar dwellings.

HERITAGE CITATION REPORT

History and Historical Context

The residential streets of the precinct were largely developed in the 1900s to 1930s, during a period of expansion in greater Horsham.

The streets north of the railway line would have been considered the outskirts of Horsham when they were first developed, with the intention of creating a pleasant suburban area of detached dwellings and gardens situated at a distance away from the central 'City' of Horsham. Many had garages, indicating the car ownership was becoming common during the period.

There is a predominance of interwar period housing in suburban streets north of the railway reserve. Most are modest, timber clad interpretations of 'Californian Bungalow' or 'villa' dwellings of two-bedrooms, sometimes with the addition of a lean-to or detached sleep-out providing an extra bedroom. Some dwellings may have been built with the assistance of building societies, or the State Bank of Victoria, which was established in Horsham by the early 1900s and helped to finance new home buyers.

The precinct is located north of the railway corridor, in an area generally known as 'Oatlands Park'. The allotments along Edward and Frederick streets and Wawunna Road were developed from approximately 1900 to 1930s, mostly with modest timber villas and bungalows. There is a general uniformity in the scale of dwellings, setbacks, design types and front fencing. In 1937, steps were taken to have Edward Street 'metalled', as it was one of the few streets left in Horsham at that time that had been left unmade. This went ahead despite the protestations of some homeowners in Edward Street who said they couldn't afford to pay their share of the cost.

Description

Physical Description

Contributory houses in this precinct are all of timber construction with weatherboard cladding, apart from 28 Wawunna Road (finished in roughcast render) and most still have corrugated metal roofs.

Around half of the houses in this precinct were built in the late Edwardian and early interwar eras in a Federation villa form. This typology continued to be popular in regional and rural Victoria long after the California Bungalow became ubiquitous in Melbourne, as illustrated by the inclusion of these types in the State Savings Bank's timber-framed dwelling design books 'For Country Selection Only' until 1927 or later. They have complex hipped roofs with multiple gables and extend over the verandah to create a sprawling plan. Nearly all have the classic asymmetrical front façade created by a projecting gabled bay. Timber verandah posts tend to have simple Arts & Crafts fretwork, with elaborate examples at 13 Frederick Street and 43 & 79 Wawunna Road (probably all by the same builder). The villa at 26 Wawunna Road is particularly substantial, with a return verandah and intact simple fretwork. The house at 57 Wawunna Road has an unusual dormer serving to vent the roof, and an Arts & Crafts influence seen in the verandah brackets and roughcast rendered chimney.

The remaining houses are later 1920s California Bungalows with gable-fronted or transverse gable roofs, all with a minor gable to the front. Most continue to use the same type of timber posts with simple fretwork to their porches, with particularly decorative examples at 42 & 69 Wawunna Road. A few have the more typical masonry porch supports combined with timber posts above, as at 73 Wawunna Road (this is likely to be a State Savings Bank design, and it retains an original wire fence and gates), or masonry piers atop the supports (4 & 12 Edward Street, 21 & 35 Frederick Street). Gable treatments range from simplified half-timbering, sometimes paired with timber shingles in the apex, areas of weatherboards notched to resemble shingles, to plain weatherboards often enlivened with a louvered vent to each gable.

While there are alterations to some houses, this is still one of the largest and most cohesive areas of early development in north Horsham.

HERITAGE CITATION REPORT

Physical Condition

Fair condition. Some buildings in good repair, many others require maintenance.

Comparative Analysis

There are eight residential precincts recommended for the Heritage Overlay, seven in Horsham and one in Natimuk. As there are currently no precincts in the Horsham Heritage Overlay, these proposed areas will be compared amongst themselves. They include:

- . Albert Street Residential Precinct – This is a small precinct focused largely on two blocks of Albert Street. It contains a very high proportion of contributory properties. The contributory houses illustrate the ongoing prevalence of Federation villa forms during the interwar period in regional areas, as well as the transition to more standard California Bungalows by the end of the 1920s. The intactness of individual houses is generally high.
- . Bowden & Searle Streets Residential Precinct – This is a relatively large precinct, spread over the two key streets and connecting cross streets. Contributory properties are dispersed, mostly in small groups, alternating with single or small groups of Non-contributory properties containing houses of a similar scale and setbacks. The contributory houses in this precinct range from the late Victorian era, through Edwardian and interwar periods. There are a number of particularly well detailed and intact substantial Victorian houses. Edwardian-era houses represent a range of forms, typical and unusual. Houses representing the transition from Federation villas in the early interwar period are well represented, with a few of very high architectural quality (including a rare masonry house). There is also a large collection of more standard California Bungalows. Intactness of contributory houses is mostly high, and many retain their original front fence and/or gate.
- . Bowen Street Residential Precinct – A small precinct encompassing almost the entirety of a short street. It contains a very high proportion of contributory properties built over a very short period of time. This precinct contains a small number of Federation villa-type interwar houses, but most are more standard California Bungalows, both very simple and more elaborate in detail. The houses are of high intactness, and many retain their original front fence and/or gates.
- . Dooen Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains dense groups of contributory properties on both sides, with intervening small groups of non-contributory properties. It retains early housing stock, including a notable collection of Victorian houses on the north side and some masonry houses, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the Victorian through the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the north-east, displaying Horsham's early 20th century prosperity.
- . Natimuk Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains a dense group of contributory properties at the middle of the south side of Natimuk Road, and smaller groups and single contributory properties elsewhere. It is characterised by its interwar housing stock including some very substantial examples, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the south-west, displaying Horsham's early 20th century prosperity. The eucalyptus plantings in the broad road reserve add to this salubrious character, and are an improvement brought about by the earliest residents.
- . Railway Avenue Residential Precinct – A medium-sized precinct which runs along the south side of the railway reserve and just to its south. It contains a relatively high proportion of contributory properties, interspersed with single non-contributory properties. This precinct contains a high proportion of Victorian houses, both tiny cottages and larger Italianate houses, some still intact and some remodelled during the interwar period.

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Edwardian houses are mostly asymmetrical villas, a typology that continued into the early interwar period. The remaining interwar houses are California Bungalows, as well as a few simple 1930s hipped-roof bungalows. Houses are mostly of standard design, with a few standouts from all three periods. Intactness of individual houses is high to moderate.

. Edward Street Residential Precinct – A medium-sized precinct, with a relatively high proportion of contributory properties. The dominant character of this precinct is created by Edwardian and early interwar houses of the Federation villa type, many of which retain notable timber fretwork. It also contains many California Bungalows, most of them featuring verandah posts and fretwork in keeping with the continuation of the Federation style. Most houses are of high intactness, with some exceptions.

. Natimuk Residential Precinct – The precinct follows the Natimuk Creek, including most of the long and irregular course along the west side (Lake Avenue) and a short section of Lake Road facing it on the east side. The central area of the precinct has densely developed township-like blocks, with larger and more spread-out farm homestead blocks at the western and northern ends. The central core area contains a very consistent group of timber Victorian houses, most of them block-fronted Italianate houses with simple details. The Edwardian and early interwar houses are more substantial, featuring the Federation villa style. There are three notable brick houses at the west and northern ends of Lake Avenue, illustrating an Arts & Crafts influence through the first two decades of the 20th century. Intactness of the contributory houses is generally high.

In comparison to the other precincts, the Edward Street Precinct is most comparable to the Albert Street Precinct due to the strong collection of early interwar dwellings illustrating their regional forms, as well as the transition to California Bungalow forms, and also because both are located in north Horsham. It stands out from the group due to a number of notable examples of these transitional Edwardian-interwar houses retaining fine timber fretwork, as well as the many California Bungalows adorned with the regional variant of timber posts and brackets.

Statement of Significance

What is significant?

The Edward Street Residential Precinct is significant. It comprises: 1-5, 13 & 2-20 Edward Street; 13-35 & 18-22 Frederick Street; and 43-79, 26-28 & 42-44 Wawunna Road, Horsham.

The elements of heritage value of the Edward Street Residential Precinct, include:

- . Residential buildings constructed in the Edwardian and interwar eras
- . Original/early fences and/or gates, which survive at: 71 & 73 Wawunna Road.

Contributory properties are: 5, 13, 2, 4 & 8-20 Edward Street; 13, 17-21, 25-29, 33-35 & 20-22 Frederick Street; and 43, 47, 53-59, 69-79, 26-28 & 42-44 Wawunna Road. Houses of note include a group of late Edwardian villas with very elaborate verandah fretwork, probably the work of a single designer-builder, at 13 Frederick Street and 43 & 79 Wawunna Road, an unusual Arts & Crafts villa at 57 Wawunna Road, and a substantial and highly intact example of the early interwar Federation villa typology that so characterised regional residential development of that period.

How is it significant?

The Edward Street Residential Precinct is of local historic and representative significance to Horsham Rural City

Why is it significant?

The Edward Street Residential Precinct illustrates:

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. consistent streetscapes of 1900-1920 era representative Edwardian dwellings which illustrate the scale, prosperity and accommodation needs of the late 19th century town, as pastoralism gave way to closer settlement and high yield grain production. The population of the town grew rapidly during this period and the resultant housing illustrates the demand and aspirations of residents of the period. (Criteria A & D)

. the substantial development of suburbs within Horsham during the 20th century inter-war period. The Wimmera region underwent a substantial economic boom during this period, due to improvements in farming technology, soil management, transport and several very good harvest years. A substantial part of the Precinct contains interwar houses that demonstrate the continued popularity of Federation villa forms during the interwar period in regional Victoria, even with the late 1920s transition to 'California Bungalow' style dwellings. (Criteria A & D)

PROPERTY TABLE

Number	Street	Town	Heritage classification
1	Edward Street	Horsham	Non-contributory
2A	Edward Street	Horsham	Contributory
3	Edward Street	Horsham	Non-contributory
4	Edward Street	Horsham	Contributory
5	Edward Street	Horsham	Contributory
6	Edward Street	Horsham	Non-contributory
8	Edward Street	Horsham	Contributory
10	Edward Street	Horsham	Contributory
12	Edward Street	Horsham	Contributory
13	Edward Street	Horsham	Contributory
14	Edward Street	Horsham	Contributory
16	Edward Street	Horsham	Contributory
18	Edward Street	Horsham	Contributory
20	Edward Street	Horsham	Contributory
2A	Edward Street	Horsham	Non-contributory
13	Frederick Street	Horsham	Contributory
15	Frederick Street	Horsham	Non-contributory
17	Frederick Street	Horsham	Contributory
18	Frederick Street	Horsham	Non-contributory
19	Frederick Street	Horsham	Contributory
20	Frederick Street	Horsham	Contributory
21	Frederick Street	Horsham	Contributory
22	Frederick Street	Horsham	Contributory
23	Frederick Street	Horsham	Non-contributory
25	Frederick Street	Horsham	Contributory
27	Frederick Street	Horsham	Contributory
29	Frederick Street	Horsham	Contributory
31	Frederick Street	Horsham	Non-contributory
33	Frederick Street	Horsham	Contributory

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35	Frederick Street	Horsham	Contributory
26	Wawunna Road	Horsham	Contributory
28	Wawunna Road	Horsham	Contributory
42	Wawunna Road	Horsham	Contributory
43	Wawunna Road	Horsham	Contributory
44	Wawunna Road	Horsham	Contributory
45	Wawunna Road	Horsham	Non-contributory
47	Wawunna Road	Horsham	Contributory
49-51	Wawunna Road	Horsham	Non-contributory
51	Wawunna Road	Horsham	Non-contributory
53	Wawunna Road	Horsham	Contributory
53A	Wawunna Road	Horsham	Contributory
55	Wawunna Road	Horsham	Contributory
57	Wawunna Road	Horsham	Contributory
59	Wawunna Road	Horsham	Contributory
61	Wawunna Road	Horsham	Non-contributory
63	Wawunna Road	Horsham	Non-contributory
65	Wawunna Road	Horsham	Non-contributory
69	Wawunna Road	Horsham	Contributory
71	Wawunna Road	Horsham	Contributory
73	Wawunna Road	Horsham	Contributory
75	Wawunna Road	Horsham	Contributory
77	Wawunna Road	Horsham	Contributory
79	Wawunna Road	Horsham	Contributory

Assessment Against Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (residential buildings illustrate the pattern of development of suburban sections of the Horsham township north of the railway line during the Edwardian and interwar periods)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrating the settlement and growth in a regional centre of post-contact period in western Victoria, and containing representative examples of Edwardian houses with the later examples showing a strong Arts & Crafts influence, interwar villas and California Bungalows)

Recommendations 2022

External Paint Controls

No

Internal Alteration Controls

No

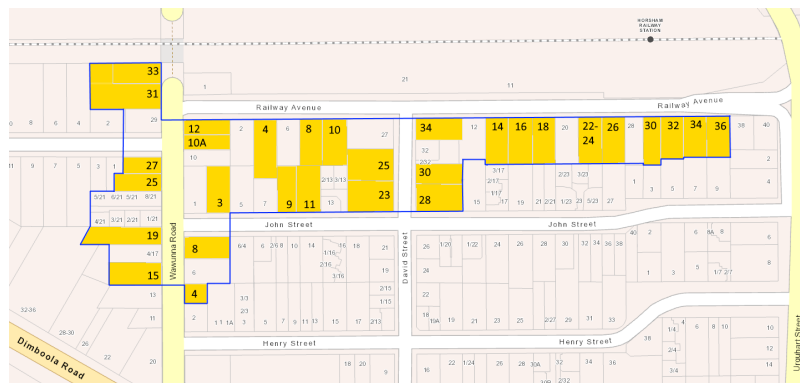
HERITAGE CITATION REPORT

Tree Controls	No
Fences & Outbuildings	Yes original fences and gates
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

HERITAGE CITATION REPORT

name: Railway Avenue Residential Precinct
Address: 2-36 Railway Ave HORSHAM
 23-27 & 28-34 David St HORSHAM
 1-13 John St HORSHAM
 15-33 & 4-12 Wawunna Rd HORSHAM
Place Type: Residential Precinct
Citation Date: 2022



Railway Ave Horsham map v2

**Recommended
Heritage Protection**

VHR -
 HI -
 PS -

Integrity

Medium-high integrity - refer map for contributory items.

While there are some houses of very high intactness in this precinct, there are also many that have undergone incremental change, much of it unsympathetic. Note that the remodellings of several Victorian houses in the interwar period are considered to contribute to the significance of the precinct, by demonstrating the renewed prosperity of Horsham in the early 20th century. The intrusive alterations are mostly post-war in date.

A large number of houses have lost their original verandah posts, a few have altered verandah roofs (3 John St, 10A Wawunna Rd, 34 Railway Ave), many have replacement windows (25 David St, 3 John St, 4 Railway Ave), and a few have small additions at their front corners (14 Railway Ave, 34 David St). The verandah of 22 Railway Avenue originally returned along the east side of the house, but was shortened after 2010 to fit a new carport. Since 2022 the two tall chimneys of 36 Railway Avenue have been demolished.

History and Historical Context

The residential streets of the precinct were largely developed in the late 1890s to 1930s, during a period of expansion in greater Horsham. The suburban area between Baillie Street and the railway reserve was

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subdivided and developed after the establishment of the railway in 1879 - generally known at the time as 'Church Hill', subdivided 1883[1]. Housing stock was a mix of railway cottages and larger speculative and purpose-built villas of the 1890-1920 period. A reasonable number of larger scale Edwardian era villas remain. Of note is the misalignment of streets behind the prestigious Baillie Street, with jogs at the east ends of John, Henry and Bowden streets, just south-east of the precinct - evidence of separate Church Hill area subdivisions by Gillies (1883) and Bowden (1880).

The precinct is situated immediately south of the (now) Melbourne-Adelaide railway line, initially laid to Horsham in 1879. The area was subdivided by J Gillies in 1883, after the establishment of the rail line, when considerable residential growth was anticipated. The dwellings of interest within the proposed precinct are mostly single-storey timber cottages, many of which are 'late-Victorian' or 'Edwardian' period in character. These are located along John and David Streets (names of Gillies' sons) and Wawunna Road. Housing is only located along the south side of Railway Avenue, with the north side of the road maintained as railway reserve. There was considerable status associated with living alongside a railway line in the late nineteenth century, and as such these homes were generally built to a relatively high standard. There were efforts made to beautify Railway Avenue and surrounding streets with tree-planting, which was attempted with varying success at different times. Dwellings such as 23 David Street provide insight into Edwardian era design ideals and the aspirations of new residents at the time - the dwelling is large in scale, features two projecting gables, substantial decorative timberwork and a wide, wrap-around verandah.

[1] Reynolds, E. Vivian and Horsham Historical Society. *Naming Horsham streets 1849 - 1998 / researched and written by E. Vivian Reynolds* Horsham Historical Society Inc Horsham, Vic 2003, pg 54

Description

Physical Description

This precinct is located along the south side of Railway Avenue, facing Horsham Railway Station on the north side of the street. Its streetscape is visible from Mill Street, from the north side of the railway line. The precinct extends to side streets David Street and Wawunna Road running south off Railway Avenue, and part of the parallel John Street just to the south.

Contributory houses in this precinct are all of timber construction with weatherboard cladding.

Many were built in the Victorian era, including those that are largely intact to their original form and those that were remodelled during the interwar era. Those that retain their Victorian form including tiny gabled cottages (12 & 27 Wawunna Road) and double-fronted Italianate houses (23 & 28 David Street, 9 John Street, 10A Wawunna Road, 4 & 10 Railway Avenue). The Italianate houses have M-hipped roofs, with a long transverse ridge line. In some cases, the hipped roof has added complexity, such as the house at 28 David Street which has a projecting hipped bay to one side of the facade and a complex bullnosed verandah with decorative gables. The house at 23 David Street features an unusual pair of gables to the front façade with heavy modillions and an open bed, indicating a Georgian Revival influence. Chimneys, where they survive, are of corbelled facebrick (though overpainted).

Victorian houses updated during the interwar era include those with new box-framed windows (16 Railway Ave), a broad verandah gablet above the entry either introduced or remodelled in the interwar period (22 Railway Ave), and two large gable-fronted additions and a front porch were added to the front of another (25 David St), though its Victorian origins are apparent in the M-hipped central roof and corbelled brick chimney.

There are a number of Edwardian houses, with complex hipped roof forms continuing over the verandah and timber fretwork ornament. The most impressive verandah belongs to 11 John Street. It sits below the eaves, indicating an early date, returns around the side, and features paired turned posts, an arched ladder-back frieze, and a gablet at the entrance. This Z-plan house also features very tall banks of sash windows, and decorative trusses and scalloped shingles to the front and side gables. Other houses are smaller, with only front

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verandahs that are continuous with the main roof, in keeping with the Federation villa typology (34 David St, 14 Railway Ave). The cottage at 30 David St has a more Arts & Crafts influence, with a symmetrical façade, steep hipped roof continuing into the front verandah, a roughcast rendered tapered chimney, and curvilinear fretwork to the verandah and a gabled dormer.

The Federation villa typology continued in use during the early interwar period, as seen at 19 Wawunna Rd and 18 Railway Ave. Later 1920s houses are mostly California Bungalows with dominant front gables (often the porch) paired with a gable-fronted (10 & 26 Railway Ave, 8 & 31 Wawunna Rd) or transverse gabled roof (15 & 33 Wawunna Rd). By 1930, some had a hipped roof with gabled porch (8 Railway Ave, 4 Wawunna Rd). Many of the California Bungalows are highly intact and retain a variety of decorative porch supports, ranging from dwarf columns atop plinths (8 Wawunna Rd), rendered piers (31 & 33 Wawunna Rd), to tapered piers (26 Railway Ave). The California Bungalow at 15 Wawunna Avenue is particularly complex and accomplished, with two front gables, arched fretwork to the entry, and banded brick and render piers to the return verandah. At the more modest end of the scale, 4 & 25 Wawunna Rd retain simple timber posts and brackets.

Houses are single-storey, with the exception of a 1920s attic-storey bungalow at 30 Railway Avenue. Late interwar bungalows return to a simple hipped roof (32-36 Railway Avenue).

Physical Condition

Good to fair condition. Some buildings in good repair, others require maintenance.

Comparative Analysis

here are eight residential precincts recommended for the Heritage Overlay, seven in Horsham and one in Natimuk. As there are currently no precincts in the Horsham Heritage Overlay, these proposed areas will be compared amongst themselves. They include:

- . Albert Street Residential Precinct – This is a small precinct focused largely on two blocks of Albert Street. It contains a very high proportion of contributory properties. The contributory houses illustrate the ongoing prevalence of Federation villa forms during the interwar period in regional areas, as well as the transition to more standard California Bungalows by the end of the 1920s. The intactness of individual houses is generally high.
- . Bowden & Searle Streets Residential Precinct – This is a relatively large precinct, spread over the two key streets and connecting cross streets. Contributory properties are dispersed, mostly in small groups, alternating with single or small groups of Non-contributory properties containing houses of a similar scale and setbacks. The contributory houses in this precinct range from the late Victorian era, through Edwardian and interwar periods. There are a number of particularly well detailed and intact substantial Victorian houses. Edwardian-era houses represent a range of forms, typical and unusual. Houses representing the transition from Federation villas in the early interwar period are well represented, with a few of very high architectural quality (including a rare masonry house). There is also a large collection of more standard California Bungalows. Intactness of contributory houses is mostly high, and many retain their original front fence and/or gate.
- . Bowen Street Residential Precinct – A small precinct encompassing almost the entirety of a short street. It contains a very high proportion of contributory properties built over a very short period of time. This precinct contains a small number of Federation villa-type interwar houses, but most are more standard California Bungalows, both very simple and more elaborate in detail. The houses are of high intactness, and many retain their original front fence and/or gates.
- . Dooen Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains dense groups of contributory properties on both sides, with intervening small groups of non-contributory properties. It retains early housing stock, including a notable collection of Victorian houses on the north side and some masonry

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houses, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the Victorian through the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the north-east, displaying Horsham's early 20th century prosperity.

. Natimuk Road Residential Precinct – A medium-sized precinct which is primarily linear. It contains a dense group of contributory properties at the middle of the south side of Natimuk Road, and smaller groups and single contributory properties elsewhere. It is characterised by its interwar housing stock including some very substantial examples, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the south-west, displaying Horsham's early 20th century prosperity. The eucalyptus plantings in the broad road reserve add to this salubrious character, and are an improvement brought about by the earliest residents.

. Railway Avenue Residential Precinct – A medium-sized precinct which runs along the south side of the railway reserve and just to its south. It contains a relatively high proportion of contributory properties, interspersed with single non-contributory properties. This precinct contains a high proportion of Victorian houses, both tiny cottages and larger Italianate houses, some still intact and some remodelled during the interwar period. Edwardian houses are mostly asymmetrical villas, a typology that continued into the early interwar period. The remaining interwar houses are California Bungalows, as well as a few simple 1930s hipped-roof bungalows. Houses are mostly of standard design, with a few standouts from all three periods. Intactness of individual houses is high to moderate.

. Edward Street Residential Precinct – A medium-sized precinct, with a relatively high proportion of contributory properties. The dominant character of this precinct is created by Edwardian and early interwar houses of the Federation villa type, many of which retain notable timber fretwork. It also contains many California Bungalows, most of them featuring verandah posts and fretwork in keeping with the continuation of the Federation style. Most houses are of high intactness, with some exceptions.

. Natimuk Residential Precinct – The precinct follows the Natimuk Creek, including most of the long and irregular course along the west side (Lake Avenue) and a short section of Lake Road facing it on the east side. The central area of the precinct has densely developed township-like blocks, with larger and more spread-out farm homestead blocks at the western and northern ends. The central core area contains a very consistent group of timber Victorian houses, most of them block-fronted Italianate houses with simple details. The Edwardian and early interwar houses are more substantial, featuring the Federation villa style. There are three notable brick houses at the west and northern ends of Lake Avenue, illustrating an Arts & Crafts influence through the first two decades of the 20th century. Intactness of the contributory houses is generally high.

In comparison to the other precincts, the Railway Avenue Precinct is most comparable to Dooen Road Precinct due to its large number of Victorian houses, combined with examples from the Edwardian and interwar periods. It stands out from the group due to the many Victorian houses that were remodelled in the interwar period, illustrating a second period of prosperity.

Statement of Significance

What is significant?

The Railway Avenue Residential Precinct is significant. It comprises: 2-36 Railway Avenue, 23-27 & 28-34 David Street, 1-13 John Street, and 15-33 & 4-12 Wawunna Road, Horsham.

The elements of heritage value of the precinct include:

- . Residential buildings constructed in the Victorian, Edwardian and interwar eras

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Contributory properties are: 23, 25, 28, 30 & 34 David Street; 3, 9 & 11 John Street; 4, 8, 10, 14-18, 22-24, 26 & 30-36 Railway Avenue; 15, 19, 25, 27, 31, 33, 4, 8, 10A & 12 Wawunna Road. Among these properties are some houses of particular note including 23 & 28 David Street, 11 David Street and 15 Wawunna Road.

How is it significant?

The Railway Avenue Residential Precinct is of local historic and representative significance to Horsham Rural City.

Why is it significant?

The Railway Avenue Residential Precinct illustrates:

- . consistent streetscapes of 1890-1920 era representative Victorian and Edwardian dwellings which illustrate the scale, prosperity and accommodation needs of the late 19th century town, as pastoralism gave way to closer settlement and high yield grain production. The population of the town grew rapidly during this period and the resultant housing illustrates the demand and aspirations of residents of the period. (Criteria A & D)

- . the substantial development of suburbs within Horsham during the 20th century inter-war period. The Wimmera region underwent a substantial economic boom during this period, due to improvements in farming technology, soil management, transport and several very good harvest years. A substantial part of the Precinct contains inter-war 'California Bungalow' style dwellings from this period, as well as Victorian houses remodelled at this time, in streetscapes of high integrity. (Criteria A & D)

PROPERTY TABLE

Number	Street	Town	Heritage classification
23	David Street	Horsham	Contributory
25	David Street	Horsham	Contributory
27	David Street	Horsham	Non-contributory
28	David Street	Horsham	Contributory
30	David Street	Horsham	Contributory
32	David Street	Horsham	Non-contributory
34	David Street	Horsham	Contributory
1	John Street	Horsham	Non-contributory
3	John Street	Horsham	Contributory
5	John Street	Horsham	Non-contributory
7	John Street	Horsham	Non-contributory
9	John Street	Horsham	Contributory
11	John Street	Horsham	Contributory
13	John Street	Horsham	Non-contributory
2	Railway Avenue	Horsham	Non-contributory
4	Railway Avenue	Horsham	Contributory
6	Railway Avenue	Horsham	Non-contributory
8	Railway Avenue	Horsham	Contributory
10	Railway Avenue	Horsham	Contributory
12	Railway Avenue	Horsham	Non-contributory
14	Railway Avenue	Horsham	Contributory
16	Railway Avenue	Horsham	Contributory

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18	Railway Avenue	Horsham	Contributory
20	Railway Avenue	Horsham	Non-contributory
22-24	Railway Avenue	Horsham	Contributory
26	Railway Avenue	Horsham	Contributory
28	Railway Avenue	Horsham	Non-contributory
30	Railway Avenue	Horsham	Contributory
32	Railway Avenue	Horsham	Contributory
34	Railway Avenue	Horsham	Contributory
36	Railway Avenue	Horsham	Contributory
4	Wawunna Road	Horsham	Contributory
6	Wawunna Road	Horsham	Non-contributory
8	Wawunna Road	Horsham	Contributory
10	Wawunna Road	Horsham	Non-contributory
10A	Wawunna Road	Horsham	Contributory
12	Wawunna Road	Horsham	Contributory
15	Wawunna Road	Horsham	Contributory
17	Wawunna Road	Horsham	Non-contributory
19	Wawunna Road	Horsham	Contributory
21	Wawunna Road	Horsham	Non-contributory
25	Wawunna Road	Horsham	Contributory
27	Wawunna Road	Horsham	Contributory
29	Wawunna Road	Horsham	Non-contributory
31	Wawunna Road	Horsham	Contributory
33	Wawunna Road	Horsham	Contributory

Assessment Against Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (residential buildings illustrate the pattern of development of inner suburban sections of the Horsham township from the 1880s through to the interwar period)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrating the settlement and growth in a regional centre of post-contact period in western Victoria, and containing representative examples of Victorian Italianate houses, Edwardian houses with the later examples showing a strong Arts & Crafts influence, and interwar California Bungalows)

Recommendations 2022

External Paint Controls

No

Internal Alteration Controls

No

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Tree Controls	No
Fences & Outbuildings	No
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

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Dooen Road was reserved from sale when the grantees including J.S. Bowden, G. Langlands, J. Newman and others took possession of their extensive holdings on either side from the mid 1850's. The North-Western Railway from Murtoa was opened as far as Horsham on 5.2.1879 and it occupied the land along the north side of the road until rounding a curve into the station yard, as it does today, to the north of Palk Street.[0]

With Horsham showing signs of greater prosperity in the early twentieth century, there began a period of significant building development on Dooen Road of high-quality suburban homes, or suburban villas. In 1908 the *Horsham Times* noted the 'active state of the building trade', declaring: 'In every street the sound of the carpenter's hammer may be heard, and our columns containing notices from architects calling for tenders for both residences and business establishments'. One of the buildings it noted was the 'fine new weatherboard residence for Mr R.W. Puls'.[1] The allotments in these streets were part of a recent subdivision in Horsham that provided new building sites for larger homes. By 1910 there were seven weatherboard houses and one brick house on the south side and at least three weatherboard houses on the north side between the railway and Baillie Street. They included "Springfield", the home of James Petrie, the draper, which survives at no. 19 and Norman Turner's house at no. 17, both on the north side. On the south side, houses which survive from this period include Arthur Rodger the politician's house at no. 16 and Samuel Bleakley the farmer's house at no. 46.[0]

Many of those who built new homes in this area in the period from the early 1900s and into the late 1920s were from prominent or affluent local families, like the Bleakleys (who seem to have represented Horsham 'society') and who appear to have owned several homes in the street. Dooen Road offered those seeking to build a new villa or modern home on a superior building allotment. At that time there was considerable social status associated with living on a main road.

In 1912, David Harper was also building a new residence on Dooen Road designed by local architect Mr Smith; the builder was W.F. Allan.[2] Two years later, an established home on Dooen Road that belonged to successful farmer Samuel and his wife Sophia Bleakley was renovated. The house, known as 'Cavan' after Bleakley's birthplace, was 'a very old landmark in Horsham' and in 1912 it was entirely rebuilt, with the front portion of the house considerably enlarged and a new verandah erected all around the building.[3] The house had a substantial garden, planted with numerous exotic trees.

By 1919, there were signs of 'an approaching building revival in Horsham'. In Dooen Road, three new residences were being erected: one was for Frank Young; a 'hardwood bungalow villa' was being built for Messrs Newton and Fartch; while J.C. Dripps had let a contract for a 'modern home'.[4]

New building continued through the 1920s with a large number of well-built Californian Bungalows being erected. In 1923 it was reported that there were 'many handsome and extensive new residences having been erected on the Dooen Rd'. Some of these would appear to be architect-designed, judging from the finishing details to the exteriors and in some cases, a superior mix of materials, including stone, rather than the more run-of-the-mill weatherboards. Some other interwar styles were also built, including English Tudor Revival. In 1924 tenders were called for the purchase of J A Millar's 'modern villa, with all conveniences, ideally situated on the Dooen Road'.[5] By 1926 there were fifteen houses on the south side of Dooen Road between Baillie Street and present no. 60 whereas there are some twenty-one premises there today. On the north side, there were twelve houses between Baillie Street and "Glen Logan" (HO1, 1926) comparing with the eighteen premises along this frontage today. One early view shows that there was originally a central avenue bordered by a plantation along the Dooen Road with narrow roads on either side.[0]

[0] Andrew Ward, 'Limited Heritage Study for the Rural City of Horsham', 1998.

[1] *Horsham Times*, 13 March 1908.

[2] *Horsham Times*, 11 June 1912.

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[3] *Horsham Times*, 20 January 1914

[4] *Horsham Times*, 26 September 1919.

[5] *Horsham Times*, 12 October 1923 and 8 July 1924.

Reference:

Horsham Times Newspaper

Description

Physical Description

North and south sides of Dooen Road, consisting of early twentieth century – interwar dwellings, including fencing and streetscape elements.

Generally consistent setbacks and allotment sizes, with little subdivision having occurred to date. Some larger (double) allotments within precinct. Fencing to north side is generally lower, picket or cyclone wire fence with some hedge and other styles. South side fencing is more mixed with a greater proportion of higher fencing. Some houses retain an original front fence and gate (62 & 74 Dooen Road), while other just retain an original gate (22 & 54 Dooen Road).

Nearly all dwellings are timber framed, weatherboard clad bungalow style dwellings. A few interwar dwellings have walls of roughcast-rendered masonry (3, 50 & 62 Dooen Road). Verandahs are generally incorporated under the main roof and retain decorative timber fretwork in differing styles. Roof pitches are generally 30 degrees or higher. The Victorian Italianate dwellings have hipped roofs with a long transverse ridge (14, 17, 19, 23, 29 & 68 Dooen Road), with some featuring projecting bay windows. Federation bungalows often feature complex roof forms incorporating enveloping hips and multiple gables. Most interwar California Bungalows have gabled roofs, often with a minor gable to the façade, with later examples returning to simple hipped roofs.

Masonry bases to verandah piers are seen to several interwar California Bungalows, often replicating surface treatments to chimneys, which are otherwise face or painted brick.

Dwellings to the south side are slightly larger and more distinctive, while there is a notable collection of Victorian houses on the north side.

Physical Condition

Fair to good condition - evidence of cracking of masonry buildings common.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (buildings illustrate the pattern of development of Horsham township from the 1880s through to the interwar period)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrating the settlement and growth in a regional centre of post-contact period in western Victoria, and common early 20th styles such as Federation bungalows and interwar California Bungalows, as well as a group of substantial Victorian houses.)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (late 19thC and early 20thC buildings of design merit and good integrity)

HERITAGE CITATION REPORT

Comparative Analysis

There are eight residential precincts recommended for the Heritage Overlay, seven in Horsham and one in Natimuk. As there are currently no precincts in the Horsham Heritage Overlay, these proposed areas will be compared amongst themselves. They include:

- . **Albert Street Residential Precinct** – This is a small precinct focused largely on two blocks of Albert Street. It contains a very high proportion of contributory properties. The contributory houses illustrate the ongoing prevalence of Federation villa forms during the interwar period in regional areas, as well as the transition to more standard California Bungalows by the end of the 1920s. The intactness of individual houses is generally high.

- . **Bowden & Searle Streets Residential Precinct** – This is a relatively large precinct, spread over the two key streets and connecting cross streets. Contributory properties are dispersed, mostly in small groups, alternating with single or small groups of Non-contributory properties containing houses of a similar scale and setbacks. The contributory houses in this precinct range from the late Victorian era, through Edwardian and interwar periods. There are a number of particularly well detailed and intact substantial Victorian houses. Edwardian-era houses represent a range of forms, typical and unusual. Houses representing the transition from Federation villas in the early interwar period are well represented, with a few of very high architectural quality (including a rare masonry house). There is also a large collection of more standard California Bungalows. Intactness of contributory houses is mostly high, and many retain their original front fence and/or gate.

- . **Bowen Street Residential Precinct** – A small precinct encompassing almost the entirety of a short street. It contains a very high proportion of contributory properties built over a very short period of time. This precinct contains a small number of Federation villa-type interwar houses, but most are more standard California Bungalows, both very simple and more elaborate in detail. The houses are of high intactness, and many retain their original front fence and/or gates.

- . **Dooen Road Residential Precinct** – A medium-sized precinct which is primarily linear. It contains dense groups of contributory properties on both sides, with intervening small groups of non-contributory properties. It retains early housing stock, including a notable collection of Victorian houses on the north side and some masonry houses, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the Victorian through the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the north-east, displaying Horsham's early 20th century prosperity.

- . **Natimuk Road Residential Precinct** – A medium-sized precinct which is primarily linear. It contains a dense group of contributory properties at the middle of the south side of Natimuk Road, and smaller groups and single contributory properties elsewhere. It is characterised by its interwar housing stock, including some very substantial examples, spacious blocks and a gracious atmosphere that distinguish it as one of the most desirable streets to live on in Horsham during the interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as a gateway from the south-west, displaying Horsham's early 20th century prosperity. The eucalyptus plantings in the broad road reserve add to this salubrious character, and are an improvement brought about by the earliest residents.

- . **Railway Avenue Residential Precinct** – A medium-sized precinct which runs along the south side of the railway reserve and just to its south. It contains a relatively high proportion of contributory properties, interspersed with single non-contributory properties. This precinct contains a high proportion of Victorian houses, both tiny cottages and larger Italianate houses, some still intact and some remodelled during the interwar period. Edwardian houses are mostly asymmetrical villas, a typology that continued into the early interwar period. The remaining interwar houses are California Bungalows, as well as a few simple 1930s hipped-roof bungalows. Houses are mostly of standard design, with a few standouts from all three periods. Intactness of individual houses is high to moderate.

HERITAGE CITATION REPORT

. Edward Street Residential Precinct – A medium-sized precinct, with a relatively high proportion of contributory properties. The dominant character of this precinct is created by Edwardian and early interwar houses of the Federation villa type, many of which retain notable timber fretwork. It also contains many California Bungalows, most of them featuring verandah posts and fretwork in keeping with the continuation of the Federation style. Most houses are of high intactness, with some exceptions.

. Natimuk Residential Precinct – The precinct follows the Natimuk Creek, including most of the long and irregular course along the west side (Lake Avenue) and a short section of Lake Road facing it on the east side. The central area of the precinct has densely developed township-like blocks, with larger and more spread-out farm homestead blocks at the western and northern ends. The central core area contains a very consistent group of timber Victorian houses, most of them block-fronted Italianate houses with simple details. The Edwardian and early interwar houses are more substantial, featuring the Federation villa style. There are three notable brick houses at the west and northern ends of Lake Avenue, illustrating an Arts & Crafts influence through the first two decades of the 20th century. Intactness of the contributory houses is generally high.

In comparison to the other precincts, the Natimuk Road Precinct is most comparable to the Dooen Road Precinct due to the many prestige dwellings on large blocks. While it represents the same focus on interwar development as several other precincts (Bowen Street, Albert Street), it stands out from them due to its high-end architectural design and the presence of several masonry houses, as well as its original treed central reserve.

Statement of Significance

What is significant?

Dooen Road Residential Precinct is significant. It comprises 3-35, 41-47 & 2-80 Dooen Road, 106 (part) Baillie Street, and 29-35 Palk Street, Horsham.

The elements of heritage value include:

- . Houses built between c1880 and 1940 in their garden settings in the Dooen Road Precinct, including a mature Canary Island palm at 22 Dooen Road.
- . Early and original front fences and/or gates, found at 22, 54 & 62 Dooen Road.

Contributory properties are at 3-7, 11, 17-25, 29, 41-47, 6, 14-24, 46, 50-62, 68 & 74-80 Dooen Road, and 29-35 Palk Street. Among them are houses of particular note at 3, 24 & 50 ('Penzance') Dooen Road. Nearly all houses are constructed of timber, with weatherboard cladding, and feature complex or simple hipped and gable roofs with encircling verandahs.

The individually significant interwar house, 'Glen Logan' at 39 Dooen Road, stands within the precinct's streetscape and was developed during the precinct's valued period, but it has a site-specific heritage overlay (HO1).

How is it significant?

The Dooen Road Residential Precinct, Horsham, is of local historic, representative and aesthetic significance to Horsham Rural City.

Why is it significant?

The Dooen Road Residential Precinct, Horsham, illustrates:

- . Residential growth and development of suburban Horsham from the 1880s to the interwar period. The extant

HERITAGE CITATION REPORT

residential buildings along Dooen Road illustrate the scale, prosperity and needs of the late 19th century town as it grew and developed into a city. (Criterion A)

. The scale and design merit of the collection of buildings in the precinct demonstrate the increasing prosperity of the city in the late 19th century and affluence of a larger proportion of its residents. A number of buildings in the precinct are of aesthetic value individually, and collectively present a cohesive streetscape together with more typical dwellings of the period. There is a small number of substantial Victorian Italianate dwellings, along with a large number of Federation bungalows and interwar California Bungalows. (Criteria D and E)

PROPERTY TABLE

Number	Street	Town	Heritage classification
106 (part)	Baillie Street	Horsham	Non-contributory
2-4	Dooen Road	Horsham	Non-contributory
3	Dooen Road	Horsham	Contributory
6	Dooen Road	Horsham	Contributory
7	Dooen Road	Horsham	Contributory
8	Dooen Road	Horsham	Non-contributory
9	Dooen Road	Horsham	Non-contributory
10-12	Dooen Road	Horsham	Non-contributory
11	Dooen Road	Horsham	Contributory
13	Dooen Road	Horsham	Non-contributory
14	Dooen Road	Horsham	Contributory
15	Dooen Road	Horsham	Non-contributory
16	Dooen Road	Horsham	Contributory
17	Dooen Road	Horsham	Contributory
18	Dooen Road	Horsham	Contributory
19-21	Dooen Road	Horsham	Contributory
20	Dooen Road	Horsham	Contributory
22	Dooen Road	Horsham	Contributory
23	Dooen Road	Horsham	Contributory
24	Dooen Road	Horsham	Contributory
25	Dooen Road	Horsham	Contributory
27	Dooen Road	Horsham	Non-contributory
28	Dooen Road	Horsham	Non-contributory
29A	Dooen Road	Horsham	Contributory
30	Dooen Road	Horsham	Non-contributory
31	Dooen Road	Horsham	Non-contributory
32	Dooen Road	Horsham	Non-contributory
33	Dooen Road	Horsham	Non-contributory
34	Dooen Road	Horsham	Non-contributory
35	Dooen Road	Horsham	Non-contributory
36-38	Dooen Road	Horsham	Non-contributory

HERITAGE CITATION REPORT

40	Dooen Road	Horsham	Non-contributory
41-43	Dooen Road	Horsham	Contributory
42	Dooen Road	Horsham	Non-contributory
44	Dooen Road	Horsham	Non-contributory
45	Dooen Road	Horsham	Contributory
46	Dooen Road	Horsham	Contributory
47	Dooen Road	Horsham	Contributory
48	Dooen Road	Horsham	Non-contributory
50-52	Dooen Road	Horsham	Contributory
54-56	Dooen Road	Horsham	Contributory
58	Dooen Road	Horsham	Contributory
60	Dooen Road	Horsham	Contributory
62	Dooen Road	Horsham	Contributory
64	Dooen Road	Horsham	Non-contributory
66	Dooen Road	Horsham	Non-contributory
68	Dooen Road	Horsham	Non-contributory
70	Dooen Road	Horsham	Non-contributory
72	Dooen Road	Horsham	Non-contributory
74	Dooen Road	Horsham	Contributory
76	Dooen Road	Horsham	Contributory
78	Dooen Road	Horsham	Contributory
80	Dooen Road	Horsham	Contributory
29	Palk Street	Horsham	Contributory
31	Palk Street	Horsham	Contributory
33	Palk Street	Horsham	Contributory
35	Palk Street	Horsham	Contributory

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes Canary Island palm at 22 Dooen Rd
Fences & Outbuildings	Yes original front fences and gates
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION REPORT

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.

SAFE LOCAL ROADS AND STREETS

Horsham Rural City Council



Department of Transport and Planning

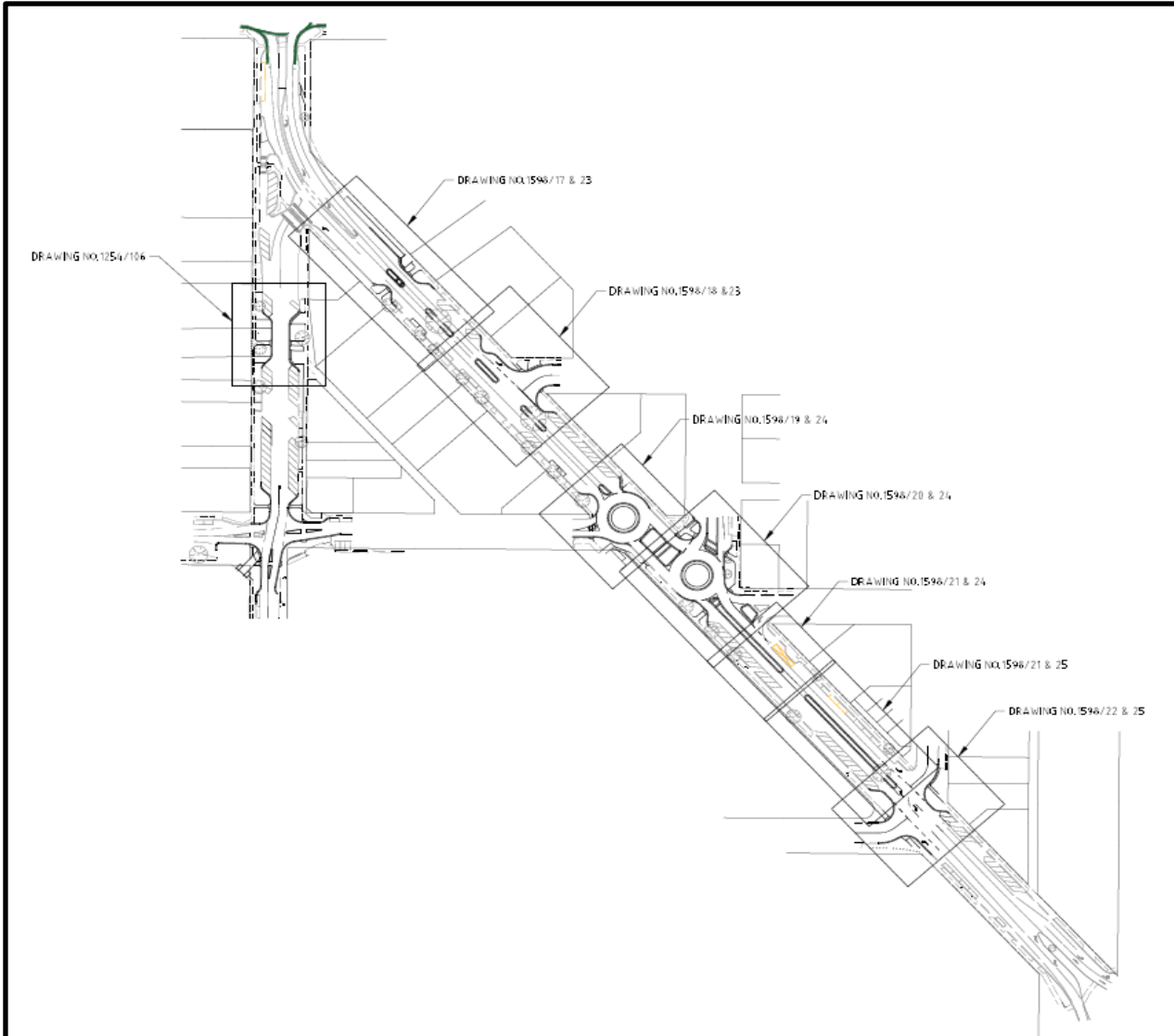


Transport Accident Commission



O'Callaghans Parade Upgrade – Two Roundabouts & (south side) Shared Use Path

Proposed Upgrade



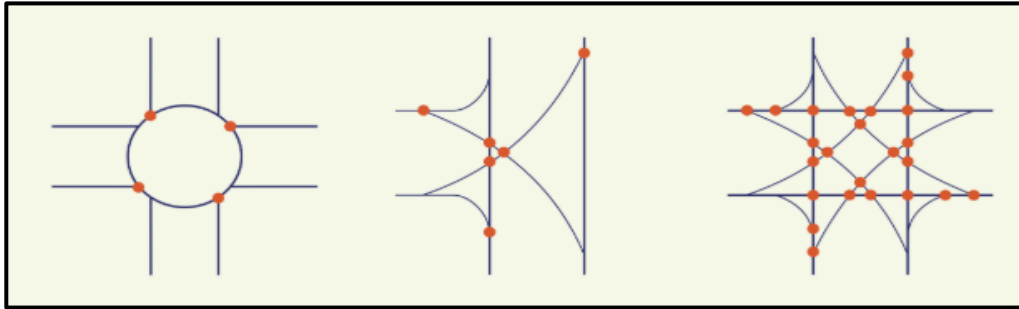
Proposed Solution:

To install two roundabouts to create a safe and welcoming environment along this important link into the CBD.

The scope also provides for a shared path, being a 2.5 m wide footpath on the south side of O'Callaghans Pde from McPherson St to Urquhart St

Why are roundabouts preferable?

Differences in conflict points (figure 1)



Unbelievable Facts!



When a city in Indiana replaced all their signaled intersections with roundabouts, construction costs dropped \$125,000, gas savings reached 24k gallons/year per roundabout, injury accidents dropped 80%, and total accidents dropped 40%.

Roundabouts:

Roundabouts are the safest intersection type because of the following three characteristics:

- They have fewer points of conflict (see *Figure 1*);
- Speed is reduced, especially when the legs have perpendicular connections to the roundabout;
- The impact angle is smaller.

Why a preferred solution?

First, single-lane, four-legged roundabouts only have 4 conflict points, compared to the 24 conflict points of ordinary four-legged intersections.

Second, because of the layout and priority regulation of roundabouts, all traffic flows need to reduce speed, whereas this is not the case at many other types of intersection.

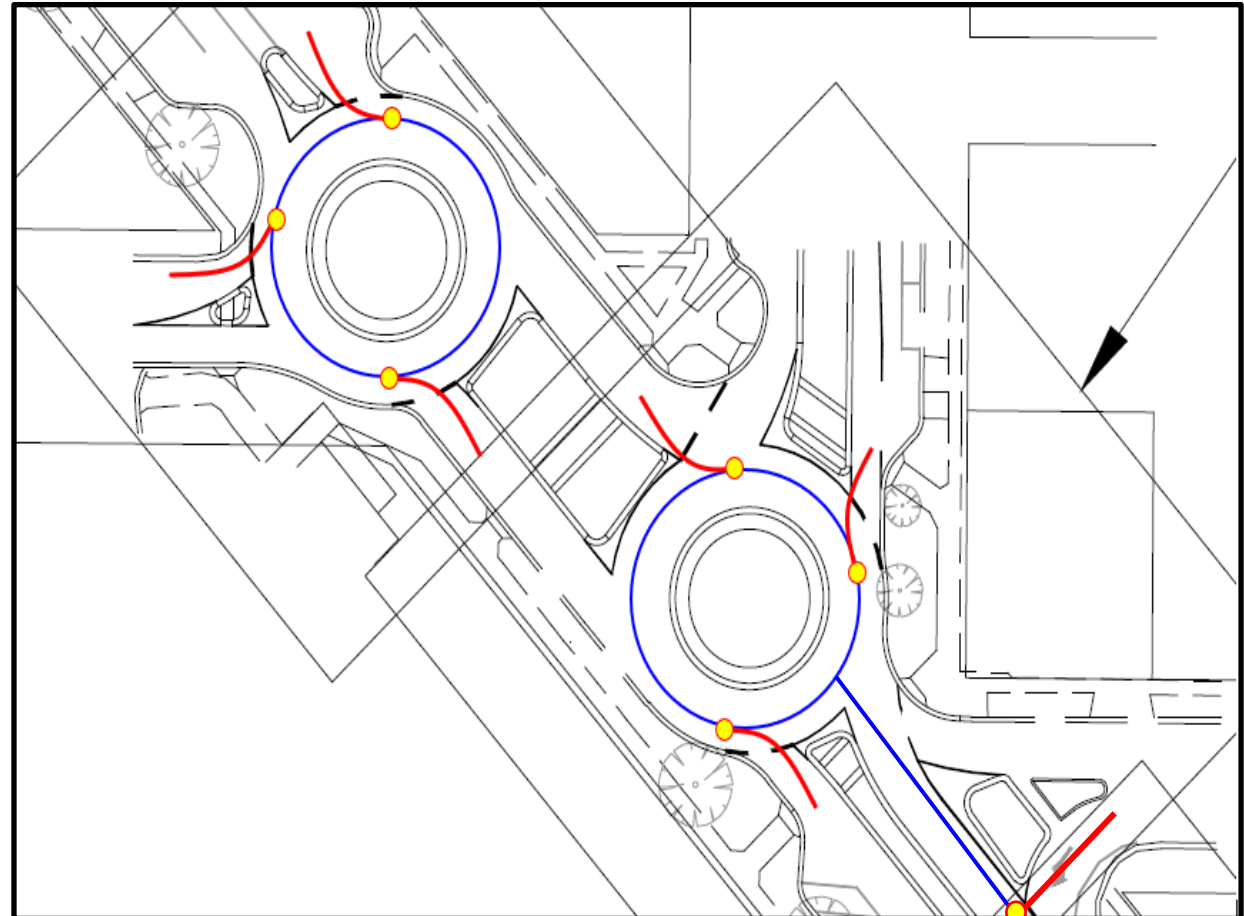
Third, the layout of a roundabout makes for an entry angle that is smaller than that of other intersection types, which also diminishes the impact angle.

Existing Vs Post-Construction Comparison

Currently 19 conflict points



7 conflict points with Roundabouts



Statistics for Crashes at Intersection

TAC Data:

- Each year almost 50% of all lives lost on Victorian Roads occur in Regional Areas.
- 25.4% of Victorian population lives outside the metropolitan area.
- Of the deaths on regional roads (in 2018):
 - 50% lost their lives in single vehicle crashes.
 - 21% lost their lives in head on crashes.
 - 17% lost their lives at intersections.

INTERSECTION STUDY by Monash University:

- VicRoads data set (2000-2005) showed that 45% of all individuals involved in crashes on Victorian roads were either killed or seriously injured at an intersection.
- 48% of individuals were injured at traditional, cross traffic-intersections and another 48% were injured at T-intersections.

Others:

According to the Insurance Institute for Highway Safety (IIHS), roundabouts slash injury crashes by a staggering 75% and reduce fatal collisions by an even more impressive 90%.

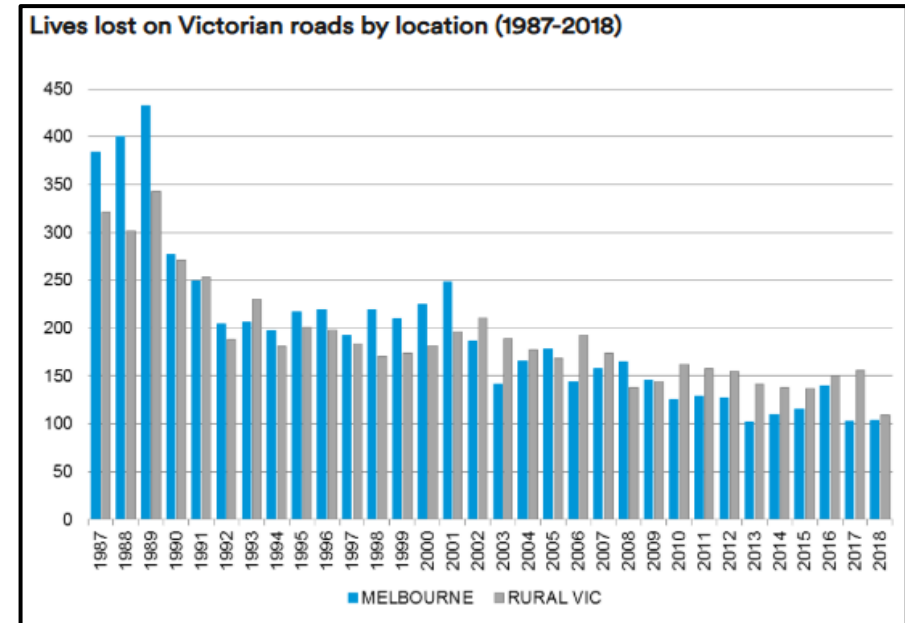
According to research and studies in Australia, roundabouts can reduce the number of crashes, with estimates ranging from 45% to 87% depending on the study and location, with most studies showing reduction of at least 50% in crashes as compared to traditional intersections.

References:

<https://www.tac.vic.gov.au/road-safety/statistics/summaries>

<https://www.monash.edu/data/assets/pdf/file/0004/217543/Intersection-Study-Task-5-Report-Generation-of-Intersection-Designs-Within-the-Safe-System-Context.pdf>

<https://www.smithslawyers.com.au/post/roundabout-debate-on-safety#:~:text=According%20to%20the%20Insurance%20Institute,an%20even%20more%20impressive%2090%25.>



Crashes at Similar Type of Intersections

McCormacks Rd - Bendigo



Overport Road- Frankston



Wilmot Road - Shepparton



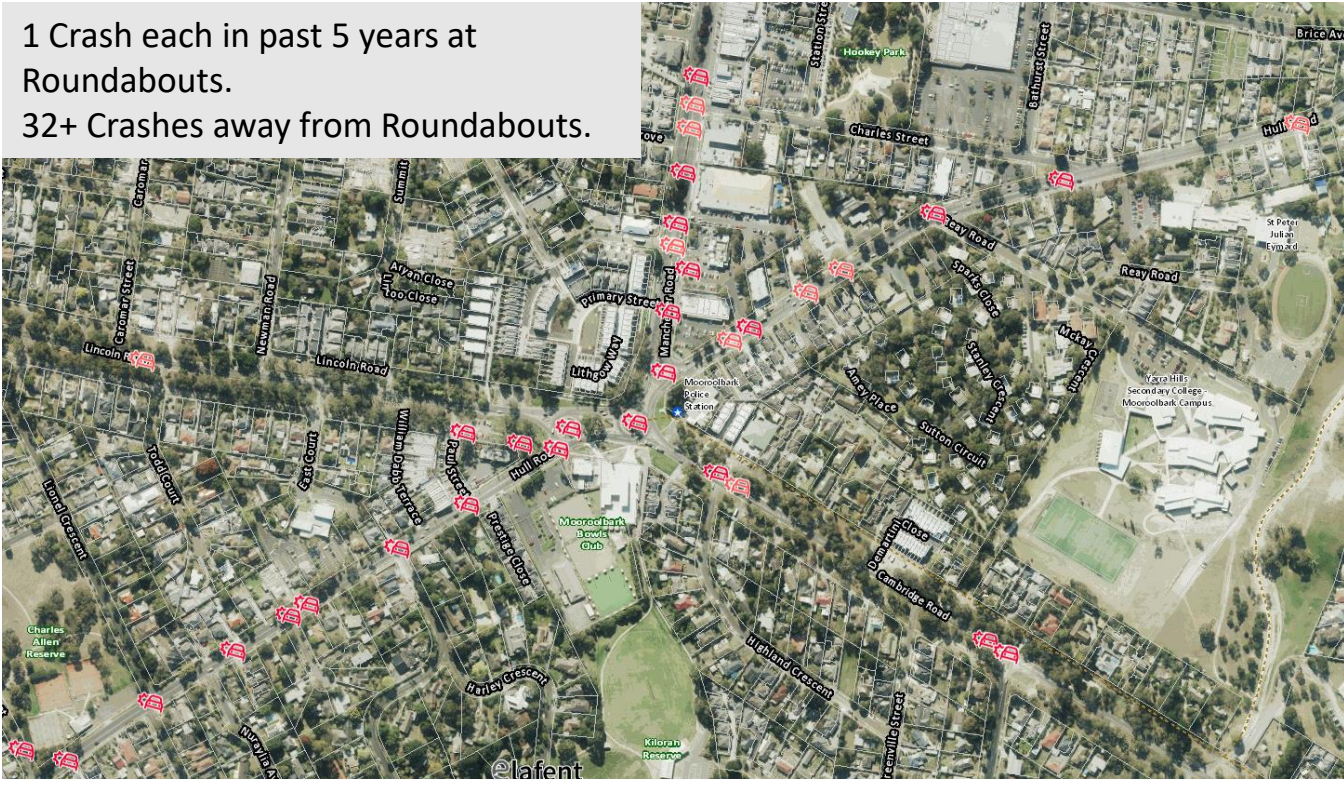
Three Intersections, Mooroolbark - Melbourne

Hull Road - Melbourne



Crashes around 3 roundabouts

1 Crash each in past 5 years at Roundabouts.
32+ Crashes away from Roundabouts.



Feedback Assessment

Common Concerns from Community

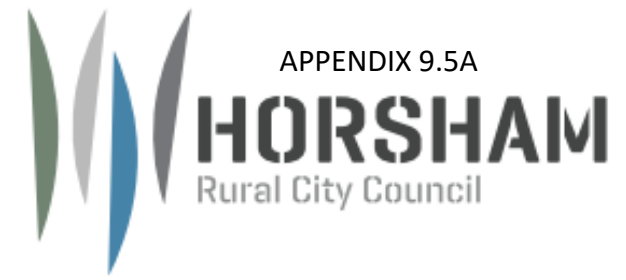
1. **Roundabouts resulting to congestion** - Roundabouts won't make any difference, better or worse, for that congestion, which is short lived. It will provide more equitable access into the main traffic line during these periods, and safer crossing, especially from O'Callaghans Parade turning right into Urquhart St if there is congestion.
2. **Increase Confusion** - Driving through these two roundabouts is the same as any other roundabout, it is just that there are two of them reasonably close together. In fact, while moving through a roundabout, driver only has to give way to the traffic approaching from right. So, there will be less confusion with less conflict points.
3. **Insufficient space for trucks** - Swept path analysis is carried out to ensure sufficient space for semi trailers. Roundabout are mountable to facilitate additional space if required.
4. **Suggestion to install Roundabout elsewhere** - All the locations suggested in the survey are at Arterial roads which is not eligible under this funding.
5. **Removal of Parkings** - Only 2-3 parking bays will be removed which will not have major impact.
6. **Cutting Existing Trees** - The trees will be unaltered and there is plan to plant more trees to make O'Callaghans look greener.

Summary

Sentiment	Numbers	Percentage
Positive	7	19.4
Mixed	10	27.8
Negative	19	52.8

Albert St, Bowden St & Railway Av Speed Treatments

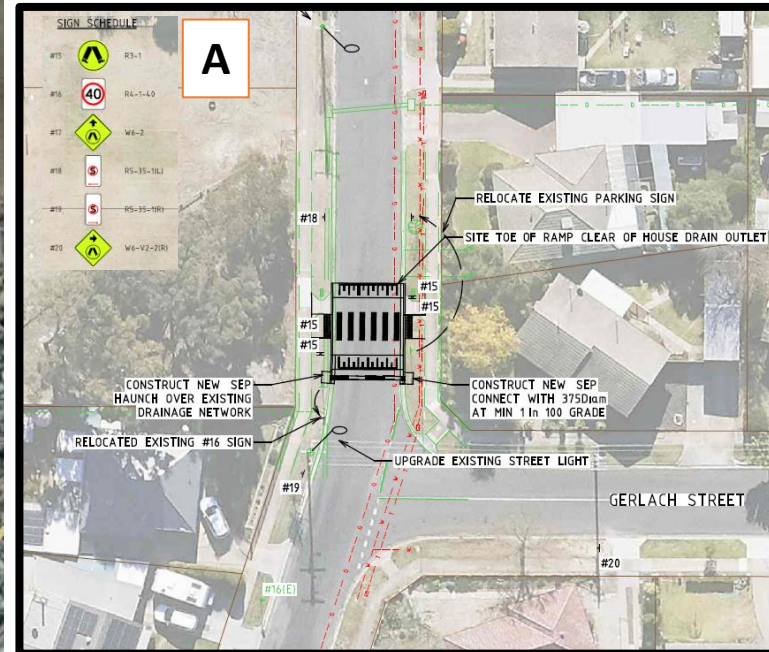
APPENDIX 9.5A



Location Map



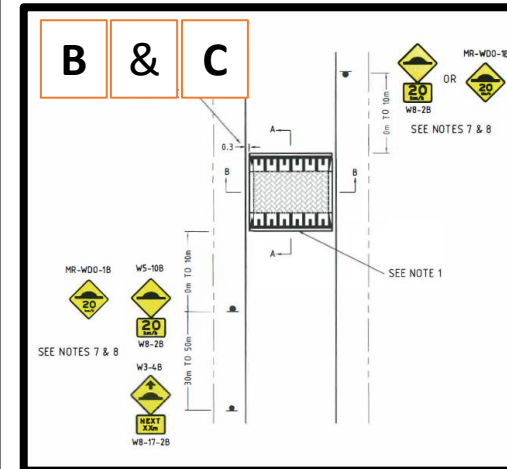
A. Albert Street: Wombat Crossing



SPEED HUMP AT:-

B. Bowden Street: near the bend

C. Railway Avenue: at the west end



Feedback Assessment:

Total Visitors = 7, Participated = 2
 No negative feedbacks.
 No major concerns to be addressed.

Summary

Sentiment	Numbers	Percentage
Positive	2	50
Mixed	2	50
Negative	0	0

Noradjuha-Tooan East Road Culvert Protection



TYPICAL CULVERT CONDITION

Guardrail



Feedback Assessment:

Total Visitors = 2, Participated = 2

No negative feedbacks.

No major concerns to be addressed.

Summary

Sentiment	Numbers	Percentage
Positive	1	50
Mixed	1	50
Negative	0	0

Three Bridges Road Speed Reduction & Curve Treatments

Proposed Solution:

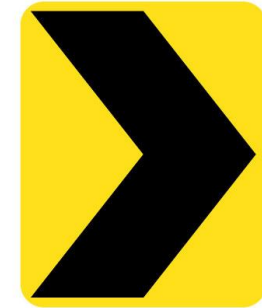
Proposed to improve delineation along the length of the road, including signage and linemarking, and guardrail as appropriate.

Speed limit reduction: The posted speed limit will be reduced from 100 km/h to 80 km/h between Horsham-Noradjuha Road in the west and Wards Road in the east.

Proposed Location – Three Bridges Road



Chevron Hazard Marker



Guardrail



Feedback Assessment

Total Visitors = 18, Participated in Survey = 9
3 negative feedback.

Common Concerns from Community

1. **Lowering Speed limit may cause issues** – The change of speed limit to 80kmph will increase the travel time along the Three Bridges road till Wards Road by not more than 1.5mins. There will not be significant impact on travel time.
2. **Traffic may divert to Wimmera Highway which will make it difficult to exit Horsham-Noradjuha Road** – As there is no significant impact on travel time thus it is less likely for the traffic to divert on to Wimmera Highway. In case the traffic will start travelling from Wimmera Hwy, there will be less vehicles turning right/left from Wimmera Hwy on to Noradjuha Rd, resulting into less delays (as turning requires more time) in exiting Noradjuha Rd.
3. **Road Widening** – Minor widening at the curve is included in the scope. The widening of entire stretch is not eligible for funding.

Summary

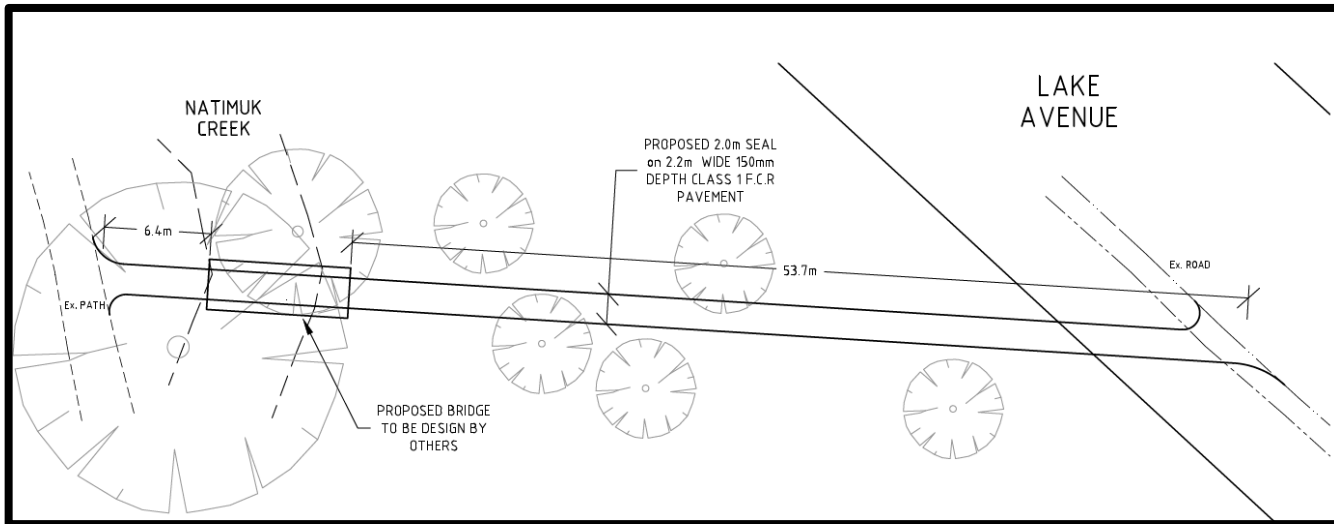
Sentiment	Numbers	Percentage
Positive	5	55.6
Mixed	1	11.1
Negative	3	33.3

Elmes Street to Lake Avenue, Natimuk: Pedestrian Bridge Over Creek

Proposed Solution:

Construction of Pedestrian Bridge to provide all weather crossing.
Developing sealed path to connect the bridge with the near by street on either sides.

Upgrade Concept Plan



Example of Pedestrian Bridge



Rationale Behind Choosing This Location

Existing Crossing and Path:

- There is a bike trail near Elmes street which connects to the Mt Arapiles.
- This crossing provides safe access to the residents on the other side of the creek, alternative to the Lake Ave bridge.
- Once this bridge is installed there are possibilities for the construction of a shared path/footpath on Lake Ave in the future.
- There are traces of an informal path which shows that people use this location for crossing (shown in image below).



Feedback Assessment:

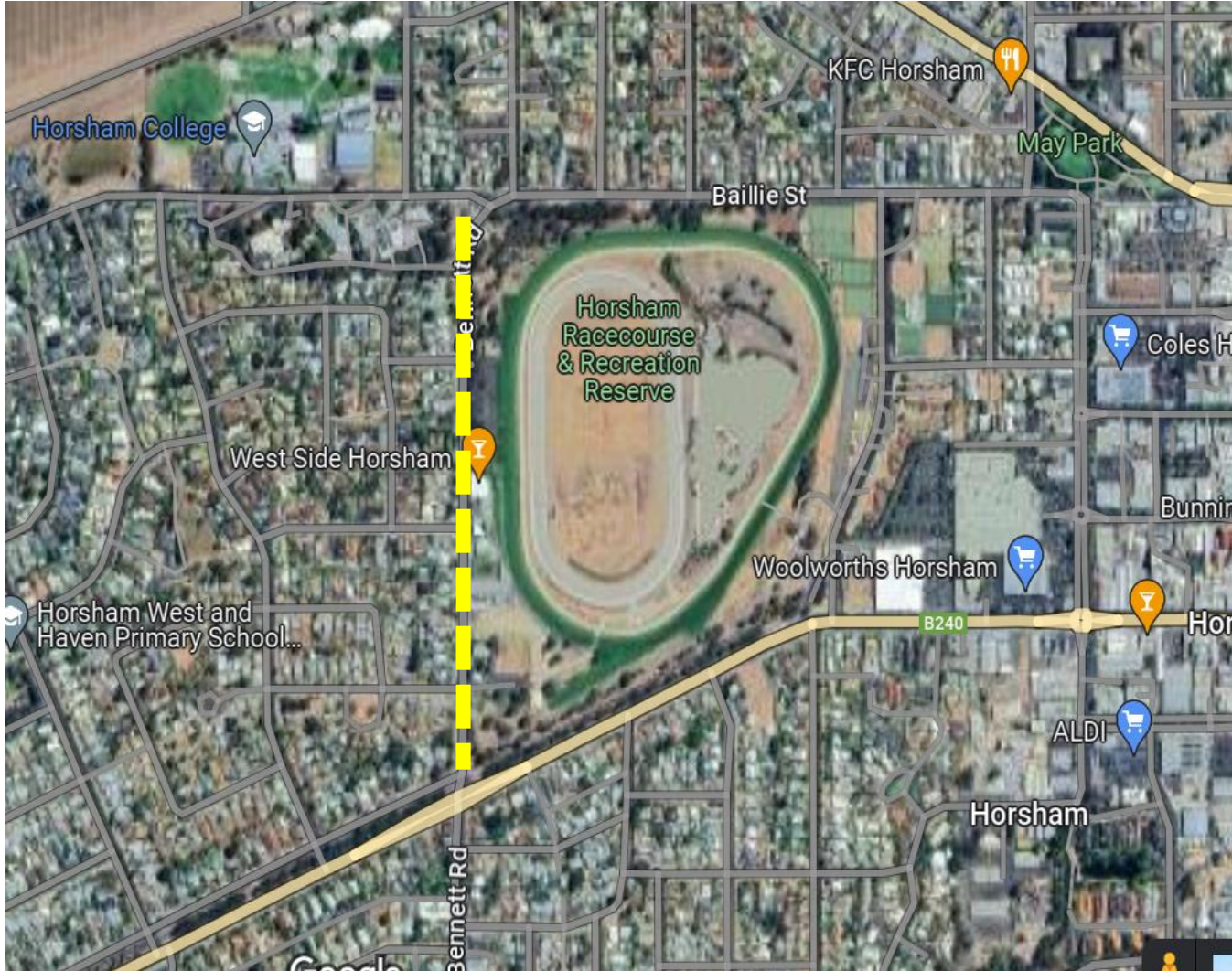
Total Visitors = 6, Participated = 2
No negative feedbacks.
No major concerns to be addressed.

Summary

Sentiment	Numbers	Percentage
Positive	0	0
Mixed	2	50
Negative	2	50

Bennett Road – Separated Bicycle Lanes

Proposed Site Location



Proposed Solution:

Council has proposed enhancements to the existing bike path at this stretch of road.

Feedback Assessment

Total Visitors = 10, Participated in Survey = 4
One negative feedback.

Common Concerns from Community

1. **Bennett Road/Wimmera Highway Intersection Safety** – This intersection is on the Arterial road, thus not eligible for the funding. The concern will be raised with VicRoads to upgrade the safety measures at this intersection.
2. **Bike Path on Baillie Street** – There is existing bike path on Baillie Street, the upgrade works are not eligible for funding. However, safe crossing points on Baillie street can be considered in the future.
3. **Clear Drawings and Representation of Plans** – This is something that we will consider for sure. We will try to produce HD prints and if possible, 3D drawings for some of the projects in future.

Summary

Sentiment	Numbers	Percentage
Positive	1	25
Mixed	2	50
Negative	1	25

Natimuk Rd - On-road Bicycle Lane

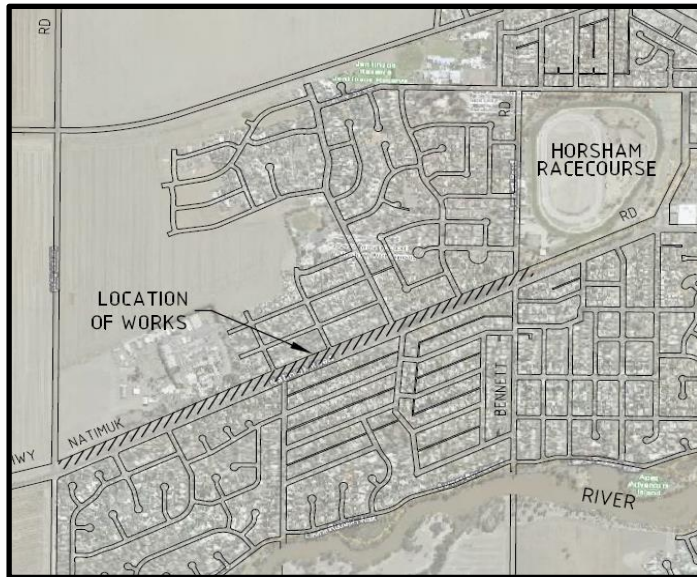
Proposed Solution:

Upgrade of the bike path between Curran Road and Hillary Street.

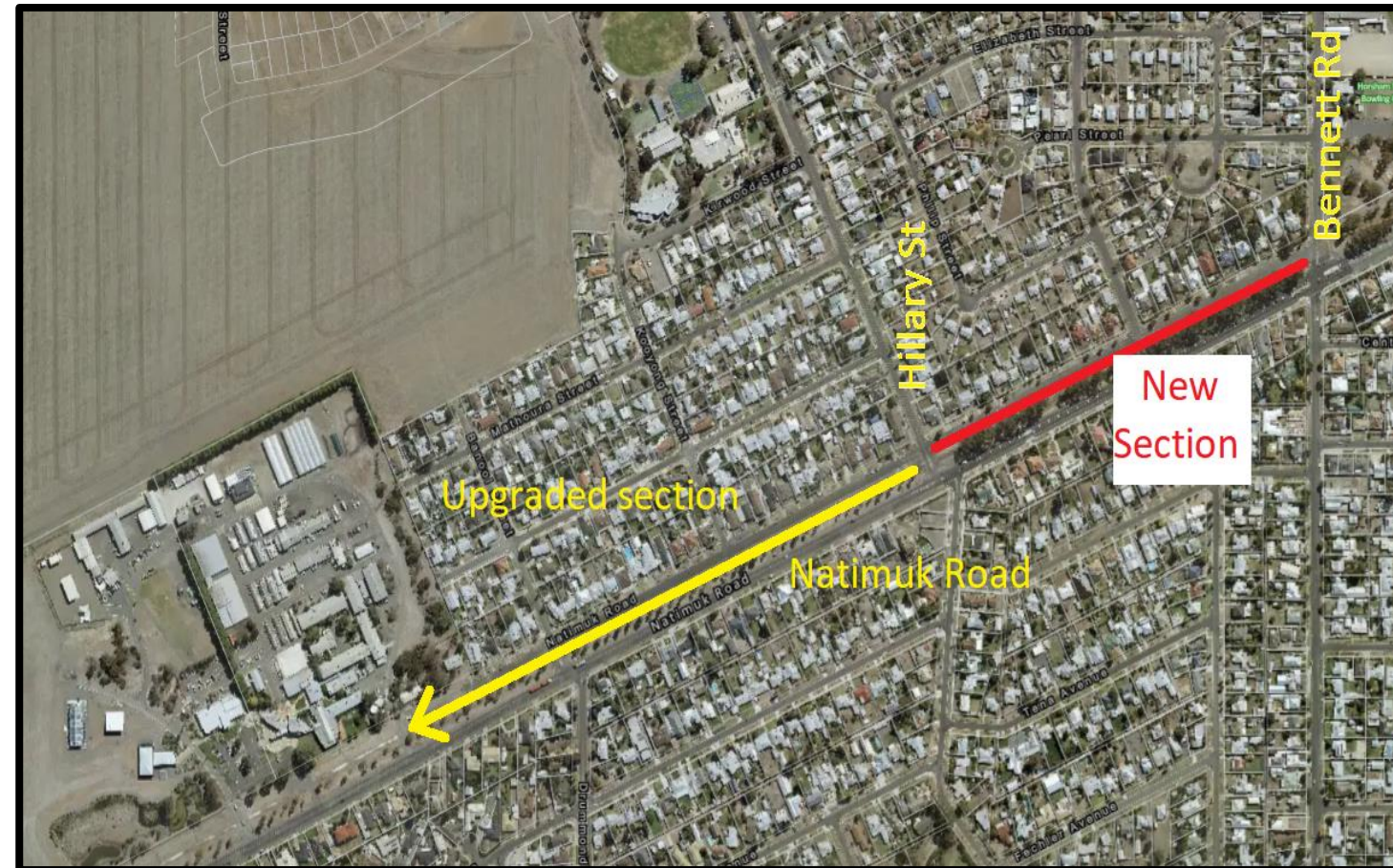
Reinstate continuity between Hillary St to Bennett Rd by constructing on road bicycle path.

Changing speed limit to 40kmph of Natimuk service road between Hillary St to Bennett Rd.

Upgrading Bennett Rd/Wimmera Highway intersection.



Proposed Upgrades Overview



Feedback Assessment

Total Visitors = 10, Participated in Survey = 4
No negative feedbacks.

Common Concerns from Community

1. **Suggestion to keep track off the road** – Bike path is separated from the traffic using flexible bollards. Due to the space constraint the path can't be move further away from road onto the nature strip.
Path is completely separated/away from the Highway.
2. **Issue with the cars parked on road** – Flexible bollards will prevent people from parking their vehicles off the road near bike path.
3. **Upgrading the Bennett Road/Wimmera Highway Intersection** – This intersection is on the Arterial road, thus not eligible for the funding. The concern will be raised with VicRoads to upgrade the safety measures at this intersection.

Summary

Sentiment	Numbers	Percentage
Positive	0	0
Mixed	4	100
Negative	0	0

ACTIVE TRANSPORT FUND

Horsham Rural City Council

APPENDIX 9.5A



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications and the Arts



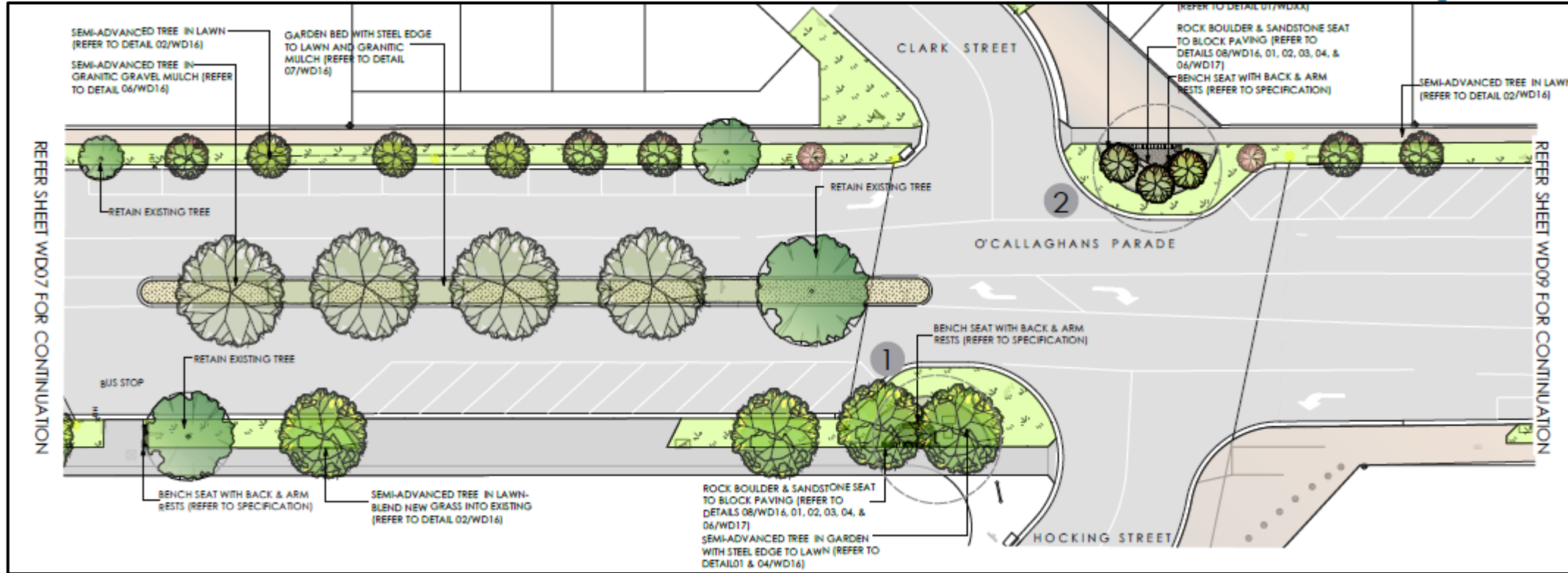
Total Project Cost = AUD 2.248 Mn
ATF Funding = AUD 900k
TAC Funding (SLRSP) = AUD 848k
HRCC Contribution = AUD 500k



O'Callaghans Parade Landscaping Upgrade

APPENDIX 9.5A

Typical Landscaping Layout



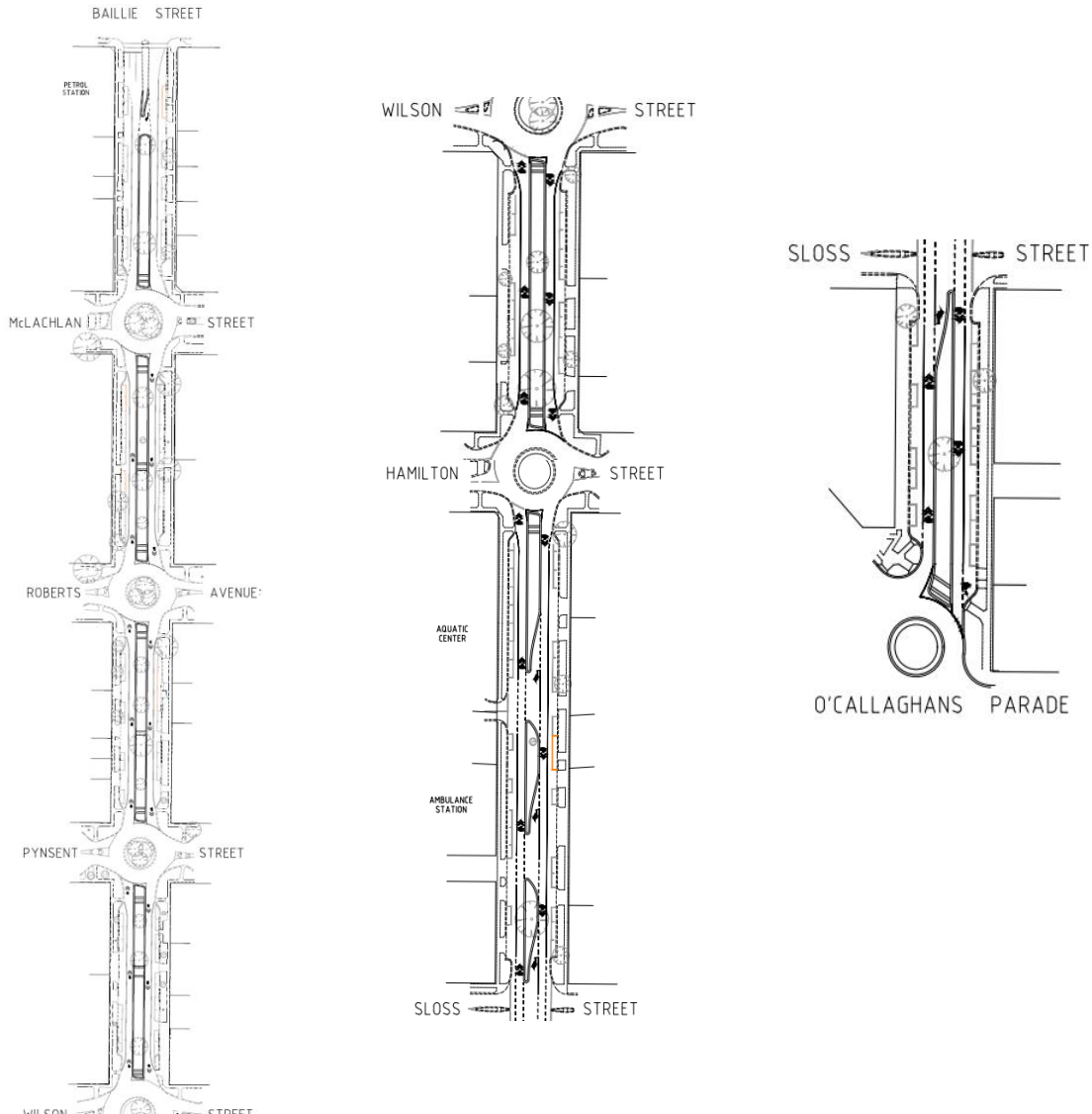
Aim:

To create a 'sense of arrival' down O'Callaghans Parade without compromising traffic flow, parking or access to businesses. Increasing canopy cover will create a boulevard of trees that will draw visitors and locals alike into the town centre.

Build on the urban design improvements recommended for the Horsham CAD.

Urquhart Street Upgrade – Widening Center Median, Bike Path and Landscaping Work

Proposed Upgrade



Proposed Upgrades:

Provide a consistent median, retain existing trees, and add canopy trees along the footpaths.

A reduced 40km speed limit to provide bicycle safety without compromising parking availability.

Unchanged geometry of intersections.

No change to street or parking layout.

Aim:

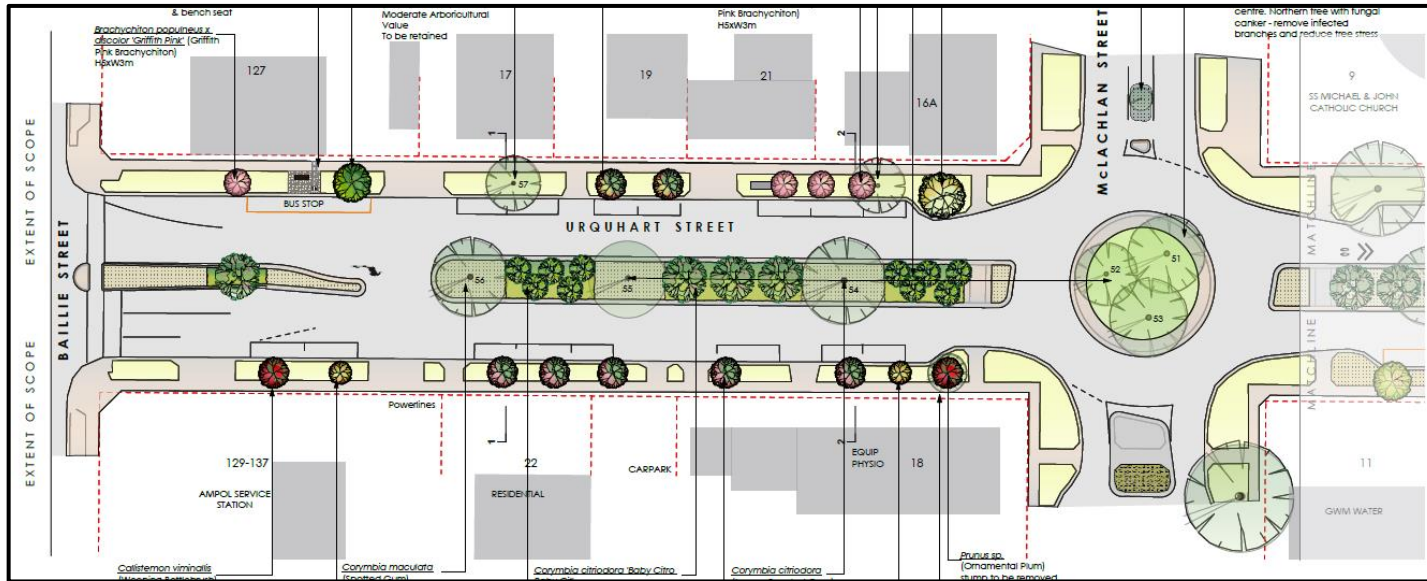
To strengthen the existing business environment, attract more visitors and accommodate greater housing, hospitality, open spaces and events.

Strengthen the economic performance of the region, improve social outcomes, including health and community wellbeing and future proof infrastructure by adapting to climate change.

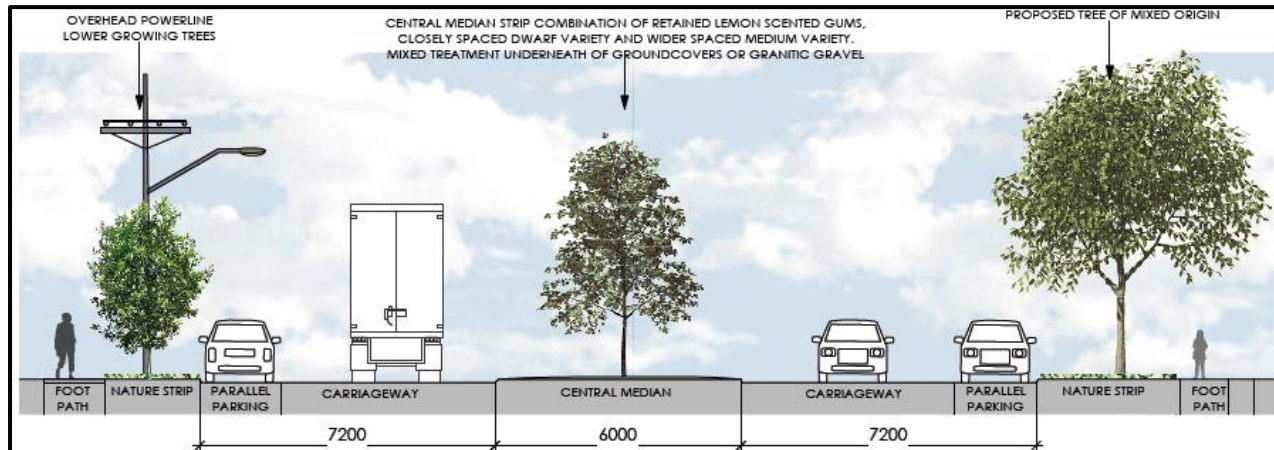
Build on the urban design improvements recommended for the Horsham CAD.

Urquhart Street Upgrade – Widening Center Median, Bike Path and Landscaping Work

Typical Landscaping Layout



Typical Section



Feedback Assessment:

The Council has undertaken comprehensive consultations with businesses and residents along Urquhart Street.

Total Customers Contacted = 31

Customers Participated in Engagement = 18

One negative feedback.

No major concerns to be addressed.

Summary

Sentiment	Numbers	Percentage
Positive	12	66.7
Mixed	5	27.8
Negative	1	5.6



Thank you

Project: Improving Safety on O'Callaghans Parade / Urquhart Street / Bolton Street																																			
		<table border="1"> <tr> <td colspan="6">VISITORS</td> </tr> <tr> <td colspan="6">73</td> </tr> <tr> <td colspan="3">CONTRIBUTORS</td> <td colspan="3">RESPONSES</td> </tr> <tr> <td>31</td> <td>0</td> <td>0</td> <td>31</td> <td>0</td> <td>0</td> </tr> <tr> <td>Registered</td> <td>Unverified</td> <td>Anonymous</td> <td>Registered</td> <td>Unverified</td> <td>Anonymous</td> </tr> </table>		VISITORS						73						CONTRIBUTORS			RESPONSES			31	0	0	31	0	0	Registered	Unverified	Anonymous	Registered	Unverified	Anonymous		
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No.	Contribution/Feedback	Author	Is feedback relevant?	Response on Feedback	Sentiment																														
1	I cannot see how two roundabouts close together will make this safe, it will congest O'Callaghans further. Especially with trucks and people towing caravans who are slower off the make trying to navigate it. It is not a high foot traffic area. Some modifications could be made to make entry/exit of Baker St and Erquhart St safer	Redacted	Yes.	In the design the swept path analysis was done for the semi-trailers to ensure proper width and turning radius. Also, the roundabout is made mountable for additional space. The roundabouts will slow down the traffic but there will not be any congestion as the traffic will be moving.	Neutral																														
2	The double roundabout is confusing, and would likely lead to increased congestion in the area, especially at peak times and if/when large trucks are using that section of road. Additionally, I rarely see any pedestrians in this area, so do not see the benefit in adding a crossing/share zone to this plan.	Redacted	Yes.	At roundabouts driver needs to give way to the traffic approaching from the right which makes them less confusing. As the traffic will be moving and drivers need to take care of the vehicles from right it will be less likely to have congestion. Shared path is constructed to connect the Urquhart street with the river.	Negative																														
3	It will make it safer but there is an issue with traffic getting lined up along here during peak times where we cant get along that street to go over the bridge and through the lights to travel on stawell road, theres too much traffic coming from in the town and the lights dont stay green long enough to let more then a few cars through causing the back up which will extend through these 2 roundabouts when completed.	Redacted	Yes.	The roundabout will slow down the traffic and will divert the majority of traffic on to McPherson street. This will lead to no congestion on O'Callaghans.	Mixed																														
4	Better traffic flow	Redacted	Yes.	Thanks.	Positive																														
5	It seems to work ok at the moment. We also have sufficient traffic control and there would be further bank ups at busy times.	Redacted	Yes.	The roundabout will slow down the traffic and will divert the majority of traffic on to McPherson street. This will lead to no congestion on O'Callaghans.	Positive																														
6	I don't have any issues navigating this area and I have not seen others having any issues. The diagrams and ideas presented ie the 2 roundabouts and street narrowing appear to complicate the whole section of road and the relevant intersections! Absolutely unnecessary and complicated. Perhaps a shared path may be warranted for bicycles. Does that mean bikes can now be ridden on footpaths?	Redacted	Yes.	At roundabouts driver needs to give way to the traffic approaching from the right which makes them less confusing. Yes, the bikes will be riding on the sharedpath on nature strip.	Negative																														
7	Unable to easily turn from Urquhart St into O'Callaghan Pde.	Redacted	Yes.	Minor modifications can be considered to make the intersection close to 90 degree.	Negative																														
8	It's very difficult to turn right onto O'Callaghans parade.	Redacted	Yes.	Roundabout will help in resolving this issue.	Negative																														
9	It is an abolitionist bottleneck at the best of times. The addition of the 'double round abouts' will add to the current congestion, not make it better. How about we address the issues at the following intersections: Natimuk Rd / Bennett Road intersection & Hamilton Street & McPherson St intersection by constructing round abouts & bike lanes for the school students / families and businesses to use. These two Horsham intersections need urgent attention, O'Callaghans pde does not.	Redacted	Partial.	The roundabouts will slow down the traffic but as the traffic will be moving there is less likely to have a congestion. The other suggested locations are on Arterial roads which are not eligible under this funding.	Mixed																														
10	The congestion will continue	Redacted	Yes.	Roundabouts will not lead to congestion.	Negative																														
11	How many accidents actually occur there? Will not help traffic flow in any way as traffic in Urquhart St turning onto O'Callaghans will still have to give way to O'Callaghans heading to bridge.	Redacted	Yes.	As per recorded data from DTP, there was 1 fatal accident on O'Callaghans Pde. Roundabouts will slow down the traffic thus reducing the severity of crashes. While turning from Urquhart drivers need to only check for the upcoming vehicles from right, which will reduce the number of conflict points.	Negative																														
12	There is nothing wrong with this intersection there have been no accidents where at the Bennett road intersection there has been so I feel this project is a waste of money and better spent on the Bennett road intersection	Redacted	Partial.	Bennett Road intersection is on Arterial road which is not eligible. There are 19 conflict points at the current intersections on O'Callaghans Pde.	Negative																														
13	It is difficult to turn right from O'Callaghan's Pde into Urquhart St and it is difficult to turn right from Baker St into O'Callaghan's Pde. These roundabouts will help the flow of traffic and there will be less risky moves crossing lanes of traffic. Heaps better for pedestrians too	Redacted	Yes.	Thanks.	Positive																														
14	This will be another one of the councils poor decisions the will only slow impeded traffic and likely cause more issue with crossing the Wimmera bridge in peak traffic times.	Redacted	Yes.	The banking of vehicles near Wimmera bridge intersection is due to the traffic signal after the bridge. The slowing down of traffic on O'Callaghans will provide more gaps and will reduce the banking up of vehicles near the O'Callaghans/Western Hwy intersection.	Negative																														
15	I agree a roundabout for the Baker Street entrance would definitely make it safer entering into O'Callaghan's Parade due to the angle of both streets with not very good visibility, and also having to determine a safe time to enter O'Callaghan's Parade because of reasonably heavy traffic from both directions can be quite dangerous. I personally at the moment avoid turning right from Baker Street into O'Callaghan's Parade for these reasons. I don't believe that an additional roundabout is needed for the Urquhart Street intersection. The current turning lane from O'Callaghan Parade into Urquhart Street works just fine, and coming from Urquhart Street turning left into O'Callaghan's Parade provides for good visibility of traffic and wait times for progressing into this intersection is very minimal.	Redacted	Yes.	Similar to Baker Street the vehicles turning right from Urquhart St to O'Callaghans are at risk and face difficulties in turning due to heavy traffic. The two roundabouts will resolve the issue of right turn on both Baker as well as Urquhart Street.	Mixed																														
16	I can fix this problem with a can of paint and a few signs, NO Right turn from Urquhart at an island U-turn near the men's shed \$5k for the works, you're welcome. Now for "That pile of crap" near the Toyota dealers however, this really needs a lot of work, like what happened in Ballarat near the Airport exit, a long elongated roundabout with multiple exits.	Redacted	Yes.	Roundabouts will facilitate all the turns while ensuring the safety. The roundabout near Balarat Airport has two lanes on 3 street which makes it difficult for maneuvering, whereas, our roundabouts have single lane on all the streets avoiding any sort of confusion.	Negative																														

Project: Improving Safety on O'Callaghans Parade / Urquhart Street / Bolton Street

VISITORS 73					
CONTRIBUTORS 31			RESPONSES 31		
31	0	0	31	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous

No.	Contribution/Feedback	Author	Is feedback relevant?	Response on Feedback	Sentiment
17	<p>After learning about the 2 roundabout proposal for O'Callaghan's Parade I was some skeptical about the potential improvement for traffic movement. Having driven numerous times in Adelaide, said Princes Hwy / Fullarton Rd intersection with Wakefield Rd / Kensington Rd where there are 2 roundabouts in immediate succession (similar to the HRCC proposal) one can say that the traffic congestion is diabolical and requires one to be on the extreme lookout when negotiating the first roundabout, and even more so when entering the second due to the distraction of just leaving the first roundabout. I say this due to a near incident when being caught out with turning right traffic in number 2 roundabout and the very limited time the successive roundabouts give you to observe all the traffic. I encourage you to look up this said Adelaide intersection using successive roundabouts.</p> <p>Having said that O'Callaghans Parade is not 3 lanes of traffic, nor is it as busy or congested. However the successive roundabouts is somewhat similar and does require driver attention to traffic entering the roundabouts. (I suspect that this proposal will receive significant community opposition to the 2 roundabout concept) But I believe with O'Callaghans Parade being single lane traffic the roundabouts will work and assist with traffic flow when O'Callaghans Parade is heavy with traffic. Turning onto and from adjoining roads will be greatly enhanced, particularly Urquhart Street which also can be at times heavy with traffic. I encourage Council to proceed with O,Callaghans Parade development. But please no more 'wombats' at roundabouts! This concept is does little for traffic flow when cars are stuck within the roundabout giving way to pedestrians. Uuuuggg!</p> <p>Council would be well advised to return the Firebrace /McLachlan roundabout intersection to it's original non wombat status, thus restoring consistency of all the roundabout intersections throughout the city. This will avoid confusion for drivers and pedestrians alike. Leave the raised wombat crossings located on strategic 'straight' sections of roads/streets. No confusion here. Just better pedestrian movement, and drivers knowing they are approaching only a pedestrian crossing, and not a roundabout pedestrian crossing with annoying raised wombats. Regards. Neil</p>	Redacted	Yes.	The Roundabouts in Adelaide are interconnected with each other whereas in HRCC proposal the two roundabouts are separated by atleast 25m. Another differentiation is there are two lanes on all the street connecting to the roundabout in Britannia Roundabout, whereas in our case there is only one lane on each street.	Mixed
18	<p>A bit hard to answer this question actually. The information provided is very unclear, with streets not named, and a lot of drawings that look like engineers specifications, but not very lay-person friendly. The diagrams of the overseas examples are actually much clearer that the information provided on our local proposal. I am not anti the proposal, but I honestly can't say whether it is better than what we have or not.</p> <p>The community engagement should offer some access outside of business hours. We are not all able to leave our employment to attend these things.</p>	Redacted	Yes.	This is something to be considered to have engagements outside work hours.	Mixed
19	<p>O'Callaghans Parade flows well and I feel safely. Why try to fix something when it is not broken. There are many examples around Horsham that provides an incite into the congestion that roundabouts cause and the many near misses. Council seems to have a fixation with controlling traffic! For what end. Measures put in place appear to create more safety issues - for example the "Wombat Humps" in Firebrace Street! Was this how the funding was spent last year? Really! Perhaps look at an intersection that does require regulating safely McPherson / Hamilton Street. Now that is a deadly intersection. How many people must die (what is the tally now? Far too many) or have near misses before it is made safer for all road users and most importantly the volunteer Emergency Service personnel who regularly use it!</p>	Redacted	Partial.	Conflict point diagram shows the level of risk at O'Callaghans Parade. Mcpherson street intersection is not eligible.	Mixed
20	<p>It will make it harder on trucks, there is nothing wrong with the way it is and the money would be better spent on another traffic bridge to help the flow at popular times like school start and finish.</p>	Redacted	Partial.	Swept path analysis is done for the semi trailers, so there will not be any issue with trucks.	Positive
21	<p>I believe the installation of 2 roundabouts so close together will cause choke points for traffic moving north and south especially during peak periods. I believe the Urquhart St roundabout will help traffic flow turning right, North, from O'Callaghan Parade subject to cars not blocking the flow during busy times. The addition of narrow "pedestrian" crossing zones and combined use path would be beneficial.</p>	Redacted	Yes.	Noted.	Positive
22	<p>The flow of traffic is very congested at multiple times during the day moving towards Wimmera Bridge, two roundabouts would only make this congestion worse. One roundabout could maybe be helpful, but definitely not two. You are also proposing to remove multiple car spaces, where is everyone going to park when using Horsham City Oval and surrounds. The map attached is lacking detail.</p>	Redacted	Yes.	Single Roundabout will not solve the purpose completely for all the streets. Only few car parks will be removed.	Negative
23	<p>This will only add to the congestion and push the traffic further back into the CBD (Harvey Norman & pool corner) The traffic already banks back to the pool on high traffic days from the Wimmera bridge roundabout. Looks like you are removing car spaces and several large mature trees to build the traffic obstacles. WHY???? Solution for you to consider is to bring forward the bypass and / or create a second or third bridge crossing for local traffic only. The town is getting bigger.</p>	Redacted	Yes.	The banking of vehicles near Wimmera bridge intersection is due to the traffic signal after the bridge. The slowing down of traffic on O'Callaghans will provide more gaps and will reduce the banking up of vehicles near the O'Callaghans/Western Hwy intersection. Only few car parks will be removed. Trees are unaltered.	Mixed
24	<p>It's already a bottle neck in the mornings and afternoons with school traffic due to the lights over the bridge. Having roundabouts there will only make it worse. The cars will be backed up to the capital. The intersection at the bp is bad enough. So many near misses with trucks and cars, it's a daily occurrence. I'm waiting for a car to get launched into my price board.</p>	Redacted	Yes.	The banking of vehicles near Wimmera bridge intersection is due to the traffic signal after the bridge. The slowing down of traffic on O'Callaghans will provide more gaps and will reduce the banking up of vehicles near the O'Callaghans/Western Hwy intersection.	Negative
25	<p>Not a congested road perfectly adequate for the traffic it carries. Seldom see any pedestrians so nothing needs upgrading.No safety issues. Just another waste of ratepayers money on an unjustified pet project no one needs. This council urgently needs to slash spending in many areas as you cannot keep raising rates to cover excesses. Debt is far too high.</p>	Redacted	Yes.	The project is entirely funded so there is no additional burden on the rate payers. This is an opportunity to make our CBD safe and aesthetic.	Negative

Project: Improving Safety on O'Callaghans Parade / Urquhart Street / Bolton Street

VISITORS					
73					
CONTRIBUTORS			RESPONSES		
31			31		
31	0	0	31	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous

No.	Contribution/Feedback	Author	Is feedback relevant?	Response on Feedback	Sentiment
26	I approve of roundabouts, but Horsham does not use them overly well. I think there are more important intersections needing an up grade for safety. There is going to be a hold of traffic banked up at Hamilton & Firebrace Sts. and back to, if not over the bridge, at peak times. This will impact the Hamilton St roundabout for people moving west. At present, there is a turning lane into Urquhart St, and at least the traffic has an option of route. Poor planning, with a narrow view of how Horsham traffic flows. Looked at only in isolation of other intersections. Total waste of money in this climate at this intersection. The shared path along the south side of O'Callaghans Pde, looks good on the map, a dangerous crossing still at Hocking St. Further traffic hold ups with people crossing. Ridiculous and inappropriate examples used of double roundabouts elsewhere. None of these are similar in size and proximity to what is proposed. More costs to ratepayers of maintaining landscaping and ensuring vegetation remains low. Alternative is concrete which opposes the "welcoming" aesthetic. How many parking spaces are going to be removed. This parking was stated for Horsham town hall parking, workers also encouraged to park there to improve CBD parking. At best, a bike path and a decent crossing, is about ALL it needs for safety.	Redacted	Yes.	The project is entirely funded so there is no additional burden on the rate payers. This is an opportunity to make our CBD safe and aesthetic. Only few car parks will be removed.	Mixed
27	i think it will cause unnecessary build up in this area, i drive through this area 6-8 times a day and have no issues with the way it is now.	Redacted	Yes.	Slowing down traffic will increase the safety and the roundabouts will help drivers to merge on to O'Callaghans Parade safely.	Mixed
28	This would cause unnecessary traffic build up. Waste of money	Redacted	Yes.	This will hardly impact the traffic build up as more vehicles will prefer to take McPherson St.	Negative
29	Sorry, I am unable to view the suggested plans, but have heard there are two roundabouts almost side by side considered. If the general population cannot fathom zebra crossings, wombat crossings, and speed humps, then I imagine most would be completed confused by this set up. I have never had a problem at either intersections, though I am patient, and when the road is busy I adjust my driving. Eg from Baker St to O'Callaghans Pde, I turn left, then turn right into Sloss and then right. O'Callaghan Pde does get busy travelling towards the bridge, but there are no problems from entering from McPherson St to the bridge so once again I choose a different route. If the intersection/s is/are to be changed then just the Urquhart St, Bolton St, O'Callaghan Pde would need work. However, the very best option is one not on the table, and that is the request for a second crossing/bridge over the Wimmera River.	Redacted	Yes.	-	Mixed
30	Slowing down traffic is always a safer option.	Redacted	Yes.	Thanks.	Positive
31	It will increase congestion, frustration and cause more accidents plus it doesn't look like trucks and buses would fit safely between the two roundabouts. The engineer who designed this really needs to go back to school	Redacted	Yes.	Roundabouts will slow down traffic but will not lead to congestion. Regarding the accidents, roundabouts are the safest among all intersection types.	Negative
32*	<i>To whom it May Concern I am very perturbed with a roundabout going ahead of O'Callaghan + Urquhart sts. It was good when it was a dual traffic street then was changed to a single lane - a backward step Now you want to put in a roundabout I don't understand why in this same situation is one always going backwards + NOT improving the street. If the roundabout at SP + 2 way lane came back to being would be so much better. Coming down McPherson of into that roundabout is not great idea either - from the right lane I've had to give way to the left lane more than once.... I'm just glad I reside on a farm + don't have to town every day. In a small car the roads aren't much good anyway you certainly know where the culverts are even though you can't see them. Yours faithfully C.B. Fisher</i>	Redacted	Partial.	Comments not related to the project.	Negative
33*	When attending the walk-up session on road safety I asked if Horsham ready for these roundabouts in O'Callaghans when there is 2 other major intersections that Council should be asking Vicroads to address. Bennett Road, the most dangerous intersection in Horsham, a roundabout has been proposed for 30 Years. Please ask Vicroads what is the hold up? Baillie Street/McPherson Street intersection, a major accident is primed to happen here by frustrated truck drivers. The right turn lane must be altered to allow more time to turn into McPherson Street. Only a B-triple can get through on a light change with trucks banked up back to the next intersection. I agree with them it is frustrating to be stuck at the lights with no one coming the other way. Council please ask Vicroads why they are procrastinating over the Callex roadhouse roundabout they were supposed to start work on this last October? <i>NJM</i> Neville McIntyre	Redacted	Partial.	The other roundabouts mentioned in feedback are on Arterial roads and not eligible for funding.	Negative

Project: Improving Safety on O'Callaghans Parade / Urquhart Street / Bolton Street																																			
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34*	<p>I commend the Council for trying to act on O'Callaghans Parade before an accident happens.</p> <p>I think the main problem is the Williams Rd-Stawell Road intersection and the lack of a second vehicle crossing which creates congestion. However, given that work there is far in the future, this local proposal is worth considering.</p> <p>Another problem is that people do not use indicators correctly. This use is explained in the document. The trick is to communicate it - often.</p> <p>I am still unclear about safe crossing for pedestrians. Does this part need a re-think? Are police still available at busy times, eg sport events?</p> <p>Re Bowden Street. Is one speed hump going to be enough to 'calm' the extra traffic which I think will occur when people choose to avoid the '7 Eleven' intersection. Are other measures being considered, eg, load limits? Have you considered how traffic in Harriet Street will be affected by '7 Eleven'?</p> <p>I do request that signage be carefully considered. It is necessary, but too much, in the wrong place can be very distracting.</p> <p>Happy with other plans - they seem logical continuation of local requests or existing works. I am not an engineer!</p>	Redacted	Partial.	Williams-Stawell Road intersection is on arterial road (not eligible for funding)	Positive																														
35*	<p>project like this, it seems to make the situation worse. Since implementing these so-called "traffic calming" measures, it has become more difficult to get around, and they have not improved the liveability of our small city.</p> <p>I believe O'Callaghan's Parade has suffered as the scapegoat for a couple of pet projects that various councillors have adopted—namely, the Town Hall refurbishment and the City to River project. Initially, the Parade was modified to incorporate parking that the Council believed would be needed for the Town Hall. Now, it seems the area is being altered again to beautify or enhance the City to River project. I also notice that these changes appear to include Firebrace Street South, continuing the trend of stealthily reducing parking bays across the CBD. I would be very interested to know how many parking spaces have disappeared in the last few years.</p> <p>This project, in my opinion, does not justify the proposed expenditure. When I inquired about the number of accidents at this intersection, I was informed that there had been none—officially.</p> <p>The examples of twin roundabouts in London and Ohio cited in the Council's printout are not relevant comparisons. Our city has fewer than 10,000 cars in the entire municipality, making our situation vastly different from those locations. It is misleading to suggest they are comparable. Additionally, double roundabouts are not commonly used in Australia, and where or if they do exist, they tend to be part of larger traffic interchanges—unlike our situation in Horsham.</p> <p>I am completely opposed to spending any money on this project. The funds would be far better spent on road repairs rather than beautifying the sporting precinct at the river and causing further traffic disruptions.</p>	Redacted	Yes.	<p>Firstly, this project is completely funded and we will not be spending our money on this.</p> <p>Secondly, the examples from London and Ohio was given as those were similar concepts. We have example of 3 roundabouts on Hull Road in Melbourne. Examples were not given to mislead anyone but those were given to understand the concept.</p>	Negative																														
36*	<p>The document states that the O'Callaghans Parade Upgrade project aims to improve safety, accessibility, and usability for all road users by upgrading two roundabouts and constructing a shared-use path on the south side of the road.</p> <p>Shared use path</p> <p>I believe the widened shared path is a good safety measure as this is a corridor to the CBD and is in line with the urban transport plan and creating corridors for pedestrians, gophers and cyclists to safely access the CAD, however we do need to educate cyclists in Horsham who use shared paths with little respect for pedestrians, many travel fast and come up quickly behind pedestrians – I noticed when last on the Gold Coast that there were signs along the shared paths requiring cyclists to ring their bell when approaching from behind pedestrians.</p> <p>This could be implemented here to add to pedestrian safety.</p> <p>Double roundabout</p> <p>With regards to the double roundabout, I believe it will create a lot of confusion and have very little benefit.</p> <p>Traffic Jams and more congestion – will road users then move to other streets as they do when other changes are made that affect them – eg will Hamilton St and Wilson Street suffer further congestion and risks if road users start to avoid O'Callaghans parade</p> <p>I do not believe there is enough data to support the planned double roundabout. Further congestion due to lack of space – reduction of parking and access to Webcon Marine and Horsham Charcoal Chicken and flow on affects to businesses near this section of O'Callaghans Parade</p> <p>Remo Luciani has containers as exports in his business– concerned about his access?</p> <p>I believe this project is more about utilising some of the funds provided by TAC for safety – to further the CAD Renewal plans than about the safety</p> <p>As shown by letter received by businesses in September 2023 Copy of Sues letter to businesses</p> <p>Letter to businesses – "lacking amenity befitting the primary approach into town" and "Council's Vision is that O'Callaghans parade is a high-quality, visually appealing boulevard that creates a welcoming arrival experience for locals and visitors alike"</p>	Redacted	Yes.	<p>Roundabouts won't make any difference, better or worse, for that congestion, which is short lived. It will provide more equitable access into the main traffic line during these periods, and safer crossing, especially from O'Callaghans Parade turning right into Urquhart St if there is congestion.</p> <p>Driving through these two roundabouts is the same as any other roundabout, it is just that there are two of them reasonably close together. In fact, while moving through a roundabout, driver only has to give way to the traffic approaching from right. So, there will be less confusion with less conflict points.</p>	Negative																														

* Feedback received through email

Sentiment	Numbers	Percentage
Positive	7	19.4
Mixed	10	27.8
Negative	19	52.8

Project: Improving Safety on Albert Street / Bowden Street / Railway Avenue						
		VISITORS 7				
		CONTRIBUTORS 2		RESPONSES 2		
		2 Registered	0 Unverified	0 Anonymous		
		2 Registered	0 Unverified	0 Anonymous		
No.	Contribution/Feedback	Author	Is feedback relevant?	Response on Feedback	Sentiment	
1	Slowing down traffic is a must for people safety when crossing the street. I am happy this crossing will extend from one side to the other. The set up in Robinson Street, is an accident in waiting--drivers swerve to the opposite side of the road, going around the speed humps.	Redacted	Yes.	Noted, Robinson street will be considered in future funding programs.	Mixed	
2	reducing speeds near primary schools is always good!	Redacted	Yes.	-	Positive	
3*	I commend the Council for trying to act on O'Callaghans Parade before an accident happens. I think the main problem is the Williams Rd-Stawell Road intersection and the lack of a second vehicle crossing which creates congestion. However, given that work there is far in the future, this local proposal is worth considering. Another problem is that people do not use indicators correctly. This use is explained in the document. The trick is to communicate it - often. I am still unclear about safe crossing for pedestrians. Does this part need a re-think? Are police still available at busy times, eg sport events? Re Bowden Street. Is one speed hump going to be enough to 'calm' the extra traffic which I think will occur when people choose to avoid the '7 Eleven' intersection. Are other measures being considered, eg, load limits? Have you considered how traffic in Harriet Street will be affected by '7 Eleven'? I do request that signage be carefully considered. It is necessary, but too much, in the wrong place can be very distracting. Happy with other plans - they seem logical continuation of local requests or existing works. I am not an engineer!	Redacted	Yes.	The speed hump is planned near the bend at Bowden St to slow down vehicles. Also, it is not a long street so one speed hump will help in slowing the majority of traffic. Load limit is not considered as it is not related. Existing traffic on Harriet St will remain unaffected. Signages will be installed accordingly.	Positive	
4*	I agree with the installation of a speed hump near the Horsham North School, as it improves safety for children crossing the road. However, it may have been better positioned closer to the school. The speed hump at the bus stop near Langlands Street could benefit from refurbishment, as it no longer appears to have the intended effect. Traffic does not slow down as expected, and given that people access Dudley Cornell Park from this area, an upgrade would be worthwhile. However, I question the necessity of speed humps in the other two proposed locations. Horsham is turning into "hump city," and hoons simply find new ways to exploit them. The speed hump in Bowler Street, between Winifred Street and Felstead Avenue, is a prime example. Vehicles are often parked on top of it, and drivers use it as a launch pad for laying down rubber.	Redacted	Yes.	Speed hump near Langlands Street has already been analysed post installation of the Wombat Crossing Council will check the speed data to understand the modification of the hump near Langlands St. Council supports the idea of avoiding speed humps and report the speeding cases to Crime Stoppers Victoria (visit our web page for Anti Hoon Policy). The speed humps at these locations were considered based on the requests from elderly people and considering safety of kids.	Mixed	

* Feedback received through email

Sentiment	Numbers	Percentage
Positive	2	50
Mixed	2	50
Negative	0	0

Project: Improving Safety on Noradjuha-Toosan East Road							
		VISITORS 2					
		CONTRIBUTORS 2		RESPONSES 2			
		2 Registered	0 Unverified	0 Anonymous	2 Registered	0 Unverified	0 Anonymous
No.	Contribution/Feedback	Author	Is feedback relevant?	Response on Feedback	Sentiment		
1	widening a rural road such as this has to increase the roads safety	Redacted	Yes.	Thanks	Positive		
2	As machinery and trucks are getting larger council needs to provide safer passage on the rural roads for both the public (Car drivers) and heavy vehicle operators.	Redacted	Partial.	-	Neutral		

Sentiment	Numbers	Percentage
Positive	1	50
Mixed	1	50
Negative	0	0

Project: Improving Safety on Three Bridges Road							
		VISITORS 18					
		CONTRIBUTORS 9		RESPONSES 9			
		9 Registered	0 Unverified	0 Anonymous	9 Registered	0 Unverified	0 Anonymous
No.	Contribution/Feedback	Author	Is feedback relevant?	Response on Feedback	Sentiment		
1	-	Redacted	-	Response recorded but no comments	Positive		
2	I think 80kms is an appropriate limit for this road, given the associated hazards that exist on this road (bends, cyclists, kangaroos, trucks, hidden driveways, etc).	Redacted	Yes.	Noted.	Positive		
3	I travel here daily and haven't had any issues with trucks or farm machinery, there is no need to lower the speed limit along the entire length of this road, all that will do is cause issues with impatient drivers in an area where slower speed is not needed.	Redacted	Yes.	Speed reduction is a pre requisite for the safety treatment. This will reduce the severity in case of crash.	Negative		
4	The problem is driver behaviour which won't change. The road is in poor condition and needs maintenance with consistent shoulders especially around corners where they stop abruptly. Roads need to be wider to allow for trucks to pass safely. Suggested yellow speed 80km/h signs should be used instead of reducing speed limit of entire road. Due to slower speeds more traffic will travel down Wimmera highway making it harder to turn out from Horsham-Noradjuha Rd, a slip lane should be installed on the Wimmera Highway turning into Horsham-Noradjuha Rd to account for increased traffic.	Redacted	Yes.	Road condition upgrade is not eligible for funding. There will be minor widening of shoulders on the bends. The change of speed limit to 80kmph will increase the travel time along the Three Bridges road till Wards Road by not more than 1.5mins. In case the traffic will start travelling from Wimmera Hwy, there will be less vehicles turning right/left from Hwy on to Noradjuha Rd, resulting into less delays (as turning requires more time) in exiting Noradjuha Rd.	Negative		
5	I live on Three Bridges Road and have done for almost 40 years. Progressively, the road has become busier and busier. More houses have been built, but it is also a popular route for trucks, cyclists and even hoon drivers. I worry for my children as cars and trucks often exceed the speed limit, and there is no walking or cycling path. I'm surprised there hasn't been an accident already.	Redacted	Not Clear.	-	Mixed		
6	This stretch of road has always been a concern since we have lived on Three Bridges Road. The two bends of concern are not safely driven at 100km an hour yet I see trucks and cars doing it all the time. There is also the concern for school buses stopping along the 100km zone which makes it a worry with small children waiting to board and cars zooming past with little regard. There is also no shoulder on that road most of the way and I see near misses for adult cyclists as well deeming it unsafe for me to allow my children to ride from our house (with the extra issue of being no shared path to use). Cars/trucks do not slow down for bikes, even when there are children riding. Whilst those two bends are a big concern, in my opinion the whole stretch of road would benefit from a speed reduction due to issues outlined above.	Redacted	Yes.	-	Positive		
7	I live on Three Bridges Rd, and our family have been advocating this for years	Redacted	Yes.	-	Positive		
8	I don't think the area is unsafe. Maybe there could be a bit more signage highlighting the two corners, but it seems a bit of overkill to reduce the speed limit to 80 K's for the whole section. Has there been a significant number of accidents on this section of road. What are we trying to achieve?	Redacted	Yes.	There is 1 casualty reported in past 10 years at the bends.	Negative		
9	Slowing traffic will make it safer for vehicles entering Three Bridges Rd from Carmichaels Rd and Walsh's Rd. Will also make it safer for oversize farm Machinery crossing the McKenzie River Bridge.	Redacted	Yes.	-	Positive		

Sentiment	Numbers	Percentage
Positive	5	55.6
Mixed	1	11.1
Negative	3	33.3

Project: Improving Safety on Elmse Street (Natimuk Pedestrian Bridge)					
		VISITORS 6			
		CONTRIBUTORS 2		RESPONSES 2	
		2 Registered	0 Unverified	0 Anonymous	2 Registered
			0 Unverified		0 Anonymous
No.	Contribution/Feedback	Author	Is feedback relevant?	Response on Feedback	Sentiment
1	I live nearby	Redacted	No.	-	Neutral
2	The proposed location of the bridge is too far distant from people's current path of travel across the road bridge. What is the rationale for this? People will just continue to use the road bridge. A pedestrian option is definitely needed to improve pedestrian safety, but it should be next to the existing road bridge.	Redacted	Yes.	There is plan to connect Elmse Street with Lake Av and construct a formal path. This will help in advocating for the footpath around Lake Av in future.	Neutral
3*	I do not believe funds should be allocated for a new pedestrian bridge in Natimuk. It is only a short walk to the existing bridge on Lake Street, which provides excellent visibility from all sides. I find it hard to believe that traffic levels in Natimuk are so high that cyclists or pedestrians are at significant risk. This feels like a project that someone personally wants, rather than a necessary improvement. Given HRCC's financial constraints, I do not believe the Council can afford to indulge in unnecessary spending.	Redacted	Yes.	Noted.	Negative
4*	As a rate payer I cannot see the benefit on the proposed foot bridge over Natimuk Creek from Elmes St to Lake Ave. Any body using the proposed bridge would still have to go over the Lake Ave traffic bridge to access the shops on Main St. If the bridge was to go ahead pedestrians would still be walking on the road in Lake Ave as there is no footpaths. It would make more sense to have the footbridge over Little Natimuk Creek upgraded as it has unsafe boards that require maintenance. While I have your attention I wonder why a footpath from Regent St to Jory St along Old Noradjuha Rd has not been concreted for School Children to use.	Redacted	Yes.	Under the Safe Local Roads and Streets Program, projects involving upgrades to existing infrastructure are ineligible for funding. This also includes the construction of missing footpaths. Consequently, we are unable to proceed with upgrading the existing footbridge over Little Natimuk Creek or constructing the missing footpath on Regent Street under this program. The idea of improving connectivity over Natimuk Creek was prompted by the presence of a shared path running around the creek. Historically, users accessed this path by crossing a log over the creek, which was removed a few years ago. To enhance pedestrian and cyclist access to the shared path without merging with traffic on the Lake Avenue Bridge, we have proposed the construction of an all-weather crossing over Natimuk Creek, connecting Elmes Street and Lake Avenue.	Negative

* Feedback received through email

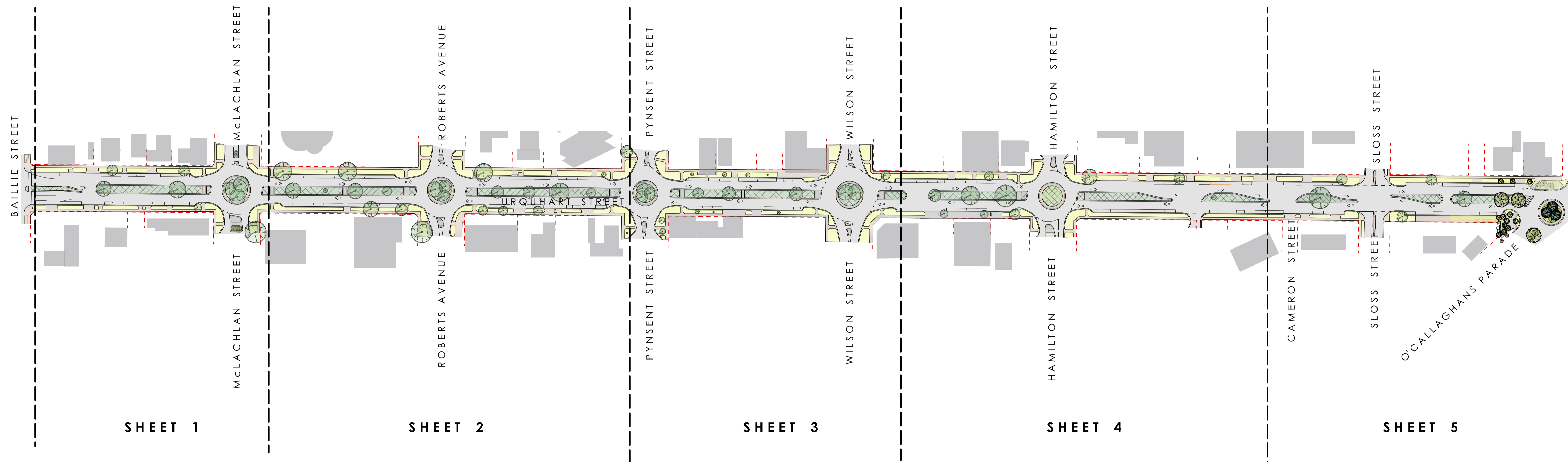
Sentiment	Numbers	Percentage
Positive	0	0
Mixed	2	50
Negative	2	50

Project: Improving Safety on Bennett Road					
		VISITORS 10			
		CONTRIBUTORS 4		RESPONSES 4	
		4 Registered	0 Unverified	0 Anonymous	4 Registered
			0 Unverified		0 Anonymous
No.	Contribution/Feedback	Author	Is feedback relevant?	Response on Feedback	Sentiment
1	No I do not believe you are addressing the whole issue as the majority of the students travel via Baillie St, not Bennett Road. There is also an issue of students / families crossing at Natimuk Rd / Bennett Rd at peak times. A round about here would slow school peak traffic down & allow safe crossing of Natimuk road to Bennett Rd by students & families. A bike lane in Bennett road is a waste!	Redacted	Partial.	The proposed project will enhance the safety of bike users and pedestrians by providing safe access to Natimuk/Bennett Rd intersection. The feedback is noted and in future application Council will consider this.	Negative
2	I think it's important we invest into making our town more safe and accessible for cyclists. Especially with many students at the Horsham College being able to make use of this. It also better connects the northern side of town down to the river, enabling people to better take advantage of the great tracks we have along the river.	Redacted	Yes.	Project is committed to raise the safety for bike users. Separate bike path will ensure the safety of users.	Positive
3	I use this bicycle path regularly, both on bike, on foot and by car. While the changes will be a positive for safety, I think more can be done. Intersection with Natimuk Rd needs improvement and the surface of the path in Baillie St needs improving. Lighting in the area needs improving.	Redacted	Yes.	Project is consistent with the respondents expectations.	Mixed
4	Making the bike path continuous along Bennett Road will be good for cyclists without affecting motorists. As with the other proposals, the graphics are not of a good standard to see exactly what is proposed. For example, it appears that there is one of the racing club buildings that is going to be shortened for the bike path. I am sure that is not the case, but a more accurate and clearer representation of the plan would hve been good.	Redacted	Yes.	In the drop-in session we have presented the detail drawings. We can email the drawings for reference.	Mixed

Sentiment	Numbers	Percentage
Positive	1	25
Mixed	2	50
Negative	1	25

Project: Improving Safety on Natimuk Road						
		VISITORS 10				
		CONTRIBUTORS 4		RESPONSES 4		
		4 Registered	0 Unverified	0 Anonymous		
		4 Registered	0 Unverified	0 Anonymous		
No.	Contribution/Feedback	Author	Is feedback relevant?	Response on Feedback	Sentiment	
1	adada	Redacted	No.	-	Neutral	
2	I agree that the bike lane should be upgraded, however, I believe it would be safer for the track to be kept off-road given that it is a 60km zone and trucks use this route often.	Redacted	Yes.	The bike path will be seaparated from the Highway.	Mixed	
3	I think the bike path being continued from Bennett Rd to Curren Rd is good for bicycle safety without unduly affecting the motor vehicle users. It is hard to visualise the end result from the drawings provided on which the details become almost unreadable when increased to a suitable size, bit there appears to be sufficient lane width but not sure how that would go if people parked on both sides of the service road between Churchill road and Bennett road. Hopefully it is sufficient? This is one occasion where I can agree with the speed limit being reduced on the service road. Would it be possible to have the extension (Churchill to Bennett) constructed off the road? That could eliminate the need for the flexibly bollards.	Redacted	Yes.	Bike path will be seaparated from traffic by bollards. These bollards will prevent people from parking on the other side of road. Due to space constraint the bike path can't be moved further away from service road.	Mixed	
4	In reading this, the bicycle lane looks good, updating the speed limit in the service lane would be beneficial especially at school times. You have noted upgrading Natimuk Road & Bennett Road Intersection - what is HRCC proposing, This intersection can be very dangerous at times and lights would be a good option, now that this side of town is growing with many more people driving this road.	Redacted	Yes.	The intersection upgrade is not under HRCC scope as it is on Arterial road.	Mixed	

Sentiment	Numbers	Percentage
Positive	0	0
Mixed	4	100
Negative	0	0



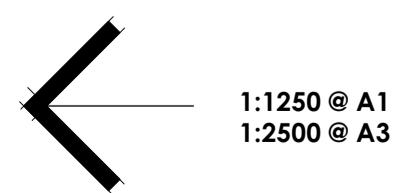
SHEET 1

SHEET 2

SHEET 3

SHEET 4

SHEET 5



Existing Conditions & Analysis Sheet Layout
Urquhart Street HORSHAM

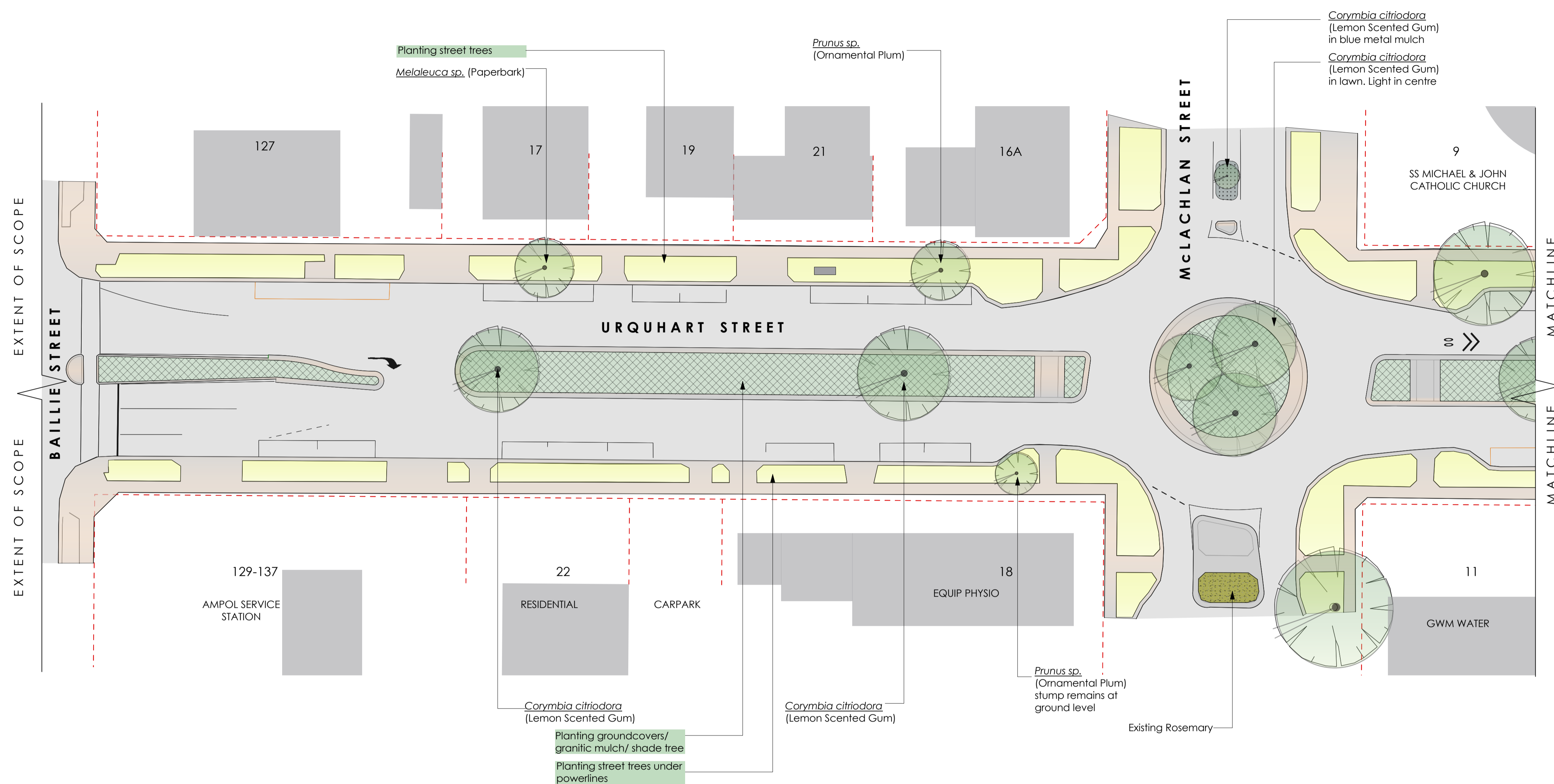
Urquhart Street between Baillie St & O'Callaghans Pde HORSHAM VIC 3400

16.10.2024
PN 291

FOR COMMENT

PO Box 765 HORSHAM VIC 3402
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 felicity@laimiga.com.au
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View towards Ampol with central median planting of existing Lemon Scented Gum



View towards Equip with central median planting of existing Lemon Scented Gum



View looking north on eastern side



View looking north on western side



View looking across roundabout towards GWM Water

LEGEND

BUILDING & BOUNDARY

- BUILDING LAYOUT

VEGETATION

- EXISTING TREES TO BE RETAINED AND PROTECTED
- LANDSCAPE OPPORTUNITIES
- LAWN (NOT IRRIGATED)

GROUND SURFACES

- CONCRETE PAVING
- ASPHALT PAVING

1:300 @ A1
1:600 @ A3

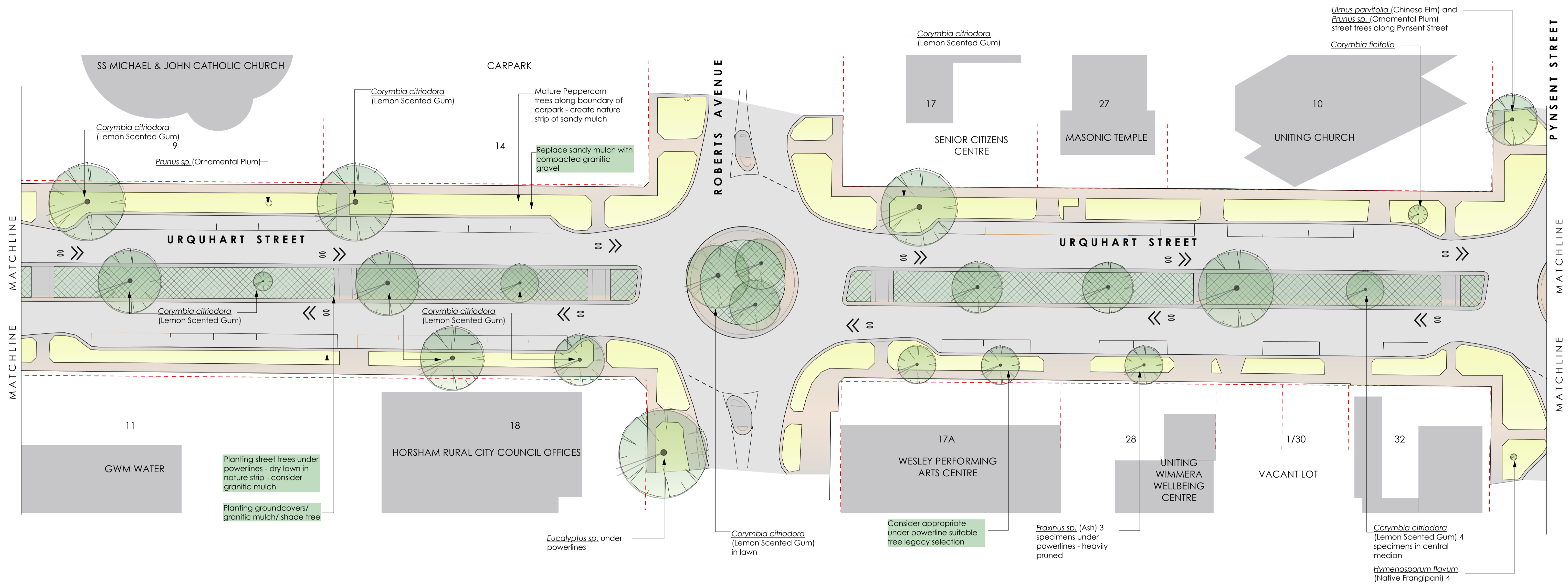
Existing Conditions & Analysis Baillie St & McLachlan St
Urquhart Street HORSHAM
Urquhart Street between Baillie St & O'Callaghans Pde HORSHAM VIC 3400

16.10.2024
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FOR COMMENT





View north under Peppercorn Trees



View south of Ash Trees under powerlines adjacent Wesley Performing Arts Centre



View looking south on western side under powerlines



View looking north on eastern side under powerlines



View looking across Roberts Avenue roundabout towards Wesley Performing Arts Centre



View looking across Wilson Street roundabout towards Bunnings & Horsham & District Funerals

LEGEND

BUILDING & BOUNDARY

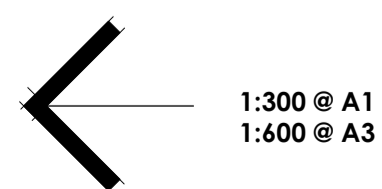
- BUILDING LAYOUT

VEGETATION

- EXISTING TREES TO BE RETAINED AND PROTECTED
- LANDSCAPE OPPORTUNITIES
- LAWN (NOT IRRIGATED)

GROUND SURFACES

- CONCRETE PAVING
- ASPHALT PAVING



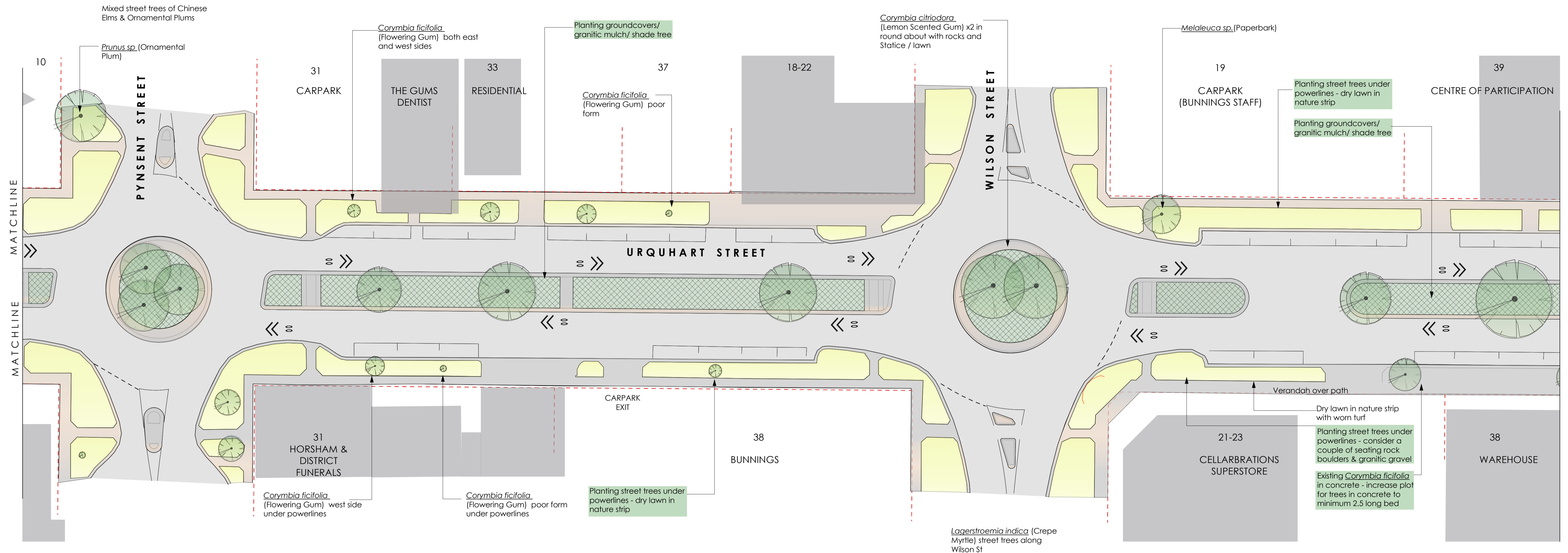
Existing Conditions & Analysis McLachlan St to Pynsent St
Urquhart Street HORSHAM
 Urquhart Street between Baillie St & O'Callaghans Pde HORSHAM VIC 3400

16.10.2024
PN 291

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View north adjacent The Gums



View north adjacent Centre for Participation



View north adjacent carpark for Bunnings staff



View south adjacent Centre for Participation



Wilson St round about with 2 Lemon Scented Gums, rocks and statice



Nature strip - worn adjacent Cellarbrations

LEGEND

BUILDING & BOUNDARY

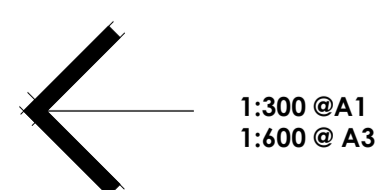
- BUILDING LAYOUT

VEGETATION

- EXISTING TREES TO BE RETAINED AND PROTECTED
- LANDSCAPE OPPORTUNITIES
- LAWN (NOT IRRIGATED)

GROUND SURFACES

- CONCRETE PAVING
- ASPHALT PAVING



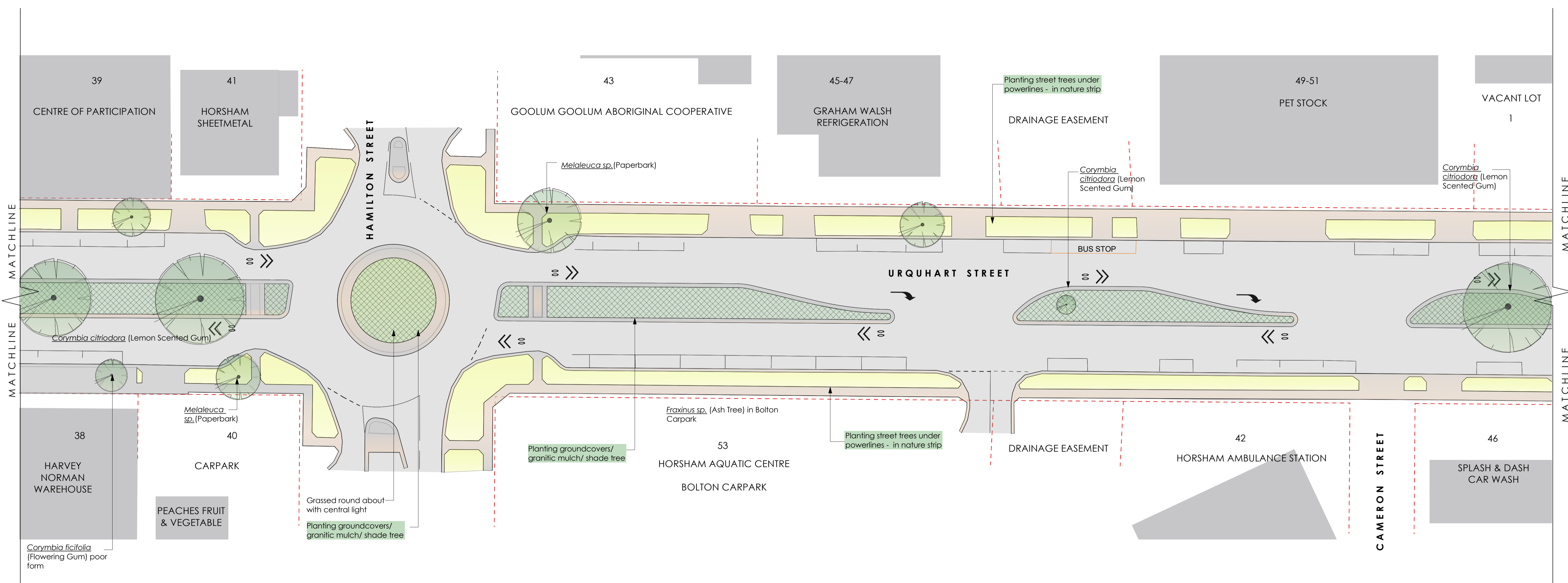
Existing Conditions & Analysis Pynsent St to Wilson St
Urquhart Street HORSHAM
 Urquhart Street between Baillie St & O'Callaghans Pde HORSHAM VIC 3400

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Looking south adjacent Harvey Norman Warehouse - concrete nature strip - with *Corymbia ficifolia* poor form



Concrete nature strip - with *Corymbia ficifolia* poor form



Looking south adjacent round about



Looking south adjacent drainage easement



Looking north adjacent drainage easement



Looking north adjacent Hamilton St round about

LEGEND

BUILDING & BOUNDARY

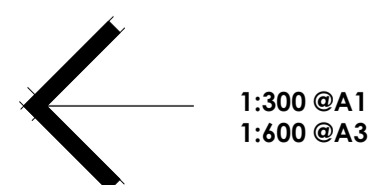
- BUILDING LAYOUT

VEGETATION

- EXISTING TREES TO BE RETAINED AND PROTECTED
- LANDSCAPE OPPORTUNITIES
- LAWN (NOT IRRIGATED)

GROUND SURFACES

- CONCRETE PAVING
- ASPHALT PAVING



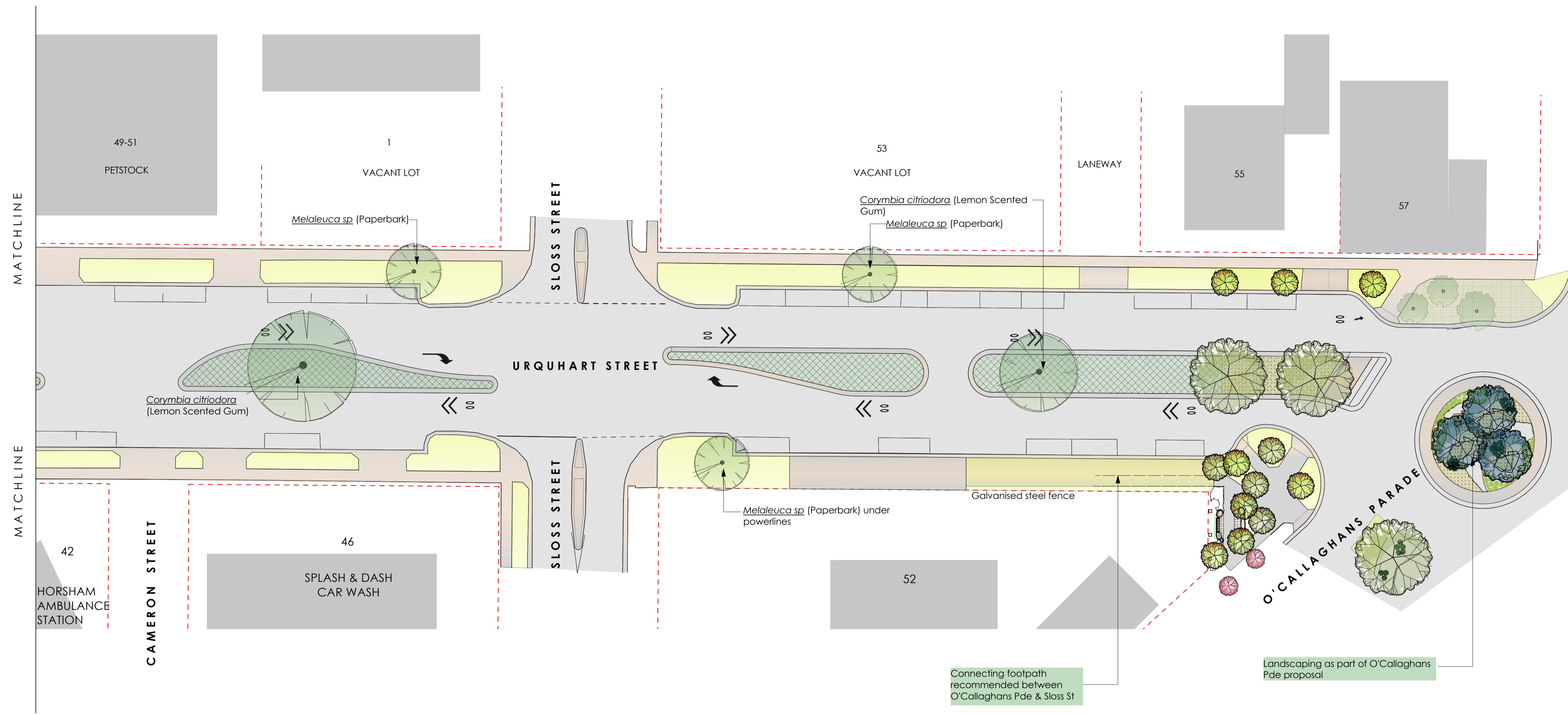
Existing Conditions & Analysis Hamilton St to Cameron St
Urquhart Street HORSHAM
 Urquhart Street between Baillie St & O'Callaghans Pde HORSHAM VIC 3400

16.10.2024
PN 291

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FOR COMMENT





- General Opportunities**
- Nature strip trees suited to powerlines
 - Nature strip trees suited to no powerlines
 - Central median with continued Lemon Scented Gums
 - Central median with a combination of highlight groundcover planting and granitic gravel mulch
 - Footpath comfort - shade trees, seat at bus stops, connecting path at O'Callaghans Pde
 - Nature strip revised from damaged and dead lawn to a porous paving
 - Increase volume for trees in concrete paving
 - Potential tree planting / path at drainage easement



Looking north from O'Callaghans Pde showing truncation of footpath



Looking north from O'Callaghans Pde showing jogger in distance who ran from City Oval on to Urquhart St rejoining the footpath at Sloss St intersection



Looking north from O'Callaghans Pde from Sheoaks

Opportunities - Greening Greater Horsham

Species selection to consider site and future climate viability

Trialing of new species

Future contract growing of species

Underground growing conditions to maximise passive infiltration of stormwater, trenching, mulching & access to adequate soil volumes

Placement of street trees to reduce vacant site

Street tree stock to conform to AS2303 - Tree Stock for Landscape Use

Select trees appropriate to powerline clearance

Continue to remove and replace inappropriate species underneath powerlines

Irrigation of street trees, adjacent permeable paving and local stormwater harvesting where possible

Ensure canopy trees are located to maximise shade and amenity along walking routes connecting public spaces

Ensure tree planting typologies include WSUD where appropriate and relevant to Horsham climate

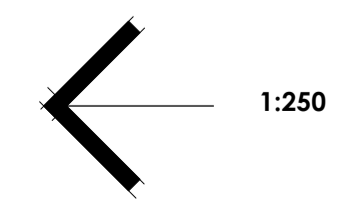
Ensure space for street trees

Aim for tree canopy targets to support the reduction of urban heat in the public realm

"A row of tall lemon-scented gums have been planted in Urquhart Street in Horsham's Central Activity District. However, the road cut outs are inadequately small with asphalt almost to the trunk of the trees. The tree roots are lifting the asphalt and remediation work will soon be required."

By implementing innovative and integrated solutions, the asphalt medium could be pulled up, gravel trenching laid between each tree and then covered either in a vegetated median or permeable paving. This would direct the roots along the trench and away from the roadway, reduce the amount of heat storing asphalt, improve the amenity of the street and most importantly retain these majestic trees."

- LEGEND**
- BUILDING & BOUNDARY**
- BUILDING LAYOUT
- VEGETATION**
- EXISTING TREES TO BE RETAINED AND PROTECTED
 - LANDSCAPE OPPORTUNITIES
 - LAWN (NOT IRRIGATED)
- GROUND SURFACES**
- CONCRETE PAVING
 - ASPHALT PAVING



1:250

Urquhart Street HORSHAM

Urquhart Street between Baillie St & O'Callaghans Pde HORSHAM VIC 3400

08.10.2024
PN 291

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FOR COMMENT



Project: Improving Safety on Urquhart Street

**Dedicated Engagement with the Business Owners.
Total Businesses Contacted - 31
Feedback Received - 18
Participation Percentage - 58%
Names Removed Version**

Contribution/Feedback	Comments by	Is feedback relevant?	Response on Feedback	Sentiment
B-Double access still required from Urquhart Street, truck has been accommodated in plan Happy with changes to speed limit, no other issues	Redacted	Yes.	Trucks have been accommodated. In detailed design Swept paths will be checked for easy maneuver of Trailers.	Positive
All happy with changes Noted falling limbs from trees, hope new plantings aren't gums	Redacted	Yes.	Discussed the different varieties we plan on planting along the street. Happy it would be a variety of species.	Positive
They reverse hearse into garage on Urquhart St, will need layback in front of this garage space on median (tree 17) Bollard required on opposite side of layback to prevent other cars using this as a U-turn space Dylan noted driveway issues with bunnings customers parking in front of garages where hearses are located	Redacted	Yes.	Space to be made for a pedestrian access – wide enough for the hearse to pull into then back into garage. In detail design, will put this in as a layback wide enough for the hearse.	Mixed
Spoke with manager, XXXX was supportive re landscaping. Noted she was happy with the reduction in speed, all round support for project.	Redacted	Yes.	-	Positive
Owner was happy with speed reduction of street and would also be in favour of speed humps, noted a lot of speeding drivers around his area Noted that there are no bins on the street at all and owner would like some around the business and xxxxx as a lot of people leave their rubbish in the area Happy with landscaping plan although would prefer nature trip around his shop to be paved/gravel as grass is dead and people constantly walk on this area Happy with the opening for trucks to still access the back of their shop	Redacted	Yes.	New bins to be placed along Urquhart Street – CRM created to add bins by XXXX. XXXX to look at another treatment and garden beds as the suggested granitic sand. Will not wear that well and make a mess on the footpath. Very heavy traffic to bunnings and celebrations so grass is dead with tracks through it.	Positive
No issues at all with suggested truck access – previously discussed with them about the access and they explained what was needed last time. Confirmed plan was good and will work	Redacted	Yes.	-	Positive
All good Supportive of speed reduction	Redacted	Yes.	-	Positive
Spoke with XXXX at front desk who will pass on to XXXX	Redacted	Yes.	-	Positive
Spoke with xxxx Noted if when works occur, could exits avoid being blocked due to safety reasons Happy with reduction in speed and that there is no negative impact on them	Redacted	Yes.	The roundabouts will slow down the traffic but as the traffic will be moving there is less likely to have a congestion. The other suggested locations are on Arterial roads which are not eligible under this funding.	Positive
Noted cut out in median to allow them to reverse boats/trailers into shed Happy with accommodations and support speed reductions Noted they were happy with how much HRCC had been communicating with them recently	Redacted	Yes.	-	Positive
Owner not onsite Will require cut out in median same as near corner of Sloss St	Redacted	Yes.	Plan will need to change to accommodate the backing in of vehicles at this location. XXXX to update the plans with opening.	Mixed

Contribution/Feedback	Comments by	Is feedback relevant?	Response on Feedback	Sentiment
Semi truck currently loaded in middle of the road – this will clash with plans Have truck access for smaller trucks around the back of building Lost 2 car parks due to the bus stop Manager to contact xxxx with Traffic Management Plan Need to look at traffic management plan for middle of road unloading	Redacted	Yes.	He is happy with the plans as is, no change requested they just park in the middle of the road at the moment as they can. When the works are completed the truck (only one that does this) will pull up in front of the business the same as the other delivery trucks and they will off load from one side. Also pull the pallets across so all can be completed from one side. Doesn't see this as an issue at all. He was great and supportive of the works on the street.	Positive
Were not ok with landscaping the street Against trees in general, shouldn't be in roadways Gum trees certainly not suitable Should be a stop sign coming out of the aquatic centre carpark, not a give way. People drive out of there to fast. The plans don't really effect us, trucks can still back in if need to. Should remove the island for xxxx to park their trucks (they always do it really safely) 40km is an excellent idea and should extend to the whole of the CBD Parking on East should be 2 hours but doesn't really matter as not many park there Bus stop park is an issue. The bus can't pull in if there is a car parked there. The carpark is at the end so bus can't get off the road, should be the park at the front. Car space on the corner of Urquhart and Ballie (in front of service station) makes it difficult to get into the turning lane to turn left.	Redacted	Yes.	Look at Bus stop car park, XXXX would like the extra parking. Reviewed carpark on the corner of Urquhart and Baillie with HRCC. Note no change to carpark will be made. Cars turning left have to wait for the lights to turn green then drive forward to turn left.	Negative
May have difficulty backing their caravan in with the median strip but will make it work Happy that the trees are being retained and more are being planted	Redacted	Yes.	-	Mixed
Spoke with xxxx Concrete in space between ramp and tree would be ideal Noted parking issues, low car turnover with long parking limits does not help	Redacted	Yes.	Update plan to address comments. Need to be an accessible surface so paving needs to be removed (moved a lot and is unsafe).	Mixed
Spoke with XXXX No issues Happy with the reduction in speed.	Redacted	Yes.	-	Positive
No Issues.	Redacted	Yes.	-	Positive
Spoke with XXXX Noted that their carpark is advertised on multiple Town Hall/Council things however it is a private car park.	Redacted	Partial.	Sent e-mail to Town Hall staff (xxxx) regarding the parking not being public and we really should not advertise the xxxx car park.	Mixed

Sentiment	Numbers	Percentage
Positive	12	66.7
Mixed	5	27.8
Negative	1	5.6

Quarterly Economic Snapshot

Oct-24 to Dec-24

In the last quarter, Australia's GDP increased by 2.1%. For Victoria, GDP increased by 1.8%. Population was up nationally, and up in Victoria. Consumer sentiment was up across the nation and down in Victoria. Total CO₂-e emissions for the latest quarter decreased by -6.0% in Australia and decreased by -3.8% for Victoria.

ECONOMY	PEOPLE	COMMUNITY	ENVIRONMENT
GDP (Australia)	Population (Australia)	Consumer Sentiment Index (Australia)	CO₂-e emissions (Australia)
\$643,563m (+2.1%)	26,124,814 (+1.64%)	91.0 (+18.7%)	464.77m tonnes (-6.0%)
GDP (Victoria)	Population (Victoria)	Consumer Sentiment Index (Victoria)	CO₂-e emissions (Victoria)
\$151,018m (+1.8%)	6,656,281 (+1.68%)	nan (nan%)	80.06m tonnes (-3.8%)

CONSUMER EXPENDITURE

Trending Flat

Trend	Change in Total Local Spend	
	Victoria	Horsham
	14.6%	15.7%

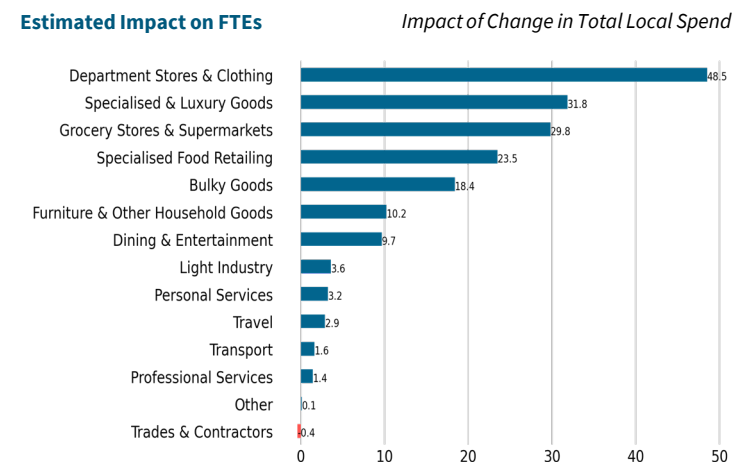
Daily Spending		Average Daily Spend by Day of Week	
Day	Total	Resident	Visitor
Mon	\$1.31M (+20.9%)	\$835K (+13.4%)	\$454K (+39.5%)
Tue	\$1.3M (+19.6%)	\$853K (+16.9%)	\$435K (+29.4%)
Wed	\$1.32M (+5.5%)	\$853K (+6.4%)	\$449K (+4.5%)
Thu	\$1.46M (+11.0%)	\$924K (+5.1%)	\$518K (+25.0%)
Fri	\$1.67M (+17.6%)	\$1.09M (+14.6%)	\$559K (+26.7%)
Sat	\$1.31M (+19.2%)	\$842K (+16.5%)	\$438K (+25.4%)
Sun	\$864K (+18.6%)	\$567K (+14.3%)	\$283K (+29.8%)

Peak Day Monday 23 December 2024: \$2.43M

Trough Day Wednesday 25 December 2024: \$199K

JOB IMPACT

Net Positive



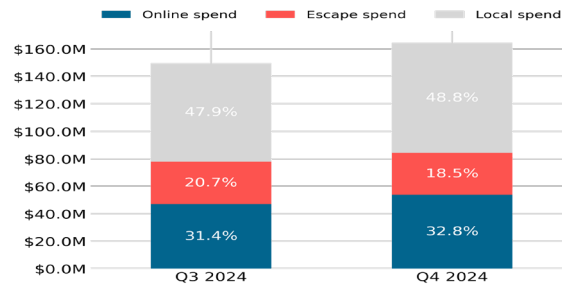
Largest Increase 48.5 FTEs, Department Stores and Clothing

Largest Decrease -0.4 FTEs, Trades and Contractors

WALLET SHARE

Going online

Share of Resident Wallet Latest and Previous Quarter



Trend Change in Resident Wallet Share

Spend	Victoria	Horsham
Local Spend	+0.2%	+0.9%
Escape Spend	+0.7%	-2.2%
Online Spend	-0.9%	+1.3%

Compared with the previous quarter, in Q4 2024:

- Horsham saw more online spend as a share of Resident Wallet; and
- Escape spend in Victoria saw the greatest increase in share.

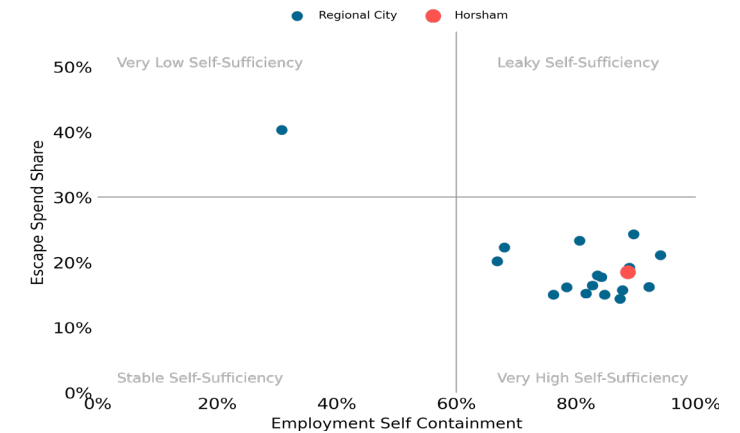
Disclaimer

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SELF-SUFFICIENCY

Very High

The Commuter Effect Escape Spend and Commuting



Compared with other Regional councils, in Horsham:

- There is very high economic self-sufficiency.
- There is high employment self-containment (based on the last Census).
- Resident Escape Spend has a low share of Resident Wallet.



MINUTES OF INFORMAL MEETINGS OF COUNCILLORS
COUNCIL BRIEFING HELD IN THE COUNCIL CHAMBERS
ON MONDAY 3 MARCH 2025 AT 5:30PM

ATTENDED: Cr Dean O’Loughlin (Chairman), Cr Brian Klowss, Cr Cam McDonald, Cr Angie Munn, Cr Bec Sluggett, Cr Todd Wilson, Craig Niemann, Chief Executive Officer; Kevin O’Brien, Director Communities and Place; John Martin, Director Infrastructure, Steven Kingshott, Monitor

APOLOGIES: Cr Ian Ross (Mayor)

1. WELCOME AND INTRODUCTION

2. DISCLOSURE OF CONFLICT OF INTEREST SEC 130 and 131, LOCAL GOVERNMENT ACT 2020 AND HORSHAM RURAL CITY COUNCIL GOVERNANCE RULES

Nil

3. PRESENTATIONS

3.1 Telstra Update (**Appendix 3.1**) **5:30pm – 6:15pm**
Attending: Steve Tinker

4. COUNCIL MEETING REPORTS FOR DISCUSSION

4.1	Line Marking Tender (Appendix 4.1)	6:15pm – 6:25pm
4.2	Quarterly Investment Attraction & Growth Report (Appendix 4.2)	6:25pm – 6:40pm
4.3	Review of Parking Arrangements in the CBD (Appendix 4.3)	6:40pm – 7:10pm
4.4	Horsham’s Home of History Group Terms of Reference (Appendix 4.4)	7:10pm – 7:25pm
4.5	Councillor Induction Sign Off by Councillors (Appendix 4.5)	7:25pm – 7:30pm

5. GENERAL DISCUSSION (Craig Niemann) **15mins**

- Plan for Victoria
- Council Plan – community sessions
- Meeting with DEECA
- Farm Frites

6. CLOSE

The meeting closed at 8:25pm

DINNER

CRAIG NIEMANN
Chief Executive Officer

MINUTES OF INFORMAL MEETINGS OF COUNCILLORS
MEETING WITH JOHN BRADLEY, SECRETARY DEPARTMENT OF ENVIRONMENT, ENERGY &
CLIMATE ACTION
COUNCIL CHAMBERS ON WEDNESDAY 5 MARCH 2025 AT 2:00PM

ATTENDED: Cr Ian Ross (Mayor), Cr Dean O’Loughlin, Cr Brian Klowss, Cr Cam McDonald, Cr Angie Munn, Cr Bec Sluggett, Craig Niemann, Chief Executive Officer; Kevin O’Brien, Director Communities and Place; John Martin, Director Infrastructure, John Bradley (DEECA) Department Secretary, Alistair Parker (DEECA) CEO VicGrid, Matt Vincent (DEECA) CEO Resources Victoria, Erin Letovsky (DEECA) Regional Director Grampians

APOLOGIES: Cr Todd Wilson

1. WELCOME, INTRODUCTIONS AND ACKNOWLEDGEMENT OF COUNTRY

2. DISCLOSURE OF CONFLICT OF INTEREST SEC 130 and 131, LOCAL GOVERNMENT ACT 2020 AND HORSHAM RURAL CITY COUNCIL GOVERNANCE RULES

Nil

3. DISCUSSIONS

3.1 Renewable Energy – Wind and Solar

- Requirement to meet the State Government Zero Emissions targets by 2045
- Considerable investment in infrastructure

3.2 Mineral Sands Mining

- Critical Minerals Roadmap has been released by the Victorian Government

3.3 Mount Arapiles

- Release of the Draft Management Plan.

3.4 Bushfires

- Approx two months of continuous fires south and north of Horsham
- Significant cost of the government
- Council involvement through provision of resources, relief centre in Horsham
- Impact on the tourism economic particularly around the Grampians

4. CLOSE

The meeting closed at 3:15pm

CRAIG NIEMANN
Chief Executive Officer

MINUTES OF INFORMAL MEETINGS OF COUNCILLORS
COUNCIL BRIEFING HELD IN THE COUNCIL CHAMBERS
ON TUESDAY 11 MARCH 2025 AT 5:30PM

ATTENDED: Cr Bec Sluggett (Chairperson), Cr Ian Ross (Mayor) *left the meeting at 6.57pm*, Cr Brian Klowss, Cr Cam McDonald, Cr Angie Munn, Cr Dean O’Loughlin, , Cr Todd Wilson, Craig Niemann, Chief Executive Officer; Kim Hargreaves, Director Corporate Services; Kevin O’Brien, Director Communities and Place; John Martin, Director Infrastructure, Steven Kingshott, Monitor

APOLOGIES: Nil

Cr Ross (Mayor) was feeling unwell so requested a vote for an alternate Chair. Cr Bec Sluggett acted as Chair for the meeting.

1. WELCOME AND INTRODUCTION

2. DISCLOSURE OF CONFLICT OF INTEREST SEC 130 and 131, LOCAL GOVERNMENT ACT 2020 AND HORSHAM RURAL CITY COUNCIL GOVERNANCE RULES

Kevin O’Brien declared a Conflict of Interest for Item 4.2 (Heritage Review & Adoption of Studies)

3. PRESENTATION

3.1 Natimuk Showgrounds Master Plan (**Appendix 3.1**) **5:30pm – 6:00pm**
Attending: Judith Bysouth, Michaela Mackley, Michael Sudholz & Felix Ritson

4. COUNCIL MEETING REPORTS FOR DISCUSSION

4.1 TAC Road Safety Funding **Appendix 4.1** **6:00pm – 6:30pm**

Attending: Akshay Rajput

4.2 Heritage Review & Adoption of Studies **Appendix 4.2** **6:30pm – 7:00pm**

Attending: Joel Hastings & Kirsten Miller (*in person*)

Kevin left the meeting at 7.01pm and returned at 7.28pm

4.3 Fuel Tender **Appendix 4.3** **7:00pm – 7:10pm**

4.4 Silo Artwork **Appendix 4.4** **7:10pm – 7:25pm**

4.5 CEO Delegations Update (Including Financial Delegation) **7:25pm – 7:40pm**

(Appendix 4.5)

5. REPORTS FOR INFORMATION ONLY

5.1 VCAT, Building and Planning Permits Issued **Appendix 5.1**

6. GENERAL DISCUSSION (Craig Niemann)

15mins

- Waste Ap presentation by Luke Mitton
- Council Plan
- CEO Recruitment

7:45pm

7. CLOSE

The meeting closed at 8.58pm

DINNER

CRAIG NIEMANN

Chief Executive Officer

MINUTES OF INFORMAL MEETINGS OF COUNCILLORS
COUNCIL BRIEFING HELD IN THE COUNCIL CHAMBERS
ON MONDAY 17 MARCH 2025 AT 5:30PM

ATTENDED: Cr Ian Ross (Mayor), Cr Brian Klowss (*virtual attendance*), Cr Cam McDonald, Cr Angie Munn, Cr Dean O’Loughlin, Cr Bec Sluggett, Cr Todd Wilson, Craig Niemann, Chief Executive Officer; Kim Hargreaves, Director Corporate Services; Kevin O’Brien, Director Communities and Place; John Martin, Director Infrastructure; Belinda Johnson, CFO

APOLOGIES: Steven Kingshott, Monitor

1. WELCOME AND INTRODUCTION

2. DISCLOSURE OF CONFLICT OF INTEREST SEC 130 and 131, LOCAL GOVERNMENT ACT 2020 AND HORSHAM RURAL CITY COUNCIL GOVERNANCE RULES

3. PRESENTATIONS

- | | |
|---|------------------------|
| 3.1 Quarterly Report (Performance and Finance) | 5:30pm – 5:50pm |
| Attending: Belinda Johnson | |
| 3.2 Revenue & Rating Plan (Kim) | 5:50pm – 6:40pm |
| Attending: Belinda Johnson | |
| 3.3 Budget Development (Kim) | 6:40pm – 7:00pm |
| Attending: Belinda Johnson | |
| 3.4 Alternative Truck Route | 7:00pm – 8:00pm |
| Attending: Michael Bailey & Laura-Jo Mellan, Dept Transport & Planning | |

4. INFORMATION REPORTS FOR DISCUSSION

- | | |
|--|------------------------|
| 4.1 Capex “Top 10” Report (John) (Appendix 4.1) | 8:00pm – 8:15pm |
|--|------------------------|

5. GENERAL DISCUSSION (Craig Niemann) **15mins**

- Customer Complaint
- Parking Survey
- VicRoads Maintenance Contract
- Kalkee Traffic

6. CLOSE

Meeting closed at 8.50pm

DINNER

CRAIG NIEMANN
Chief Executive Officer

MINUTES OF INFORMAL MEETINGS OF COUNCILLORS
COUNCIL BRIEFING HELD IN THE COUNCIL CHAMBERS
ON TUESDAY 18 MARCH 2025 AT 5:30PM

ATTENDED: Cr Ian Ross (Mayor), Cr Cam McDonald, Cr Angie Munn, Cr Dean O’Loughlin, Cr Bec Sluggett, Cr Todd Wilson, Craig Niemann, Chief Executive Officer; Kim Hargreaves, Director Corporate Services; Kevin O’Brien, Director Communities and Place; John Martin, Director Infrastructure, Steven Kingshott, Monitor

APOLOGIES: Cr Brian Klowss

1. WELCOME AND INTRODUCTION

2. DISCLOSURE OF CONFLICT OF INTEREST SEC 130 and 131, LOCAL GOVERNMENT ACT 2020 AND HORSHAM RURAL CITY COUNCIL GOVERNANCE RULES

3. COUNCIL MEETING REPORTS FOR DISCUSSION

3.1 Urquhart Street Funding Agreement (**Appendix 3.1**) **5:30pm – 5:45pm**
Attending: Akshay Rajput

4. PRESENTATIONS

4.1 Revenue and Rating Plan recap and workshop (Kim) **5:45pm –6:30pm**
Attending: Belinda Johnson

4.2 Budget development – what’s next (Kim) **6:30pm –7:00pm**
Attending: Belinda Johnson

4.3 Capex Projects (John) **7:00pm – 7:30pm**
Attending: Belinda Johnson

5. CLOSE

Meeting closed at 8:04pm

DINNER

CRAIG NIEMANN
Chief Executive Officer



WIMMERA INTERMODAL FREIGHT TERMINAL ADVISORY COMMITTEE

MINUTES

10:30 am, Wednesday 20 November 2024

TEAMS ONLINE

Meeting No. 2024/4*

Attendees

John Martin	Director Infrastructure Services HRCC
Fiona Gormann	Manager Investment Attraction and Growth HRCC
Matt Eryurek	GM Head of Ports Development SCT
Damian Paynter	Operations SCT
David Hill	Transport
Lyn Barnes	Department Transport and Planning
Jo Tait	ARTC
Jess Scott	Regional Development Victoria
Annie Mintern	Minute taker

Apologies

Ian Mond	Policy & Strategy / Freight Victoria
Ann Puls	Finance/Commercial SCT
David Pratt	Operations SCT
Bryce Spittle	Department Transport and Planning (Roads)

Confirmation of previous Minutes (21 August 2024)

Moved: Fiona Gormann

Second: Matt Eryurek

Actions arising from previous meetings

Action	Responsible Member	Date Completed
Maintenance report to be shared with advisory committee when received.	Matt/Fiona	Circulated to group / Completed
Throughput figures report to be shared for next quarter with advisory committee	Matt/Fiona	Circulated to group/Completed
To investigate if HRCC has a reserve for sleeper renewal	John Martin	Yes there is a renewal fund for sleepers. Damian and John will discuss offline and report back to group



		at next meeting.
Invite Greg from Port of Portland to a meeting to discuss their facility	Fiona Gormann	Will attend our February meeting
HRCC renewable and mining fact sheets to be shared with the advisory committee	Fiona Gormann	Link has been sent (Completed)
Jess to share RDV contact details (New team)	Jess Scott	Circulated to group
To investigate TAL and speed and timing of upgrade for Portland line	Jo Tait	Completed 21/09/24
Background report for the Mt Gambier Line to be forwarded to the advisory committee.	David Hill	Circulated to group

Jo Tait advised following the meeting held 21 August in regard to the timing of the Maroona to Portland line upgrade. Her understanding is that this work will bring the line up to 23 TAL standard. The project startup is underway and the works to improve the condition of the track will provide incremental improvements with the expectation these will be complete in three years.

- No updates on timeframe nothing to report

ACTION: Include an update report for future meetings on the Agenda

1. Operational Update – (SCT)

- Maintenance
 - Feedback from maintenance assessor has been positive
 - There are some priority 2's (P2's) that need to be addressed and quotes are currently being obtained.

ACTION: Damian to report back progress of P2's at next meeting

- There is a renewal fund for sleeper renewal

ACTION: Damian to provide a list of proposed works and John will see how it fits into the funding that is available/ Will discuss offline and report back to group at next meeting

- Throughput Figures
 - Global issues apart from ag issues have caused a drop in volumes
 - 220-280 per week down to 80 per week
 - Shipping lines stopped quarterly rates and made it monthly
 - Shipping lines starting to service long haul ports due to red sea issue
 - Wimmera product is high volume low margin
 - Containers SCT needed have not been supported
 - Last year there was carry over freight and this year there is not any which is causing low volumes



- SCT have contacted neighbouring regions to pick up more product to ensure they can keep the train going
 - Picked up imports and exports from Mt Gambier
 - Customers have verified that harvest has started, and product should be coming into containers during December. Three to four services a week
 - Expecting lighter and shorter harvest this year
 - Will keep talking with Mt Gambier to try and keep the trains going
 - Last eight weeks have been concentrating on new business from other areas
 - Maintaining relationships with existing clients
- General
 - Any plans for Adelaide route?
 - Border Town is a competitor which has caused issues
 - Anchor customer willing to support but cannot get access
2. WAL HUB Development (Fiona)
- Further subdivision (stage 3) planning application submitted
 - Looking to move swale
 - Still have a number of interested parties looking to purchase lots
 - Meeting next week with CEO of Regional Development Victoria at SCT site, however Matt will be away. Damian will arrange morning tea. Matt will join on teams and another staff member will conduct site tour
 - Plans to spruce up WAL HUB and Parks and Gardens have a planting schedule
 - Signage should be completed soon have had an issue with infrastructure which has caused a delay
- ACTION: Fiona to include a timeline for landscaping at the next meeting
3. Regional Development Advocacy (Jess)
- Jess arranging visit from their CEO Xavier and advocating importance of site for our region
4. Wimmera Regional Port Logistics Industry Event (Matt) - HELD
5. General Business
- David Hill report
- It has been 29 years since freight operation on the Heywood-Mt Gambier railway line
 - Mt Gambier Council do not want line through the town
 - There is a lot of timber in the region, and they are fairly close to the port which is why trucks are a valid option
 - GrainCorp has a facility near Naracoorte with potential for rail freight
 - Heywood to Mt Gambier severely overgrown and a large amount of work required roughly \$300m + to reopen which is unlikely
 - Would be great to be reopened however lack of government support makes this unlikely



- Focus now on fixing Portland line
- If the Heywood-Mt Gambier line was open it could be beneficial to potentially rail to Maroona then on to Dooen
- Matt is talking to Portland as they are promoting rail
- Hoping they will they be open to SCT using their rail as a rail head for non-bulk related freight.
- Matt will contact David for further information offline

Lyn Barnes report

- Reduced Modeshift funding has caused volumes to go down
 - Southwest grains study has been completed
- ACTION: David will send a copy when it has been officially released
- Priority on roads was the focus. A lot of emphasis on trucks.
 - Upgrading roads to allow heavier trucks

Jo Tait report

- Happy to prepare a report in advance at future meetings
- Will include any Maroona to Portland line updates
- Timing is next three years
- Will add this report to the Agenda

6. Next Meeting: 19 February 2025

7. Meeting Close: 11:09am

8. Future Meetings:

- 21 May 2025
- 20 August 2025

Wimmera Intermodal Freight Terminal Advisory Committee meetings are held quarterly on the third Wednesday of the month.

* Please note the meeting numbers have been reset to reflect year and the meeting number.



Minutes

Natimuk Economic & Social Plan Project Advisory Committee

5 March 2025 at 6pm

NC2

Attending:

Gary Rasmussen, Alex Williams, Annie Mintern, Bill Lovel, John Martin, Bernie Dunn, Luke Austin, Keith Haustorfer

Apologies: Shaun Taylor, Gloria McRae

1. Welcome/Introductions

2. Disclosure of Conflict of Interest

Nil

3. Confirmation of Minutes from Previous Meeting

Moved: Bill Lovel

Seconded: Gary Rasmussen

4. Discussion

4.1. Open forum to discuss options for accessing water for Lake Natimuk between GWM Water, Wimmera CMA and the Advisory Committee

4.1.1. Why don't we have water in the lake and what are the steps to achieving this and retaining it?

- There is a recreational water bucket
- The size of the lake is an issue as it's significantly larger than other lakes in the Shire 100 hectares larger
- 8-9000 megalitres would be required volume and a lot of this would be lost to evaporation each year
- GWM already supplies smaller lakes there are entitlements for each town
- Recreation water entitlements are currently fully committed
- Not getting the rain or runoff like we used to
- If reservoirs are held too full it causes more evaporation
- Decision made to keep water lower to reduce evaporation
- When channels were in place farmers used to drop water into them. Where is it going now?
- Now that the channels are gone the pipeline has taken away extra water
- WCMA entitlements are too low to contribute to Nati Lake
- GWM is piping water further than ever expected due to dry weather
- Lack of rainfall is major issue
- Is the only option to get water for Natimuk by pumping it from river?
- The lake would still need to have an entitlement, however GWM is already committed to other lakes for recreational water
- Several years ago the bulk entitlement allocation was reviewed and John put in a submission however not sure what the outcome was
- System isn't transparent with bulk entitlement reviews and HRCC never received a response

- There isn't any more water to harvest and the only option would be to take entitlement from someone else for Natimuk

ACTION: Bernie to send through a copy of the rainfall chart

- 4.1.2. WCMA is advocating for good environmental outcomes for the lake
- 4.1.3. Other councils applied for water entitlement but HRCC didn't?
 - Green Lake and Natimuk Lake missed out
 - Natimuk Lake isn't in the system
 - Can we work towards a pipeline from the Wimmera river?
 - Lack of rainfall decreases lakes allocation
 - GWM hasn't had any traction with state government to change the recreation entitlement
 - Would it be better to put things in place now in order to be ready when it floods?
 - Keith wants to use Lake trust to contribute to getting water in the lake
- 4.1.4. Irrigation licenses to farmers on the Wimmera river not being used
 - Licenses are not activated every year
 - Could be an option but would need to be some sort of buy back system
 - The licences have only been activation in 7 years since 2010
- 4.1.5. Murray Darling Basin Plan
 - No connection to the Mallee
 - Ground water is not really an option
- 4.1.6. Pumping costs approx. \$100 per litre to pump from river
- 4.1.7. Keith wants to meet with Minister to work out how we can get an entitlement
- 4.1.8. Would be interested to see the numbers of what's been returned since the installation of the pipeline
- 4.1.9. A study has been done to work out how much money the lake brings to the town
- 4.1.10. Reconfiguration of the lake to reduce the size and amount of water required
 - Parks will be an issue
 - Still need a decision on where the water will come from
 - Could align a pipe next to the creek
 - Ouyen example could be used when advocating to the Minister for water
- 4.1.11. Is there an option for Council to take over managing the lake
 - Would Natimuk be considered in a similar fashion to green lake?

ACTION: Bernie to send through case studies of other lakes that have reconfigured to reduce size

4.2. Next Steps

- 4.2.1. Put together a proposal – ideas, wish list
- 4.2.2. Visit some of the places we have talked about as an example
- 4.2.3. Investigate irrigation license water
- 4.2.4. Planning work needs to occur to work out reconfiguration of the lake
- 4.2.5. Can we get costings on running a pipeline from river
- 4.2.6. Need to get budget level costings to work out if it's feasible
- 4.2.7. Need to do a business case
- 4.2.8. Keith to work on establishing a sub-committee

5. Meeting Close
7:30pm

6. Next Meeting – 2 April 6pm at NC2

UNCONFIRMED

March 19, 2025

Mr. Craig Niemann
Chief Executive Officer
Horsham Rural City

Dear Craig,

I hereby formally submit a Notice of Motion to be included on the agenda for the HRCC March 24th meeting.

HRCC. NOTICE OF MOTION (1)

TO: Formally install a... Mining, Renewables and Energy Committee.

“That a Mining, Renewables & Energy Committee be formed with a minimum of two Councillors, the CEO, and not more than two dedicated staff involved in the process of Mining, Renewables & Energy, to ultimately present recommendations to Council.”

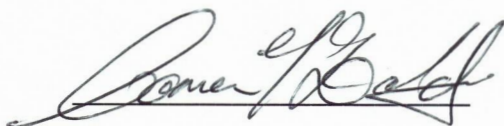
THE REASONS FOR THIS MOTION ARE...

- 1.To bring to the Council the process which involves the risk and engagement process.
- 2.To consider the conditions and negotiations involved in regard to Mining and Renewable Energy.
- 3.That this committee reports to Council for approval in its requirement to advocate for the safety and concerns of the community in relation to these development proposals.
- 4.That the Instrument of Delegation to staff for decisions on Mining and Renewable Energy be limited and restricted for approval by a full Council meeting only.

BACKGROUND:

Supporting Documents -
Local Government Act 2020
Communications Policy
Community Engagement Procedure
Engagement Resources
Policy Framework Policy
Public Transparency Policy
Procurement Policy
Instrument of Delegation and Authorisation Document

Signed:



Cr. Cam McDonald, Wednesday, 19th March 2025

March 19, 2025

Mr. Craig Niemann
Chief Executive Officer
Horsham Rural City

Dear Craig,

I hereby formally submit a Notice of Motion to be included on the agenda for the HRCC March 24th meeting.

HRCC. NOTICE OF MOTION (2)

THAT: Council formally suspend the Memorandum of Understanding (MOU) between WIM Resource and Horsham Rural City Council, further to a full review.

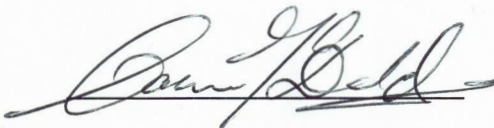
THE REASONS FOR THIS MOTION ARE...

1. To bring a process of review before the Council (and/or The Mining, Renewables and Energy Committee) to present to Council for final approval.
2. For Council to consider community engagement, showing impartiality in this process to not be partnering with any one party.
3. It was a requirement for the Council to review this MOU every two years, and as this has not happened to date, and due to increased tensions in the community, a formal suspension should occur until proper community engagement has occurred.

BACKGROUND:

Supporting Documents -
Local Government Act 2020
Communications Policy
Community Engagement Procedure
Engagement Resources

Signed:



Cr. Cam McDonald, Wednesday, 19th March 2025

MEMORANDUM OF UNDERSTANDING

between

HORSHAM RURAL CITY COUNCIL

and

WIM RESOURCE PTY LTD

for the **AVONBANK PROJECT**

1. PURPOSE OF AGREEMENT

This is a Memorandum of Understanding (MOU) between

WIM Resource Pty Ltd (WIM) and

Horsham Rural City Council (HRCC).

The MOU seeks to confirm the principles of a collaborative approach, recognising the specific roles and obligations of each of the parties.

The purpose of this agreement is for parties to develop processes to support working cooperatively and collaboratively, to maximise mutually beneficial community and economic outcomes, and ensure best environmental practice from the development and operation of the Avonbank Mineral Sands Project (Avonbank Project), within the Rural City of Horsham.

Both parties recognise that the MOU will be appended to the documentation WIM is required to provide to the Victorian Government's Environment Effects Statement (EES) process for assessment of the potential environmental, social, and economic impacts of the Avonbank Project.

2. AVONBANK PROJECT OVERVIEW

WIM is a privately owned Australian heavy mineral sands (HMS) resource development company, with one of the largest portfolios of HMS projects in the world. WIM's vision is to become a long-term producer of zircon, titanium, and rare earth minerals, these minerals are critical to everyday living. WIM's corporate and technical team have a proven tracked record of mine development having been involved in the development of several Australian HMS mines.

The Avonbank Project is WIM's flagship project and is located 15km north of the City of Horsham. WIM anticipates mining the mineral sands ore body over a period of thirty-six years. It will supply mineral concentrate containing zircon, ilmenite, and minor rare earth by products to offshore markets.

WIM has invested heavily in the project over the past nine years and recently completed a test pit and demonstration processing plant, which represented a major commitment and investment by WIM shareholders to move the project into full scale development.

In addition, there are ongoing environmental and socio-economic EES related studies as the project moves towards the construction stage. The project is currently at a Bankable Feasibility Study (BFS) or Definitive Feasibility Study (DFS) stage. This advanced stage of development will enable WIM to commence a funds raising exercise from 2022.

For the EES related studies, WIM expects to complete this process in 2022. Subject to final approvals and finance WIM plans to commence construction within the next three years.

The Avonbank Project is one of the most significant investments likely to occur in the Wimmera region in the past twenty years. Economic modelling for the company has found that there will be substantial net positive economic impacts for Horsham Rural City (RC), the Wimmera Southern Mallee (WSM) region, and the State of Victoria generally.

3. SHARED VISION AND ASPIRATIONS FOR THE AVONBANK PROJECT

The parties aim to maximise potential benefits for Horsham RC and WSM region by working towards WIM's corporate vision to 'Think Ahead, Move Ahead' and Council's vision, that states:

In 2041, Horsham region is a vibrant, liveable hub that thrives on strong economic growth and social connectedness. Empowering people to live, work and access opportunities for recreation and culture, now and into the future.

These Visions are underpinned by a commitment to:

- ◆ regular and open communication between the parties on all matters relating to the project
- ◆ joint advocacy processes to pursue commitments to the project and the region that will generate lasting benefits for both the project and the region
- ◆ consider community outcomes in all aspects of the planning and delivery of the project
- ◆ acknowledge that the best outcomes for the company and the community will flow from an efficient and financially robust project
- ◆ building on each party's core strength, skills, and attributes
- ◆ sharing information that will facilitate positive outcomes for the Avonbank Project
- ◆ acknowledging the cooperation will generate the most significant outcomes for both the region and the project.
- ◆ managing the mine in an environmentally responsible manner

The MoU does not preclude Council making a submission on the social, environment and economic impacts of the EES proposal.

Whilst the content of this MOU focuses on maximising local social and economic opportunities associated with the project, both parties also acknowledge the importance of ensuring that the impacts on the physical environment of the project are minimised as far as reasonably practical and managed to a high standard that reflects industry standard practices. This area is not addressed in detail within the MOU as other processes exist to consider and protect the physical environment.

4. STRATEGIC ASPIRATIONS

The Avonbank project aims to deliver the aspirations of Council's Investment Attraction Policy by having a strong commitment to creating a high-quality business environment that develops new jobs, fosters innovation in technology and diversifies the economic base.

Both WIM and the HRCC share the Victorian Government aspiration for successful development in regional Victoria.

5. AIMS AND OBJECTIVES OF THIS AGREEMENT

Both parties are committed to working in collaboration to identify and progress opportunities that will deliver social and economic development benefits for the region whilst, through endeavouring to maximise the

efficiency and robustness of the Avonbank Project's operations, not compromising or placing an unnecessary financial burden on WIM as a company with obligations to its shareholders.

The aims of this MOU are therefore to ensure that:

- ◆ the roles of each party are clearly understood and respected by both parties;
- ◆ processes are developed that will assist the parties to facilitate positive local economic and social outcomes associated with the project;
- ◆ processes and mechanisms are in place to support clear communication, collaboration and support, and these mechanisms are understood and supported by both parties; and
- ◆ both parties understand and commit to providing the capacity necessary to deliver the intent of this MOU.

6. DELIVERY OF THIS AGREEMENT

Two key areas of collaboration and joint focus were identified as necessary to fulfill the obligations and intent of this agreement. They are detailed below and are also subject of more detailed action intentions, outlined in Schedules One and Two.

The schedules appended to this document are intended to be regularly reviewed and updated to ensure ongoing currency and relevance to the overarching MOU. A diagram of the relationship between the schedules and this MOU is provided as Appendix One.

6.1. Key Areas of Focus

Two key areas have been identified as the core areas for collaboration between the two parties;

6.1.1. *Optimising Economic and Social Outcomes*

To work cooperatively and in good faith to facilitate as many positive outcomes from the Avonbank Project as possible whilst also working jointly to minimise and mitigate any potential negative economic or social outcomes associated with the project.

6.1.2. *Building Relationships to Support the Project*

To work cooperatively and in good faith to develop an advocacy and relationship management program which will aid both the project's timely delivery and the delivery of wider community benefits.

6.2. Mechanisms for Implementation and Review

Both parties commit to attending regular working party meetings that will be used as the core mechanism for ensuring timely implementation, reviewing and updating as necessary the delivery schedules associated with this agreement.

7. ROLES OF THE PARTIES WITHIN THIS AGREEMENT:

Both parties have roles and obligations that cannot be compromised or impacted upon by entering into this agreement.

Importantly, HRCC is a conduit to the local community and provides a point of direct liaison on all community matters.

The role of WIM as the developer and operator of the proposed Avonbank Project is to meet its obligations to corporate regulators and its shareholders, through good governance and reporting requirements.

It is agreed WIM is a stimulator of regional benefits rather than a direct deliverer of benefits.

8. LIAISON AND COMMUNICATION

Both parties acknowledge the key role that effective communication plays in implementing the MOU aims. To aid the building and maintenance of effective communication channels and protocols the following will be undertaken:

8.1. Liaison Protocols

Both parties agree to liaise on a regular basis using the Principal Contacts (Schedule 3) as the working party for the primary interface between the two organisations.

Principle contact points for the two organisations are nominated in Schedule Three, as modified from time to time, as the liaison points for each organisation.

8.2. Communication Protocols

Recognising the importance of common key messages both parties agree to the following:

- ◆ nominating a set of agreed key spokespersons for the project's regional benefits who can present a series of common key messages about the benefits the project can deliver for the region;
- ◆ neither party to this MOU has the authority to speak publicly on behalf of the other party without prior consent; and
- ◆ where one of party wishes to issue a public statement about the MOU, including the cooperation arrangements between the two parties via press release, newsletter or other communications means, any such statements will be approved by both parties, prior to release.

9. RESOURCING

Wherever possible both parties agree to use resources in a manner that will best benefit the region.

This resource sharing includes information and knowledge, databases, and other resources when available. The sharing of resources is governed by relevant legal obligations (Privacy, Confidentiality, Intellectual Property, etc.).

10. CONFLICT RESOLUTION

Both parties will work cooperatively in the spirit of goodwill, recognising that the position of each might at times differ. If one party believes the substance of the MOU is not being fulfilled it will initiate discussions with the other party to resolve the issue of concern.

If the parties are unable to reach a satisfactory resolution of a dispute, the matters may be referred to a specifically convened meeting if appropriate, mediated by an independent party acceptable to all.

11. LIFE OF AGREEMENT AND REVIEW

This agreement shall be continuous from the date of signing and shall be reviewed each year. The schedules to this agreement can be changed by agreement, between the parties.

12. REPRESENTATIONS

This MOU does not permit the use of copyright materials (including logos) and dissemination of confidential information or allow staff from either of the parties to represent each other without prior written agreement.

13. NATURE OF THE MOU

This MOU outlines the framework of the working relationship between the parties. It does not constitute a contract and is based upon goodwill and is bound in honour only.

This MOU does not constitute a partnership or joint venture and neither of the parties can commit the other parties financially or otherwise to third parties.

The MOU does not replace the Community Reference Group (CRG) established by WIM. The CRG will continue to function in its current format until the State Government establishes the Environmental Review Committee (ERC) in accordance with the Mining Work Plan for the Avonbank Project. Once the ERC has been established, the scope and purpose of the CRG will be reviewed by WIM in conjunction with the HRCC.

MEMORANDUM OF UNDERSTANDING

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14. STATUTORY OBLIGATIONS

This MOU does not negate or replace any of the statutory obligations that HRCC has as a local government authority, nor does it replace any of the obligations that the HRCC has under the *Planning and Environment Act 1987* and *Road Management Act 2004*, or the *Local Government Act 1989* or WIM has as a private company.

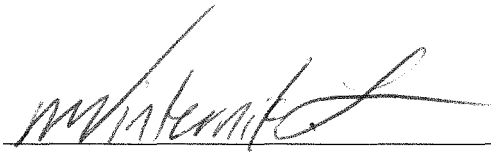
This MoU does not negate WIM's obligation to manage the mine in accordance within any approved work plan.

15. TERMINATION

Either of the parties may terminate their participation in this Memorandum of Understanding by providing ninety (90) days written notice. In the event of a breach of any of the terms of the agreement, it may be terminated without notice.

16. SIGNATURES

Sunil Bhalla
Chief Executive Officer
Horsham Rural City Council



Michael Winternitz
Director of Projects
WIM Resource Pty Ltd

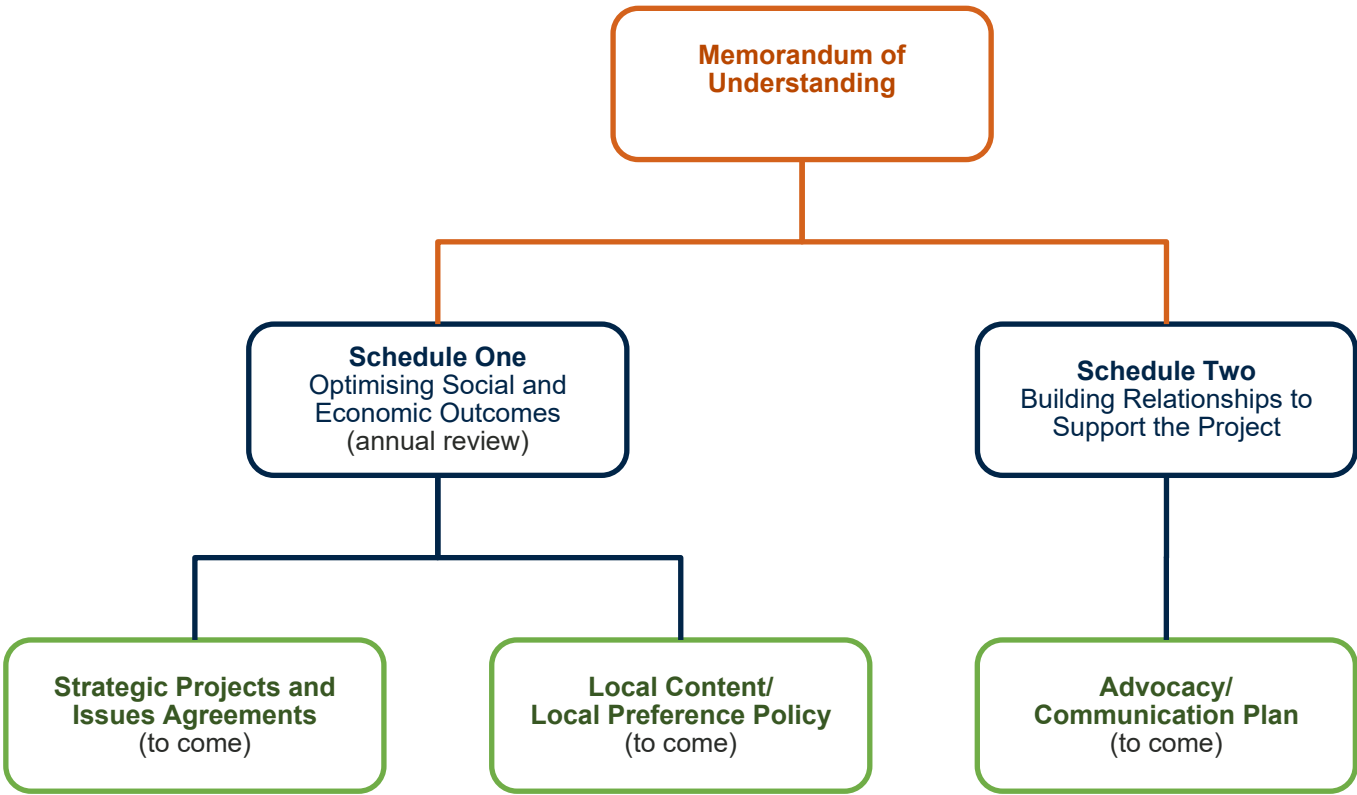
Dated this day, 11th of July 2022

APPENDIX ONE

SCHEDULES TO THE AGREEMENT

- ◆ Schedule One: Optimising Economic and Social Outcomes
- ◆ Schedule Two: Building Relationships to Support the Project
- ◆ Schedule Three: Principal Contacts

MODEL OF AGREEMENTS HIERARCHY



SCHEDULE ONE: OPTIMISING ECONOMIC AND SOCIAL OUTCOMES

1. PURPOSE

The purpose of Schedule One is to develop a set of agreed principles and actions for both the Horsham Rural City Council (HRCC) and WIM Resource Pty Ltd (WIM) with the objective of maximising the economic and social benefits delivered locally by the project without negatively impacting the operations of the Avonbank Mineral Sands Project (Avonbank Project).

2. DURATION OF THE SCHEDULE AND REVIEW

Schedule One shall apply for a twelve (12) month period from the date of signing the Memorandum of Understanding (MOU). At the end of this period, both parties agree to review the commitments detailed in the schedule, with a view to updating, refining, and adding to them to reflect the Avonbank Project's current status and the requirements for the forthcoming year. This review should be done on an annual basis for the duration of the MOU.

3. INTENTIONS

As detailed in Section 6.1.1 of this MOU, both parties have agreed to work cooperatively and in good faith to facilitate as many positive outcomes from the Avonbank Project as possible whilst also working jointly as practicable to minimise negative economic, employment or social outcomes which may be associated with the project.

To achieve this the following actions will be undertaken:

3.1. Joint Actions

Both parties agree to the following:

- 3.1.1. Facilitate training strategies with the Wimmera Southern Mallee community to generate sufficient lead time for training.
- 3.1.2. Work with local education providers to undertake advanced planning for and advocate to ensure resources are allocated to meet demand stimulated by the Avonbank Project.
- 3.1.3. Work with local health service providers to undertake advanced planning for and advocate to ensure resources are allocated to meet demand stimulated by the Avonbank Project.
- 3.1.4. To work with the existing communities in the Horsham Rural City and Wimmera Southern Mallee region, to develop an ongoing program of community interaction and combined events to facilitate the positive integration of the Avonbank Project workforce and the community.
- 3.1.5. To commit to the investigating the use of rail as a mode for transport of materials to the Port, subject to Clause 3.38 of this MOU. It is acknowledged that WIM is currently proposing road transport for product haulage.

3.2. Horsham Rural City Council Actions

HRCC agrees to the following:

- 3.2.1. Work with industries within the region to:
 - a. help understand the likely impact on their workforce; and
 - b. understand the WIM business model and the requirements this places on businesses and contractors so they are well placed to bid for WIM work.
 - c. promote planning & infrastructure development pathways

- 3.2.2. Work with WIM to develop local content clauses in contract tenders related to mining.
- 3.2.3. Facilitate cooperation and discussion between the project and other projects to enhance collaboration and minimise conflict.
- 3.2.4. To support WIM's recruitment processes with information and specific programs aimed at encouraging new employees to relocate to the Wimmera.
- 3.2.5. Commit to advocate and support applications for funding to the State and Federal Governments for improvements to rail infrastructure to enable transport of materials to the ports.
- 3.2.6. Continue to advocate for improvements to the arterial road network to facilitate efficient freight operations.

3.3. **WIM Resource Actions**

WIM agrees to the following:

- 3.3.1. Have a clearly articulated local preference policy for both employees and suppliers/contractors that is capable of being monitored.
- 3.3.2. Proactively work with locally based Registered Training Organisations to deliver appropriate and affordable mining related training within the region.
- 3.3.3. Where training provider gaps exist, work with Registered Training Organisations to develop new, mining related training capacity.
- 3.3.4. Support mining related apprenticeships, traineeships, and cadetships in the Project Area.
- 3.3.5. To liaise with HRCC with regards to potential sponsorships and align as far as practically possible.
- 3.3.6. To work with HRCC to develop a proactive approach to encourage new employees to relocate to Horsham and District as new residents
- 3.3.7. To include an allowance within engineering related planning, provision of required ancillary rail infrastructure to enable use of rail as a mode of transport to the ports, subject to Clause 3.3.8.
- 3.3.8. WIM will commit to continue to investigate rail as a mode of transport taking into account the triple bottom line, and contingent on necessary infrastructure upgrades

Schedule Two: Building Relationships to Support the Project

1. PURPOSE

The purpose of Schedule Two is to develop a set of agreed principles and actions for both Horsham Rural City Council (HRCC) and WIM Resource Pty Ltd (WIM) to build relationships, agreements, and processes with third parties that will facilitate achievement of the area of key focus outlined in Section Six of the Memorandum of Understanding (MOU).

2. DURATION OF THE SCHEDULE AND REVIEW

Schedule Two shall apply for a twelve (12) month period from the date of signing the MOU. At the end of this period, both parties agree to review the commitments detailed in the schedule, with a view to updating, refining, and adding to them to reflect the project's current status and the requirements for the forthcoming year.

3. INTENTIONS

As detailed in Section 6.1.2 of the MOU, both parties have agreed to work cooperatively and in good faith to where practical, legislatively possible and in both organisation's best interests, develop an advocacy and relationship management program which will aid both the project's timely delivery and the provision of wider community benefits.

To do this, the following actions are agreed to:

3.1. Joint Actions:

Both parties agree to the following:

- 3.1.1. Develop and implement an advocacy program to support Schedule One that includes use of agreed key messages and priorities for advocacy effort.
- 3.1.2. Develop a joint position on approval requirements where possible.
- 3.1.3. Work to ensure that the community is provided with opportunities to articulate their vision during and following the Environment Effects Statement (EES) process, for how Avonbank Mineral Sands Project (Avonbank Project) can be embraced and act as a catalyst for development in the Horsham council area and how social opportunities can be maximised and negative impacts mitigated.

SCHEDULE THREE: PRINCIPAL CONTACTS

CONTACT DETAILS FOR LIAISON AND COMMUNICATION

1. PURPOSE

The purpose of Schedule Three is to list the appropriate contact details for liaison and communications with respect to the Memorandum of Understanding (MOU) and attached Schedules.

2. DURATION OF THE SCHEDULE AND REVIEW

Schedule Three shall apply for the duration of the MOU and be updated as required by either party to maintain current contact information.

3. INTENTIONS

As detailed in Section 8.1 of the MOU both parties have agreed to liaise on a regular basis using the officer level working party as the primary interface between the two organisations.

3.1. Horsham Rural City Council (HRCC) Details

Mr Sunil Bhalla	Chief Executive Officer sunil.bhalla@hrcc.vic.gov.au 0428 372 987 03 5382 9725 [Mobile]
Ms Fiona Gormann	Manager Investment Attraction & Growth fiona.gormann@hrcc.vic.gov.au 0474 953 818 03 5382 9783
HRCC Street Address:	Horsham Rural City Council Civic Centre 18 Roberts Avenue Horsham Victoria 3400
HRCC Postal Address:	Horsham Rural City Council P.O. Box 511 Horsham VIC 3402

3.2. WIM Resource Pty Ltd (WIM) Details

Mr Michael Winternitz	Director of Projects mwinternitz@wimresource.com.au 02 9264 1990 0467 515 100
Mr Murray Wilson	Community & Land Liaison Officer mwilson@wimresource.com.au 1800 959 298
WIM Street Address:	WIM Resource Pty Ltd Suite 2004, Level 20 201 Elizabeth Street Sydney New South Wales 2000
WIM Postal Address:	WIM Resource Pty Ltd 62 Darlot St Horsham, 3400, VIC