

**MACEDON RANGES
CULTURAL HERITAGE
AND
LANDSCAPE STUDY**

Volume Two

ENVIRONMENTAL HISTORY

March 1994

Preface

This is Volume Two of four volumes which comprise the Macedon Ranges Cultural Heritage and Landscape Study.

The complete set of volumes comprises:

Volume 1: Recommendations and Guidelines

This volume contains the study methodology, details of methods of conservation planning, a strategic planning assessment and its implications and final recommendations for a regional heritage program. This volume was produced by Trevor Budge and Tracey Kidd from TBA Planners.

Volume 2: Environmental History

This volume contains a detailed history of the study area centred on the themes identified during the course of the study. It also contains a bibliography for the whole study. This volume was written by Dr Chris McConville.

Volume 3: Landscape Assessment and Heritage Precincts and Areas

This volume contains a detailed description of each identified landscape unit in the study area, individual recommendations for preservation/improvement accompanied by photographs and maps.

The second section of this volume is description of the heritage precincts and areas identified in the study. This volume was written by Juliet Ramsay and Gini Lee.

Volume 4: Significant Individual Buildings and Sites

Detailed citations and assessments for individual buildings and sites are contained in this volume together with a summary listing of other buildings and sites for further research. This volume was produced by Graeme Butler and Francine Gilfedder.

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Historical Themes - A Summary

The following historical themes have been identified as crucial in shaping the landscape of the study area. Criteria derived from these themes (and listed below) have been used to assist in identifying and evaluating sites. The historical themes thus provide a basic framework on which the more detailed site analysis has been based.

The present character of the Macedon Ranges area can be described through the influence of several aspects of human activity. The principal themes shaping the present character are as follows:

1. Culture contact
2. Pastoral activity
3. Transport/Travel
4. Towns/Hamlet growth
5. Forest/Forest industry
6. Tourist retreats
7. Gardens in public and private space

Of these themes, culture contact, and tourism have influenced the area for only minor periods and in restricted areas. The tourist activity has centred on the Macedon Ranges and has to a degree shaped the appearance of towns such as Riddells Creek and Woodend. Culture contact may have eventually destroyed the culture and the lives of the original human inhabitants of the area. It has left a few landmarks, but the present character of the area owes more to the western erasure of black culture and landscape familiar to those who inhabited the area prior to its European reformation. Again the garden quality of the area is restricted to a few isolated pockets, even though these may be critical in distinguishing the study area from other parts of the Victorian landscape.

The broad character of the area is thus mainly derived from agricultural and pastoral activities; from transport and from the townships. The transport corridors are the basic dividing elements within the shires. The townships sprang from the key transport stopping points through the Shires. The forests and forestry industry determined other aspects of the study area. The largest areas were shaped by intensive agriculture rather than by pastoralism. Forestry was economically less significant in the long run than agriculture. In terms then

of impact on the land and long-term causal impact on subsequent and subordinate human activity, themes could be ranked in the following manner:

- A. Agriculture
- B. Forestry
- C. Transport
- D. Pastoralism
- E. Townships
- F. Tourism
- G. Gardens
- H. Culture contact

Statement of Significance for the Area as a whole

The landscape encompassed within the Shires of Gisborne, Romsey and Newham/Woodend is critical in the contemporary character of Australia. Fringe urban zones have had the longest continuous European settlement and these shires reflect central activities in the European transformation of southern Australia. The study area straddles major transport routes including the significant road to the Castlemaine goldfields and the rail route which linked Melbourne to the River Murray. These were major land transport corridors in the 1850s and 1860s. Mount Macedon was both a critical transport barrier and a major orienting point. The townships which sprang up along these routes were small but distinctive settlements. The forest fringe activities of farmers and timber gatherers characterised these areas and for more than one hundred years Europeans have exploited, managed and belatedly attempted to understand and preserve the forested surface of the land.

Small-scale agriculture and some large pastoral properties were at the heart of local society and the larger properties are amongst the most well-preserved farm complexes in Victoria. The more specialised activities of tourism and horticulture as well as the creation of ornamental gardens have coloured parts of the Shires.

The special qualities of this landscape have been recognised for more than one hundred years. The uniqueness of the Mt Macedon gardens and the many public plantings and garden spaces throughout the study area give a distinctive quality to these shires. Their historic interest and the landscape resulting from this history bear the marks of transport and travel, the towns dependent on

transport and the farming and forestry of the nineteenth century. There are some sites important to the first European contacts with aboriginal Australia and specific places which had and still have great significance for the aboriginal people. The study area thus reflects changes critical to broader themes in Australian history over the last 150 years and beyond.

Historical Themes: Macedon Ranges

James Ochiltree arrived in Romsey in 1865 and some years later looked back on the environment which he thought possessed a *"wild bush grandeur equal to any in Victoria"*. In Romsey and surrounding areas he had first seen a landscape with:

*not a fence, a house to be seen - gum trees shading the sun - bracken, ferns, native grasses and black snakes everywhere - wattles and light woods in full blossom, parrots of every colour, wild pigeons, curlews, possums at night.*¹

Ochiltree was recalling a landscape in which as he said, man had not yet *"made havoc with axe and pick"*. In Romsey and surrounding Shires this beauty of a natural environment has now been largely erased. At the same time European plantings, the small clusters of houses at crossroads, the cuttings and bridges carrying railways towards Bendigo and on to the River Murray, the gardens planted along roads around pastoral properties and the windbreaks which define roadways and paddocks have helped to create a different beauty in the Shires of Romsey, Gisborne and Newham and Woodend. The area under study was one of the first invaded and settled by Europeans in Victoria. When they arrived it already included an important Aboriginal site; the axe-quarry of the Wurundjeri people. Europeans quickly drove these people away and shaped their own environment over more than a century. Now, the local landscape built up over this time is itself threatened by the spread of modern suburbia from the south.

The study area covers farmland, forest, towns and trunk transport corridors close to the metropolis of Melbourne. It was amongst the earliest settled areas of European Victoria and still retains landscapes which reflect the stages in that history of more than 150 years. While for much of this history it has been sparsely settled with a sprinkle of small farms, some uninhabited forest and some managed forest plantings as well as orchards and gardens, metropolitan

¹ Quoted in J Reid ed, *When Memory turns the key The history of the shire of Romsey*, Romsey 1992, p4.

landforms spread north, threatening to overwhelm the rural and village character of the three shires. Each change to the landscape since the early nineteenth century has to date simply added another layer to the forms constructed by the first Europeans. With each successive alteration, elements of the earliest landscapes survived. As we approach the 21st century, the contemporary sprawl of the city may well cover over any remaining traces of a relatively long European history.

For the moment we can still identify these earlier phases of land use across the shires; in stands of trees, glimpses of gardens, clusters of houses and shops and down tracks within the surviving forests. Several key historical themes can be identified in the present appearance of this study area. The first major European intrusion came with the making of recognised transport routes, first of all the overland pastoral routes from New South Wales, then the retracing of this course by gold diggers heading inland from Port Phillip and finally the railways running from Melbourne northwards. Rail and roads produced a string of small towns scattered along these routes. The towns and the movement of people and goods supported small local industries. A few larger enterprises flourished, selling to the giant urban market of Melbourne. Around the towns, small farms also served Melbourne and in the different corners of the study area distinctive and characteristic agricultural industries sprang up surviving for almost one hundred years (even more in some places). The forests around this farmland survived to be exploited by timber gatherers. Eventually the native forest was matched to an introduced environment of plants and shrubs, especially around Mt Macedon.

Aware of the destruction of the native wilderness, but attracted by its remnants and by the introduced environment, tourists and summer sojourners came from Melbourne. In climate and in appearance the landscape of the study areas has enchanted visitors from the city. But this is a precarious beauty. At regular intervals huge fires have undone some of the handiwork of farmers, builders and holiday-makers. The area remains still governed by the unmanageable forces of the wilderness, as evidenced in destructive fires within the last decade. The final and possibly most overwhelming change has only just begun. The northwards spread of Melbourne suburbia may yet erase the layers of history in a more complete fashion than did the bushfires.

Travelling Through - Transport

The Shires of Gisborne, Newham and Woodend and Romsey lie between Melbourne, the metropolis of Victoria, and one of the state's largest inland centres, Bendigo. The movement of people firstly from New South Wales to the Victorian coast and then between the city and the inland governed the appearance of the land and the impressions which Europeans had of the area.

From its first sighting by Major Mitchell in 1836 through to the beginnings of rail travel in 1861 Mt Macedon was always a reference point for the invading Europeans. It told overlanders with flocks and herds that they were on the correct track for *Australia Felix* and it warned gold diggers that they had left the security of Melbourne and were about to enter the wilderness, made more dangerous by the predations of bushrangers.

During their first incursions south of the Murray River, Mitchell and those who came after him relied on Mt Macedon for locating themselves in an unknown wilderness. It defined their place in an trackless nature. Mitchell climbed the Mount and from there sighted Port Phillip Bay. In another journey conducted by Governor Bourke, one of his party, Captain Phillip Parker King, wrote of the "beautiful country" around the Mount and of the ascent through the Macedon Ranges:

we commenced the ascent, which we found quite laborious and fatiguing, the hillside being covered with loose rock and stones and very steep, and our way impeded by prostrate stems of mountain ash which grows to enormous size ... in returning [we saw] some emus and kangaroos. ²

In a landscape envisioned by these first invaders as wild and overwhelming, most early descriptions concentrated on the Mount and the land immediately around it; land covered in forest, dark and shaped by the prodigious growth of trees and plants. Thus Robert Hoddle recorded in 1841 that he noticed hollow trees big enough to hold a couple of horses and giant tree ferns from three to six feet in height. One of the first pastoralists recalled a journey through this landscape and was again struck by the enormity of the forest. EM Curr for example, for some years a squatter in the district (he later moved north to the banks of the Loddon River) wrote of the eucalypt forest as the most impressive aspect of the local landscape, and the most foreign and frightening to European

² Milbourne, pp26-7

eyes. These first waves of travellers and graziers were most often struck by the size of trees and ferns, the roughness of native grasses and the absence, apart from Mt Macedon, of any fixed reference points in the wilderness. The first landscape perceived by Europeans was thus a forest of huge trees, with tree ferns and some shrubs (looking to them like English laurel or red berry bushes). In their minds the isolated bush travellers conjured up even more overpowering images of a forest of immense dimensions enveloping and overwhelming all who passed through it.

The first gold diggers left similar accounts of the land around Mt Macedon. This time they were able to put some human identity to the dangers of the forest. For the land between Keilor and Woodend was a favourite resort of bushrangers who held up and on at least one occasion killed travellers on what was then known as the Mt Alexander Road. To William Kelly the Black Forest, which lay across the road between Macedon and Woodend, was a "*theatre of freebooting exploits and wayfaring bloodshed*".³ What a "*ghost-haunted lobby*" was to young children, so according to Kelly, appeared the Black Forest to diggers travelling to the goldfields.

The Black Forest and its hidden bushrangers (Black Douglas was the most feared) figured so highly in travellers' minds because of the enormous contrast between its dark almost trackless expanse and the barren approach from Melbourne. "*It was almost disheartening to look upon that vast expanse of flat and dreary land except where the eye lingered on the purple sides of Mount Macedon*" remarked one woman journeying towards Castlemaine.⁴ From the flat basalt plains beyond Keilor travellers came closer to Mount Macedon where tracks wound from the eastern side of the range to the west and on to Woodend. Mrs Clacy recalled that no distinct road was cut through the forest and that all visitors when they paused at The Gap, a bullock stop near Mt Aiken, usually had their worst fears confirmed. Travellers from Woodend heading south told stories of mishaps on the broken bullock tracks twisting through the forest ahead. Still, travellers like Mrs Clacy could marvel at the Macedon Ranges and the Bald Hill "*its peak being quite barren and the soil of a white limestone and quartz nature which gives it a most peculiar and splendid appearance when the sun's rays are shining upon it*".⁵ Once within the forest the huge trees and bright flowers again struck travellers:

³ W Kelly, *Life in Victoria*, 2 vols reprint 1977

⁴ Mrs Charles Clacy, *A Lady's visit to the gold diggings of Australia in 1852-3*, Melbourne reprint 1963

⁵ *Ibid.*

*the stately gum-tree, the shea-oak with its gracefully drooping foliage, the perfumed yellow blossom of the mimosa, the richly-wooded mountain in the background united to form a picture too magnificent to describe.*⁶

During the first rushes the gold-diggers inched their way through the forest, finding old tracks crossed by new bullock tracks and none ever becoming a main route. Coach companies cut more clear tracks between Melbourne and Bendigo but between Gisborne and Woodend their routes were generally lost in the forest. In 1856 work parties of the unemployed set out a clearer track by laying out a corduroy surface on the best-defined bullock tracks.

Even before a clear roadway was cut through the forest the Victorian Government was planning for a railway to the inland goldfields and on to the Murray River. In 1856 tenders were called for the first stage of the Melbourne-Mt Alexander railway and in 1859 the section to Sunbury was completed.

This northern rail route remains one of the major nineteenth century transport sites in Victoria with a range of its important works falling within the study area. One of the major structures along the railway route is the arched basalt bridge at Riddells Creek. The Riddells Creek Bridge was erected in 1859; the designer was W E Bryson and the contractors were Cornish and Bruce.

The rail section, from Sunbury to Woodend, was opened on 8 July 1861. At Jackson's Creek, then near Gisborne, and again at Macedon the railway contractors had difficulties laying the track. Extremely wet winters and the wild terrain slowed work so that the railway reached Woodend some time later than planned. The next northern section, from Woodend to Kyneton was opened on 25 April 1862 but only after some confusion about the "*Kyneton Deviation*". It looked for a time as if the railway would entirely by-pass Kyneton on its way to Malmsbury.⁷

This first railway was prompted by the rise of central Victorian gold towns. The last railways built through the area were inspired by less tangible economic activities. The branch line from Lancefield junction (Clarkefield) was opened on 7 June 1881.⁸ An extension to Kilmore opened in 1892 but lasted little more than ten years. Between 1861 and 1881, the nearest station to Romsey and

⁶ Ibid

⁷ LJ Harrigan, *Victorian railways to '62*, Melbourne 1962.

⁸ The line was closed in August 1956.

Lancefield had been the Clarkefield Station, opened 8 July 1861. Travellers for Lancefield left the station in a coach bound for Mac's Hotel in Lancefield. Others were dropped at the Union Hotel in Romsey.⁹ Locals petitioned for a railway in 1880. They then broke into factions about the best route and only after the Minister for Railways, Mr Patterson, visited the shire, was a course set. Contractors erected a massive viaduct over the Bolinda Creek building as well a stone weir on the creek so water could be pumped up to the steam engines on the line. The service did not meet local expectations and Lancefield residents constantly complained about unreliable timetables. In the war years patronage fell and then in 1956 despite several local meetings in opposition, the line was closed.

The extension of the line through to Kilmore was carried through at the end of the 1880s and opened on 6 April 1892, part of the last great expansion of Victoria's railways. Even more than in other lines through the area this demanded some major engineering works, with deep cuttings and viaducts. The first train on the line was an hour late for the official opening and in the few years afterwards very little traffic turned to this route (it was always more sensible for Kilmore farmers to ship out goods on the main Melbourne-Albury route). After barely five years of operation with an operating loss of over five thousand pounds, the Lancefield-Kilmore section was closed in 1897. Excursion trains continued to run occasionally until the whole of the line was finally closed in July 1903.

The railway has left major bridgeworks through the study area. The creation of a road network and then the rebuilding of roads from the turn of the century onwards has left another grouping of sites significant in transport history. For example, Darraweit Bridge is important for associations with Sir John Monash and as an early example of a distinctive and historically significant building type. This and other Monier Concrete bridges were crucial in allowing new travel patterns and increasing local mobility in the twentieth century, leading the way in road construction techniques for the motor car era. Donovan's Bridge is a later example of a concrete bridge. When placed alongside the Monash bridge it shows the evolving solutions used to overcome the more difficult landforms of the area. In contrast the nineteenth century bridging techniques can be seen at the White Bridge on Colivers Road, a structure made up of timber decking with rolled steel girders and masonry abutments.

⁹ Reid, *When memory*, p 63.

Some of the most obvious European impacts on the landscape have been in changing watercourses and marking out roadways through the study area. In parts the dense networks of lanes and short roadways reflect the closeness to Melbourne and the web of routes crossing the study area to a particular goldfield. Other roads were produced by small-scale farming or by the logging industry. Still later a network of tourist tracks has been created. Tree plantings often marked the new roadways; from stands of native bush left along the verge to deliberate avenues, like the Avenues of Honour at Gisborne, New Gisborne, Macedon, Woodend and other parts of the study area. Many of the river valleys were Europeanised in the same manner as roads and were marked out with the plantings. The courses of both the Campaspe River and the Deep Creek are marked by winding rows of English willows, now regarded as noxious weeds rather than as ornamental reminders of home.

Amongst the minor roads with interesting plantings is the Back Kilmore Rd. It has a dirt surface and is skirted by native woodland. Views along the roadway are reminiscent of those typical of the area in the years before motor travel became common. Monument Lane in Romsey is another of the picturesque lanes in the district, passing in a winding course through a wide road reserve and with open woodland flanking the roadway. The dirt surface of the road is a reminder of the character of the many back roads of the study area before the Second World War.

Towns - Serving The Traveller

The first small towns in the study area sprang up in response to the needs of travellers along the goldfields roads. Their location, often at fords across creeks and their appearance, with wide main streets where logging wagons could be turned and with few of the elaborate and extravagant public buildings of the goldfields towns, reflected this utilitarian purpose. The railway cemented their identities as transit points. Along the road between towns, travellers were served by small coffee-houses and inns, many of them rough and made out of canvas and slabs and moved to catch the busiest trade as new gold discoveries opened. The most permanent and best known was the Bush Inn, at the centre of what later became Gisborne.

Trains changed that rough travel network, concentrating services around the main railway stops. At Gisborne the railway even created a new town. Railway engineers wished to keep the line to the ridge rather than descending into the valley where Gisborne stood and then have trains climb out again. So a new town, New Gisborne, grew up at the railway station.

The domestic buildings of these towns altered with coming of the railroad. Railways brought the towns within reach of Melbourne families who moved in and out of the area using local buildings especially around Mount Macedon as second homes. Within the towns the early homes of those involved in the railway or who worked as farmers while living in the towns, were eventually replaced during the twentieth century. Several however have survived. For example, Seymour Cottage is important as the oldest house in Romsey. It is a significant reminder of the character of the town which grew up during the gold mining era. Similarly Francis and Charity Hocking's cottage, Urquhart St Woodend, is a relatively rare survivor of a once common building form. It is good example of the simple cottages which have slowly vanished from large parts of the study area.

Local stores and small industries served travellers, more often those using the roads than the railways. Cook's Smiddy is a rare survivor from a range of local industries to do with horse work in farming and transport. Blacksmiths were once common throughout rural Victoria, but now this building is an unusual survivor of a range of buildings previously dotted around the major roadways of the colony. The wayside stores have often been demolished or rebuilt

although occasionally one has survived for more than a century. Often these buildings will be on roads which were once major routes but have since lost passing trade to new highways. The store in Darraweit Guim is one such example. Darraweit Store is an important remnant of a once significant local activity, servicing passing traffic on the inter-urban routes which ran through the district.

While places like Darraweit Guim declined in the later nineteenth century, townships like Gisborne thrived, largely as transport hubs and service centres. Gisborne was thought a "*precocious little towney*" by William Kelly as it and other towns along the Mt Alexander Rd swelled with diggers heading north. When mining continued at Castlemaine, Maldon and Bendigo long after the initial rushes ceased elsewhere, these towns remained bustling centres for several decades. By 1894 Gisborne had six hundred people and the whole of the Gisborne Shire had four thousand residents. Woodend, where there was more work on railways than at Gisborne, had attracted 1510 residents and within Woodend and Newham Shire there lived a population of 3300.

Few towns have buildings which survive from the 1850s and in many the oldest buildings are from amongst the more solid structures of the 1860s, built in response to the railway. Over the years as the towns have continued to serve new generations of travellers by car, their appearance has changed. Some of the smaller travellers' stops have all but vanished. In the larger towns, however, clusters of buildings still reflect the life of bustling nineteenth century service centres, where drays and coaches pulled into stations, local shopkeepers and hoteliers touted for custom and the people who had settled more or less permanently around railway stations built up their own local society, visible through churches, mechanics institutes and schools. Woodend, the most prosperous of these towns, still has several buildings surviving from the 1860s and 1870s. Woodend Court House is an important local building which reflects the civic importance of Woodend as a transport and administrative centre in the mid-nineteenth century. Similarly the Mechanics Institute was opened in 1862. Destroyed by fire after less than ten years of life, it was replaced by a new institute in 1873. In 1892 yet another Mechanics Institute was completed. The new Institute, designed by Louis Boldini in a classical mode, hosted roller skating nights, dances and even meetings of the Woodend Dialectic Society. Its free library had more than 1500 books by the turn of the century.¹⁰ In Lancefield, farmers and local bush workers met in 1868 to form the Lancefield

¹⁰ "A Woodend Walk", Woodend and District Heritage Society.

Mutual Improvement Society, soon after renamed Lancefield Mechanics Institute. The Institute bought land on Main Road, conveniently next door to Mack's Hotel. When members thought that this might be a little too far from the centre of town an enterprising Charles Marshall, hotel proprietor in High St, decided to donate land next door to his hotel. In 1877 the foundation stone of the Lancefield Mechanics Institute was laid. The building was renovated in 1889 and went on for years afterwards as a free local library and meeting place for all sorts of local activities.

Hotels were favoured meeting places, many of them now much altered from their original character. The Clarkefield Hotel, built in 1873 at the railway station remains less altered than many others in the area and its siting and appearance demonstrate the close connection between hotels and rail travel. Other hotel buildings, like the huge Macedonia at Lancefield were also built to tap the expected rush of tourist traffic from Melbourne. One of the few township hotels to survive from the 1870s is the Post Office Hotel in Romsey. First licensed in 1867 it was renamed the Romsey Hotel in 1980. The Royal Mail Hotel is also important as one of the early local buildings which were significant in the creation of the town. It is significant as an example of the local civic life since it was here that the first Shire Council held meetings. There are other community buildings which date from later in the history of the towns. The Woodend Scout Hall is a significant example of long-lived local community buildings which were typical of small towns and outer suburbs by the 1920s. This is probably more significant than others because it has not been radically altered as have many scout halls.

The hotels, railway stations and mechanics institutes are still focal points in towns. So too are churches. St Mary's Church in Woodend replaced a simple wooden church used in the 1850s for Anglican services. A more permanent stone church was opened in 1864. In 1898 a belfry was added to the building and in 1903 a new vestry. A new tower was added in 1929, but essentially St Mary's Church still reflects the character of the small town of the 1860s.¹¹ Another St Mary's Church was opened in Lancefield in 1873, for a Roman Catholic rather than Anglican congregation. St Mary's Lancefield was at first a part of the Kyneton Catholic parish and by the 1870s, Irish smallholders were demanding their own clergyman. Father Farrelly arrived in 1873 in time for the opening of the new church and while it was being completed he celebrated

¹¹ Ibid.

mass in the local courthouse.¹² The simple little church differs from the enormous gothic designs on inner city Melbourne's Catholic parishes and is different again from the colourful brick chapels of Methodists on nearby goldfields. Its simple design and small scale reflect the character of the intimate life of the small religious congregations of the district. An even more severe and bare building was erected in 1870 in Romsey. The local Presbyterians used a barn for their first services and in 1865 dedicated a church built from local bluestone and completed in 1870. This church with no tower, rough stone facings and severe appearance reflects much of the sternness of the religious values of nineteenth century Presbyterianism.¹³

One of the most striking collections of ecclesiastical buildings in the study area is in Gisborne. These churches date from the very early era of town growth during the gold rushes, from the later town rebuilding following the arrival of the railway and opening of nearby land for farming and from the twentieth century. St Brigid's Gisborne was built in the 1870s one of several churches erected to replace the first wave of timber churches in the district. Since its construction it has remained as one of the dominant landmark buildings in the town. St Paul's Anglican church, a later church in Gisborne dates from the 1950s. Its Norman-style lends an additional element to the older churches in Gisborne's ecclesiastical precinct and does so without drawing too much attention away from the character of this precinct. The older St Paul's nearby dates from a century earlier and is now used as a parish hall. St Andrew's Presbyterian church is another important contributor to this precinct.

These township groupings of church buildings contrast with those few church buildings isolated in the countryside. For example the Zion Baptist church. One of only a few Strict Baptist chapels built in Victoria and interesting as evidence of the range of Christian beliefs brought to Victoria during the 1850s and 1860s. It is also significant because of its siting near to Hanging Rock.

Schools were dotted around the towns and countryside in the years after the opening of these churches. Many of these were small simple one roomed structures in which children from timber cutters camps and isolated farms were gathered for a rudimentary education. Schools like Big Hill SS 2208, opened in 1878 to serve eleven local families in a schoolroom measuring 24 by 16 feet, or the Goldie School opened in 1880 in a portable classroom and closed eventually

¹² Reid, *When Memory*, p 157

¹³ *Ibid*, p 160.

in 1869. Township schools had a more secure footing and the Riddells Creek School, Number 528 is amongst the longest lasting of local schools. Opened in 1859 this survived until 1928 when a new school was transported from Glenroy. A new school building was completed in the 1980s and the present school has over three hundred pupils. Woodend began life in 1855 with 22 pupils. Over the years numbers have risen and buildings have been added, extended and demolished. The present school was redeveloped in 1982.¹⁴

Churches and Mechanics Institutes survive though they have often been added too and altered over the years. Schools and hotels have undergone probably more extensive renovation. Today some of the original character of nineteenth century schooling is best seen in the small isolated schools in the countryside. Likewise the character of nineteenth century hotels is best exhibited in town buildings which have lost their licenses and in hotels which have survived as pubs away from main roads and new housing. Alternatively hotels form parts of significant complexes at the hearts of towns, especially those which later grew through tourism. Woodend became the major entry point for later holiday makers heading towards Macedon and some of the turn-of-the-century character survives in the town. The central commercial precinct adjacent to Keating's Hotel retains some of the late-nineteenth and early-twentieth century character of Woodend.

Other small towns near the mountain have disappeared. Rochford was once a small but identifiable settlement. Few buildings remain, the school being an important relic of the village's past. Rochford School, which first took pupils in 1858 is one of the few survivors from the small town of mid-century. A new brick school was erected in 1879. The schoolyard still includes plantings typical of the public buildings of the area, Monterey pines, cypress and sugar gums.

Whereas the smaller settlements began to disappear by 1900, the larger towns could boast public libraries, mechanics institutes and lawn tennis clubs and public parks and gardens. The churches and public halls were small and often plain, the houses often simple. Wooden cottages on small allotments surrounded the town centres. These might be broad and open as at Woodend or compact with a real sense of village identity as at Riddells Creek. In many, the railway stations, either brick or stone were for years the most prominent buildings, as befitting towns which served passing travellers. For many of the towns and the many smaller centres continued to grow during the nineteenth

¹⁴ Woodend Walk.

century as they came to serve farmers and timber-getters as much as travellers along the Mt Alexander Road. Now they still serve travellers but these people pass quickly through the district in cars. The major railway towns have thus found a new source of life while the houses and shops of old and small settlements, many of them isolated on back roads, have gradually crumbled away.

Population: Study Area

	1879	1894	1926
Shires			
Gisborne	2617	4000	2450
Newham			
&Woodend	3300	2200	2250
Romsey	1300		3300
Towns			
Gisborne	250	600	600
Macedon	350	200	250
Riddells Creek	510	250	350
Newham	80	100	160
Hesket		150	
Woodend	1510	1000	1000
Romsey	317	500	600
Lancefield	388	600	
Monageeta		30	

Source: Victorian Municipal Directories Victorian Yearbooks and Census of Victoria

While, with the exception of Woodend, none of these towns ever attracted more than 1000 people, they quickly expanded to support a wide range of activities. Macedon in 1879 for example had an English (Church of England) church and post office. Romsey township had six hotels (one for every thirty residents)!¹⁵ Because it was the site of a communal sheep dip, the pubs found patrons amongst the many thirsty farmers constantly passing through the town.

¹⁵ *Victorian Municipal Directory, 1879*

Drawing From The Land - Industry

After 1870 anyone travelling through Lancefield and Romsey would have noticed an unusual building. The Lancefield Malthouse was built from wood and brick and rose upwards like a string of pyramids. The Lockwood brothers from Yorkshire had leased several hundred acres at Springfield. They built their malthouse to make malt from local barley. As it was only working at full stretch in the harvest season they then converted the building into a chicory kiln for work in the off season. The Lancefield Malthouse, now demolished, was typical of the small local enterprises which sprang up in and around the towns and which served local farmers on the one hand and the demands of the nearby city on the other.¹⁶ Throughout the shires serving trains and feeding and sheltering passing travellers kept the towns alive. At the same time many did support scattered and often precarious small industries. There was further industry in the countryside. At Newham in the 1870s stood a large flour mill. Romsey had a flour mill and a chicory mill, Lancefield a brewery.¹⁷ At North Lancefield Abbot and Derby opened their flour mill in 1868. Eleven years later this was converted into a brewery. The Trent Brewery was known for its high quality beer and stout, made from clear local water and local malted barley.¹⁸ By the turn of the century the little town of Riddells Creek was the site of a flock factory which continued to produce mattresses until well into the twentieth century. Outside the towns were several eucalyptus distilleries and stone quarries but the main industry from the 1830s onwards was timber-cutting.

Many such enterprises did not last into the twentieth century and the buildings were demolished. A few survivors of local industrial buildings are still visible. Newham Flour Mill still stands, and is important for its role in local industrial activity and significant as a reminder of the range of small scale local industry which characterised the townships of the area. Likewise the Epic Grange Grain Store had an association with the local brewing and malting industry. Most other structures associated with this activity have now vanished. The study area has few examples of European mining or quarrying sites. However, the Newham Diatomite Mine is an unusual example of a once significant local

¹⁶ Reid, p 80.

¹⁷ Ibid, 1879

¹⁸ Reid p 68.

industry. It is rare in an area where there have been relatively few sites produced through extractive industry. Indeed, the pre-contact Mount William quarry is by far the most significant such site in the area.

Cutting The Forest - Timber

In 1837, after the first Melbourne land sales, a party of convicts were detailed to work in the forests around Mt Macedon, cutting timber for the expected sudden demand for building materials.¹⁹ The gold rushes inspired another great push to cut down the forests. Props for mine shafts and timber for boilers meant that huge trees of the Black Forest were cut down and sawn up and dragged off to the gold fields. By 1854 Dodgshon Timber Mill and the Christian Timber Mill were operating around Mt Macedon.

Other mills were operating in isolated parts of the range. At Cherokee (named by saw-millers from Oklahoma) most of the town relied on timber getting. Other parts of the area were favourite sites for collecting firewood and sending it off to Melbourne. By the 1870s all of the huge forest trees which awed the travellers of the 1850s had gone. Only then did the mills begin to close and timber gatherers drift off, often to land selections in other parts of Victoria. The threat to forests and the enormous stripping of trees cause by mining, sawing of building materials and cutting sleepers for railways and wood for fuel had destroyed the landscape of the Macedon wilderness.

A different type of forestry characterised the area at the end of the nineteenth century. Macedon was, along with Creswick, one of the key areas in Victoria's state management of forests. When Victorian governments began to reconsider their responsibilities for forests, Macedon filled a central place in plans. In 1865 bushfires had destroyed several local timber mills, burning prepared timber as well as trees. From that point onwards local millers and members of the colonial parliament turned their minds to replantings. From 1871 schemes for a state nursery at Macedon were drawn up and although delayed for several years the nursery was eventually used to replenish forests elsewhere in Victoria. By 1872 the Macedon nursery had eighty different exotic trees and more than twenty native species. There were also trial plots in the basin of the

¹⁹ *Our side of the Mountain.*

Turitable Creek and near the Nursery. In 1877 exotic trees were imported from Scotland. Ferdinand Von Mueller was amongst those influential figures who constantly strove to use the area around Mount Macedon for experimental plantings. Von Mueller was interested in Chinese tea plantations on the slopes of the mountains and also considered plantings of Cinchona from which Peruvian bark could be harvested.²⁰

By 1880 the Macedon nursery was completely enclosed and in 1883 plantations of black wattle and golden wattle were begun. Californian and Himalayan timber trees were planted and an experimental plot of fifty acres set aside for imported forest trees. During 1888 six thousand trees were planted at Macedon and plantings continued for several years but were abandoned during the 1890s. During 1891 changes were introduced to the Macedon nursery with soil replaced and a new drainage system. The nursery was able to raise more than 150 000 plants in 1891. Deodar cedar and European highland species were planted and studied for use in Australian alpine areas. Pine and fir were planted at Macedon in 1907 and 1909.²¹

Three nurseries were managed by the state between 1900 and 1914. Between them the Creswick, Macedon and Broadford nurseries raised more than one quarter of a million plants during 1911-12. By 1914 more than three million were raised. Yet many of these experiments faltered and in the long run, the nursery did not live up to expectations.

A report on the nursery in 1904 noted that

*as regards the raising of trees for general distribution, Macedon has not been happily chosen as a site for a general nursery.*²²

Apparently the plants grown at Macedon were unfit for transplanting to the north of the state. The revitalisation of forests depended on the work of another state nursery at Creswick. The new science of forestry did have its impact on the area. Throughout the towns plantings of exotic trees changed the appearance of otherwise bald streets. And in the forests to the west of Mt Macedon, especially beyond Bullengarook, the control of state officials gradually led to reduced illegal cutting and some growth in stands of timber so

²⁰ Mueller correspondence, Von Mueller project, National Herbarium library.

²¹ Forest commission, *Forestry in Victoria 1838-1919*, pp 25-26 Melbourne n.d.

²² *Victorian Year Book*, 1904, p 476

that by 1904 it appeared that there was a "gradual encroachment of thick belts of young timber on the lower slopes and foothills of the mountain ranges".²³ The threat to forested areas remained and in 1903 the *Cyclopedia of Victoria* demanded that at Macedon the government must

*rigorously preserve the forests from degradation by the rapacious timber-cutter unless we are willing to see Victoria degenerate into an arid desert which has been the fate of the most fruitful provinces of the old Roman empire.*²⁴

The New Forests - Plantings

Experimental forestry was concentrated around Macedon. But there were other changes taking place in the landscape of the broader area between Gisborne, Woodend and Romsey. Residents at Mt Macedon had introduced exotic species into the mountains. Conifers were planted by those taking up land and on some of the larger properties owners cultivated rhododendrons and holly. Charles Ryan, owner of one property on the Mount, had brought plants from around the globe to Mt Macedon,

*"deodars of the Himalayas, gigantic pines of the Yosemite Valley to the yews and hollies of old England".*²⁵

The area also developed a reputation as a major horticultural centre. Critical in this identity was Smith's nursery at Riddells Creek. Taylor and Sangster's nursery at Mount Macedon was well-known for rhododendrons. Sangster was later appointed to supervise replanting of Carlton Gardens for the 1880 Exhibition. He was also responsible for the plantings at Ripponlea.

The timber cutters have left few structures behind them and one of the rare buildings associated with timber getting is perhaps the log cabin in Eatons Rd. This may have significance in its associations with the American timber cutters reputed to have been so significant in the area.

Feeding The City - Farming

²³*Ibid*

²⁴ *Cyclopedia of Victoria*, vol 111, p 49.

²⁵ *Ibid.*

Yet, while Mt Macedon was winning a reputation as the perfect site for experimental horticulture, much of the shires around the Mount had swung from forestry to agriculture. The pastoralists who arrived in the 1840s were quick to see the richness of local soils and the constancy of rains. Before the gold rushes European pastoralists seized broad expanses of land around Mount Macedon. These were often formalised into pre-emptive right pastoral leases.

The Bullengorourke pastoral lease lasted from the 1840s until 1874. A farmhouse survives from this pastoral era. Built in 1870 from basalt rubble it is surrounded by other farm buildings, a driveway lined by Monterey pines leads to the farmhouse and a rose garden and other plantings are near the house. Similar plantings around other properties erased local grasses in the fashion described by EM Curr.

The grass originally grew in large tussocks standing from two to twenty feet apart. It bore no resemblance to a sward and when one drove over it in a dog cart, a succession of bumps was experienced from its lumpy way of growing. Gradually as the tussocks were fed down by sheep and cattle they stooled out and the seed was trampled into the ground around and, in the absence of bush fires, grew so that presently a sward more or less close resulted.²⁶

Over the years not only the native grass patterns were altered but as well the open landscape of the grazier was broken up into patchwork fields marked by different colours of crops, trees as windbreaks and the clumps of buildings around farmsteads. From Mount Macedon at the turn of the century anyone looking out over nearby country would see not just forest but

remnants of the Black Forest, corn fields and pasture lands interspersed chequering the landscape with patches of light and shadow.²⁷

Romsey included some of the best agricultural land in Victoria, and close to the expanding city, much of the farmland was taken up before the Land Selection Acts of the 1860s. One of the pastoralists of the 1840s, WJ Clarke obtained control of much good grazing land by right of a Special Survey. Clarke's Bolinda Vale Estate remained the classic pastoral holding, its wind breaks and stone fencing characterising the southern parts of the Romsey Shire. Clarke himself tried to become a model land-owner, supporting local agricultural societies and shows at the Romsey public Park and providing land for his

²⁶ Quoted in Reid p 4

²⁷ *Cyclopedia of Victoria*

tenants on long leases. Unlike much of rural Victoria this part of the area was farmed along English rather than Australian management principles.

By the end of the 1870s chicory, and potatoes, wheat and barley were cultivated in the north of the shire, while the southern portions consisted of "grazing land of the first-class quality"²⁸ The farms, on rich chocolate soil and divided into blocks of 60 to 300 acres, were let at 25 shillings per acre in 1894. Hay-making proved lucrative for local farmers, probably as with other activities due to the nearby market in Melbourne. Most local farmers over the years came to rely on dairying. For many the Romsey Butter Factory opened in 1882 and enabled them to reach markets in Australia and overseas. A Lancefield butter factory was opened in 1894. Farming apparently suffered during the war but revived during the 1950s because of the wool boom and the fine stud herds built up by local landowners. The Clarkes at Bolinda Vale led the way, establishing an English Leicester sheep stud and a Shorthorn Cattle stud.

Newham was described as essentially "hilly and agricultural" in 1879 with a special reputation for breeding of cattle and horses. From the 1860s around Macedon orchardists grew berries, currants and apples but in the long term most of the orchardists in Victoria were taking up land further to the north or else to the south and east of Melbourne rather than at Macedon.

While the farming landscape is coming under increasing pressure from an expanding city, there are several complexes which mark the successive stages of land settlement and the shift from pastoralism to intensive agriculture. Even the first land survey is marked by a surviving Trigonometric Cairn Survey Marker at the top of Mount Macedon. This dates from 1853, and is thus the oldest such cairn in Victoria it reflects several themes in the history of the study area.

Away from the mountain, Gordon Farm, off Boundary Rd Lancefield is significant as a rare example of an 1850s farm complex. Although in derelict condition, the remains of the structures are significant reminders of the length of time in which European farming has been a dominant land use in the study area. The farm holding has also been built up and altered by the one family over a long period of time and its present collection of buildings and land uses

²⁸ *Victorian Municipal Directory* 1879.

reflect the changing character of farming in the study area over more than a century.

Bullengarook Park Preemptive Right farm complex survives and dates in part from the 1870s. Hay Hill is another of the older farm complexes dating from the end of the gold rush decade, its stone rubble contrasts with the materials of later farm buildings, as does the drystone walling and the arrangement of rooms with groom's quarters and servant's room, as well as a large kitchen area.

Cadella Park is an important nineteenth century farm complex with twentieth century additions. Typical in the sense that the 1870s structure has been added to in the inter-war years to create the unusual structure visible today. Cadella Park is also interesting also for its association with key figures in Victorian industry.

Another well-known complex is Ard Choille significant for its place in local farming history and for its association with William McGregor, industrialist and politician.

Ferndale in Straws Lane is an example of the simpler and less extravagant farm complexes in the district. It is valuable as an example of a working farm retaining some rough structures dating from the mid-nineteenth century. Bolinda Vale is one of the best known pastoral properties of the district, owned by Sir William Clarke and the homestead is built from basalt in a colonial Georgian style with outbuildings also in basalt and a well-cared for garden, although one which does not rank alongside those of other properties in the district.

Holidaying

If the climate and forests of Mt Macedon resisted small farmers and attracted only a few orchardists, the mount had secured, by the end of the nineteenth-century, a great reputation as a tourist resort, and especially a resort for the wealthy of Melbourne. In recent years Mt Macedon has become the centre for a broader region recognised as a pleasant holiday resort within easy reach of Melbourne. During the 1870s the prominent Williamstown banker and

politician George Verdon travelled to Macedon hoping to take advantage of Land Selection regulations to a site for a rural retreat. Verdon purchased land under sec 49 of the 1860 land acts and was subject to regulations requiring him to plant ten acres of trees. Verdon named his property 'Alton', after 'Alton Towers,' the Gothic mansion completed by Pugin for the Earl of Shrewsbury in England. He developed a garden around his property, the design of which was influenced by Baron von Mueller. When J.A. Froude visited Mount Macedon in the 1880s, he described Alton as "*a most handsome mansion surrounded by well-timbered grounds ... in the winter, this highland home is sometimes swathed in snow. In summer the heat of the sun is tempered by fresh keen air of the mountain*".

Baron Von Mueller even visited the Mount in 1883 "*to endeavour shaking off this dreadful cough*". By then many of the urban elite were convinced that a few days in the rarefied air of Macedon would cure them of the ills of city-living.²⁹ Amongst prominent Melburnians David Syme had taken up land under selection acts at Mount Macedon using his "*selection*" as a mountain resort rather than as a farm.³⁰ Other wealthy Melburnians took legal means of obtaining their holiday houses on Mt Macedon, making the peak and the road upwards from Macedon itself a close parallel to the hill stations of the British Raj in India. The colonial governor had a summer retreat at Mt Macedon. The hill station character of Mt Macedon stemmed in large part from the Victorian governor's choice of Mt Macedon as a summer retreat. The wooden cottage of David Syme was purchased in 1886 as a summer residence for the Governor, Sir Henry Loch. Plans were then drawn up to create a new residence, two storeyed and half-timbered in the Gothic style. At about the same time a new house was being erected for Carl Pinschoff, on Mount Macedon. Over the following two decades the character of the wooded and wild Mt Macedon was changed as other prominent Melburnians followed the governor in seeking to build uplands retreats on the southern slopes.

Like many other local towns Macedon had grown up initially because of gold discoveries. The Middle Gully strike in 1851 attracted diggers and during the year a string of shops, blacksmiths and hotels were spread around the base of Mount Macedon on the southern and eastern slopes, refuges for travellers about to tackle the Black Forest on their journey north to the diggings of

²⁹ Letter Mueller to Ralph Tate, Barr Smith Library University of Adelaide, Macedon 29 November 1883, Mueller project from Sara Maroske.

³⁰ Syme selected land under gold field regulations, even though the nearest goldfield was at Barry's Reef sixteen miles away in the Blackwood Range. See *Reports on Land Selection at Mount Macedon, Victorian Parliamentary Papers, 1899-1900*.

Castlemaine and Bendigo. Land sales were conducted in 1854 and 1855 and during the construction of the railway between Gisborne and Woodend Macedon was home to work teams on the line. The railway reduced the importance of Macedon township although later timber gathering did give an economic base to the area (there is still a timber mill operating between the modern Calder Highway and the mountain). The rise of hill station retreats in the 1880s provided a further stimulus to the township. By the turn of the century the Macedon area was already well established for holidays and as one account recalled

the advantages presented by Mount Macedon as a place of summer residence to those inhabitants of Melbourne who could afford to indulge in the luxury of a country residence became obvious thirty years ago

reported the *Cyclopedia of Victoria* at the turn of the century. From the peak there were views back towards the Victorian Alps and down across the flat plain to Melbourne

though forty miles away Port Phillip seems almost at one's feet its ever-restless water stilled with Melbourne lying upon its shores and stretching a tangled maze of streets to its most distant suburbs.³¹

Several houses build as mountain retreats were known to passers-by and were visited by those in the leading social circles of Melbourne. Marnanie in Devonshire Lane is one of a group of such houses. Set on eight acres, built in 1890, the home of Sir Isaac Isaacs, Australia's first native-born governor-general, it typifies the character of the highest retreats on the Mount. If the views were one attraction, even more so was the climate. On days when in the city a dull heat slowed all life, escapees to Mt Macedon marvelled at the soft mist cooling and dampening the mountain. Boarding Houses and a Sanatorium were eventually built at Mt Macedon, bringing holidays on the Mount within reach of many more than the richest citizens. The 1886 Governor's Cottage, for example, was later turned into a guest house as were several of the first mansions. In Woodend and Gisborne new buildings went up to cater for tourists. Many of the towns advertised the excellent fishing in their streams. Energetic bushwalkers and naturalists were attracted to the area for hikes between the many small towns. In Edwardian Victoria, still served by many trains, they could walk from one station to another within one day.³² The

³¹ *Picturesque Victoria*, 1905

³² See walks outlined in *Victorian Walker*

sealed roads of the district were promoted so as to attract groups of cyclists. And Riddell's Creek with its fine views of the Macedon Range proved attractive to day-trippers because of its '*cool green shade and sparkling crystal stream, an ideal spot for a picnic*'.³³ At Riddell's Creek as at Mt Macedon, the climate and surrounds were becoming seen as a perfect antidote to the degenerating tendencies of urban life.

Delicate people and children withered by the hot air of the city and suburbs reacquired their bloom and freshness, lost the languor and lassitude to which they might have previously succumbed

once they had holidayed at Macedon and surrounds.³⁴ The towns altered to cater for these visitors. Woodend laid out a golf course and converted the Weighbridge Hotel into Devon Lodge. Reminiscent of the supposedly health-inducing character of Woodend an unusual building in its own right is the Manchester Unity Sanatorium, an American Colonial Revival building. In 1939 the Manchester Unity Independent Order of Oddfellows decided to build their own convalescent home in Woodend. Completed in 1941 it was later renovated to reopen as the Bentinck Private Hotel.³⁵ Situated close to Melbourne, and along the main road and rail routes, Woodend was ideally placed to develop a tourist trade. The Woodend racetrack became a familiar site for local people wanting a day out and for visiting holiday-makers and punters from Melbourne. During the period in which mid-week races were banned in Melbourne, nearby rural tracks such as that at Woodend provided a popular venue for race meetings. The Woodend buildings dating from between 1920 and 1950 are interesting reminders of this period in the history of horse-racing and in local tourist activities. Hanging Rock Racecourse has continuing social significance as a recognised recreational site.

Cool breezes, views and mountain trees brought holiday-makers to the area. But the cool breezes and sea air wafted inland did not always temper summer heat. One of the recurrent forces shaping the landscape of the district has been fire. In 1851, again in 1905 and 1939 and most recently in 1983 huge fires have raged through the mountain forest and farmland. Vincent Buckley left a gripping account of the bushfires of 1939 as they raged around Romsey.

³³ *Picturesque Victoria*

³⁴ *Cyclopedia of Victoria*

³⁵ Woodend Walk

For those weeks we lived in an exploded bowl...the Melbourne hills started to burn with dozens killed in the fires...this is what I could see from the slopes above Romsey as we all waited for the cool change and when it came that time, it was with the unfamiliar smell of drench and rot, a humid pretend-cooling before the real air started to make its faint spirals on the skin.³⁶

In 1904 and 1905 fires destroyed pasture and stock around the Black Range. Fire threatened Gisborne in 1944 and in January 1973 bushfires raced through parts of the study area. The fires of 1 February and 16 February 1983 brought devastation not seen since 1939 and Black Friday. This unpredictable and often uncontrollable burning of landscape and buildings around Macedon, Gisborne and Woodend has always remained a key force in shaping this world. And at the same time the undeniable attractions of the hills away from the city yet close to it have been powerful enough to attract commuters more than holiday makers. While tourism made little broad impact on the landscape at the turn of the century the new waves of suburbanites like the old waves of fire may in the long run emerge as the dominant force reshaping the appearance of the shires around Mt Macedon.

³⁶ Vincent Buckley *Cutting green hay*, Penguin 1983, p38.

The Study Area And Recent Urbanisation

Macedon Ranges 1935-1993

As Victoria came out of the Depression of the 1930s, the towns of the study area continued as small and largely removed from the life of the metropolitan area. Over the following fifty years the Macedon area became more closely involved in urban development. The countryside of the 1930s was largely forested or cleared for productive agriculture. By the end of the 1980s a large number of non-urban landuses and different subdivisional patterns had altered the character of these areas. The Shires were increasingly becoming a part of a broader urban commuter belt. In this process several of the areas of heritage value were altered fundamentally.

Principal impacts of recent urbanisation visible in the landscape:

1. Alteration of subdivisional pattern through non-conforming subdivision and hobby farms.
2. Expansion of urban areas within the Study Area and erasure of the clear boundaries between country and city.
3. Introduction of fringe metropolitan land-uses
 - i.e. military uses
 - i.e. urban school camp sites
 - i.e. transport storage depots
 - i.e. facilities through road widening and re-alignment.
4. New subdivisions associated with commuter travel.
5. New recreational land-uses directed at Melbourne weekend clientele.
6. Decline of traditional non-urban industries. This is especially the case with industries based in forest products. At least three eucalyptus stills operated in the area in the 1930s. Most of the mill sites of the inter-war era have now ceased to operate and the forest has overtaken several sites. In their place have come various industries. In Gisborne in 1955 saw mills, a gate factory and steel fabrication plant were operating. By the 1980s the shire included some elements of the motor car industry, servicing the Ford plant in Broadmeadows.³⁷ In Woodend by the 1970s

³⁷ Victorian Municipal Directory

there were semi-trailer manufacturing plants and several factories processing concreting materials and earthmoving equipment.

7. Expanded population and limited growth of a localised service industry.
8. Adoption of modular suburban form and style in house-building and in commercial centres.
9. Use of metal pre-fabrication in farm work areas and in local light industry.
10. Re-construction along rail routes.

Heritage And The Future

The Study area is expected to be drawn more rapidly into an expanded metropolis of Melbourne during the 1990s. Even after taking into account the slow growth (even decline) in Victorian population in the early 1990s, population in the area is expected to at least double between 1993 and 2020. Clearing of windbreaks, new residential allotments with distinctive road patterns and building form and the breaking of the clear divisions between town and country have been identified as key consequences of the northward movement of the metropolitan boundary.

The past 160 years of European settlement have left distinctive traces on the landscape of the area. At the same time there are sites which reflect the culture of the pre-European peoples of the area and others in which remnant flora reflect the character of the area prior to European occupation. If the history of the area is to remain visible in the Year 2020, then future subdivision will need to be carefully integrated into existing landscape units. As well, those buildings and places which reflect the thematic history of the area will require protection and management. Public awareness of the distinctive qualities of the area and the threats to this character is also essential. Without such measures, the urban growth from 1990 through to 2020 can potentially erase the remnants of more than a century of European settlement in the Macedon area.

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APPENDICES

APPENDIX 1

**Statistical
Changes**

APPENDIX 1 - Statistical Changes

Sources: *Victorian Census (1933-1981), Municipal Directory (1935-1988) Town and Country Planning Board Documents*

Part A: Census Population and Workforce

1933 Population

Shire	Male	Female	Total
Gisborne	1058	965	2023
Romsey	1622	1352	2974
Newham/Wood	1093	988	2081

1947 Population

Shire	Male	Female	Total
Gisborne	1044	1026	2066
Romsey	1458	1260	2710
Newham/Wood	933	1094	2027

1954 Population

Shire	Male	Female	Total
Gisborne	1052	1070	2122
Romsey	1486	1327	2813
Newham/Wood	967	1091	2058

1961 Population

Shire	Male	Female	Total
Gisborne	1107	1038	2145
Romsey	1381	1255	2636
Newham/Wood	592	632	1224

1971 Population

Shire	Male	Female	Total
Gisborne	1472	1445	2917
Romsey	1347	1228	2575
Newham/Wood	996	1096	2092

1981 Population

Shire	Male	Female	Total
Gisborne	3513	3561	7074
Romsey	2339	2208	4547
Newham/Wood	1737	1667	3404

1991 Population

Shire	Males	Females	Total
Gisborne	4762	4772	9534
Romsey	3865	3792	7657
Newham/Woodend	2487	2571	5058

The 1971 Census marks a turning point for the area. From that date onwards the shires have become much more integrated into urban Victoria and the rise in numbers of residents reflects the increase of commuting to Melbourne. Population grew slowly during the 1950s and 1960s but after 1971 the growth rate rose. At the same time the character of the towns and countryside altered so that the proportion of the local workforce involved in agriculture declined. Most residents up to the 1960s would have worked locally with most still dependent on agriculture. Since the mid-1960s agriculture has become less significant and the few new jobs created in the townships appear to relate more directly to servicing the nearby city and less to supporting local farmers.

Industry: 1933**Agriculture**

Shire	Fishing/ Hunting	Wheat	Fruit	Other	Mixed	Grazing	Dairy	Other	Total
Gisborne									
- male	0	0	2	12	125	21	10	37	207
- female	0	0	0	2	8	1	2	0	13
Romsey	5	0	2	18	517	105	50	15	707
	0	0	1	1	32	9	0	0	43
Newham/ Woodend	0	3	1	5	256	21	13	12	320
	0	0	0	0	9	2	6	1	18

Manufacturing/Industry

Shire	Forestry	Mining	Manuf- acturing	Building	Road/ Rail	Gas/ Water	Total
Gisborne							
- male	88	4	54	26	116	5	201
- female	0	0	3	0	0	0	3
Romsey	13	5	72	24	106	1	203
	0	0	4	0	0	0	4
Newham/ Woodend	31	8	33	31	106	5	175
	0	0	5	0	0	2	7

Transport/Professional

Shire	Transp- ort/ Commun	Commerce	Adminis- tration	Entertain- ment	Domestic Service	Other	Total
Gisborne							
- male	48	61	21	2	81	89	323
- female	10	17	22	0	117	76	242
Romsey	49	89	29	2	28	122	319
	10	11	19	0	84	64	118
Newham Woodend	48	72	19	7	27	92	265
	5	17	28	0	85	59	194

Industry/Occupation: 1947

Agriculture

Shire	Fishing/ Hunting	Agriculture	Grazing	Dairying	Other	Total
Gisborne	1	102	43	16	13	174
Romsey	18	331	107	72	7	524
Newham/ Woodend	0	202	31	21	10	264

Manufacturing/Industry

Shire	Forestry	Mining	Engin- eering	Manuf- acturing	Food	Paper	Other	Total
Gisborne	62	1	29	0	9	3	41	104
Romsey	34	2	6	1	11	4	23	79
Newham/ Woodend	21	0	15	0	31	2	27	96

Construction/Transport/Professional

Shire	Constru- ction	Trans- port	Commu- nity Service	Finance	Commer- -cial	Public Profess- ions	Enter- tainment	Total
Gisborne	66	34	11	4	51	29	116	410
Romsey	49	44	10	14	61	66	18	262
Newham/ Woodend	34	46	9	9	51	26	43	212

Not In Work/Total Workforce

Shire	Not In Workforce	Total Workforce
Gisborne	386	1044
Romsey	520	1458
Newham/Woodend	326	933

(nb: 1947 industry statistics not given for females)

Industry/Occupation: 1954

Agriculture

Shire	Fishing/ Hunting	Agriculture	Grazing	Dairying	Forestry	Total
Gisborne						
- male	0	89	49	21	31	190
- female	0	9	13	3	0	25
Romsey	3	215	189	97	18	522
	0	7	23	17	0	47
Newham/ Woodend	0	17	11	1	8	37
	0	4	0	1	0	5

Manufacturing/Industry

Shire	Mining	Engineering	Ship	Textile	Cloth	Food	Wood/ Saw- mill	Paper	Total
Gisborne									
- male	1	32	4	0	0	8	45	2	94
- female	0	1	0	19	14	4	0	1	39
Romsey	0	8	4	0	2	17	23	2	72
	0	1	0	0	15	4	0	0	21
Newham/ Woodend	1	6	4	3	1	9	23	1	47
	0	0	0	17	11	0	1	0	29

Construction/Transport/Professional

Shire	Construction	Transport	Communication	Finance	Commerce	Professional	Entertainment	Total
Gisborne								
- male	73	19	23	11	49	41	69	285
- female	0	1	10	0	25	26	63	125
Romsey	57	15	19	10	70	115	17	303
	0	0	13	2	26	18	24	83
Newham/ Woodend	49	23	14	11	48	18	28	191
	0	0	5	2	18	22	23	70

Not In Work/Total Workforce

Shire	Male	Female	Total Workforce
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Gisborne	461	881	2124
Romsey	560	1174	2813
Newham/Woodend	216	474	1093

Industry/Occupation: 1961

Agriculture/Primary

Shire	Fishing/ Hunting	Agriculture Mixed	Grazing	Dairy/Pig/ Poultry	Forestry	Total
Gisborne						
- male	1	75	36	19	31	162
- female	0	5	6	4	1	16
Romsey	2	166	170	61	5	404
	0	10	27	10	0	47
Newham/ Woodend	0	22	8	3	7	40
	0	0	0	0	0	0

Manufacturing/Industry

Shire	Mining	Engineer- ing	Ships/ Vehicle	Textile Clothing	Food/ Drink	S'mill/ Wood	Paper/ Print	Other	Total
Gisborne									
- male	0	36	11	1	5	29	5	11	98
- female	0	3	1	22	3	1	0	0	30
Romsey	0	15	3	3	10	23	2	15	71
	0	0	0	12	2	0	0	6	20
Newham/ Woodend	1	18	17	5	4	23	3	14	84
	0	0	3	16	1	0	0	1	21

Transport/Building/Communications

Shire	Elect/Gas/ Water	Building/C onstruction	Shipping	Rail/Air	Road	Commu- nication	Total
Gisborne							
- male	14	80	0	15	15	23	147
- female	0	2	0	1	1	11	15
Romsey	1	77	1	14	31	19	143
	1	0	0	1	0	10	12
Newham/ Woodend	6	39	0	20	9	19	93
	0	0	0	0	2	4	6

Professional

Shire	Finance/ Property	Commerce	Defence Services	Profess- ional	Entertai- nment	Other	Total
Gisborne	7	50	24	61	49	24	215
- male	8	29	25	47	32	4	136
- female							
Romsey	10	60	68	21	13	13	185
	6	26	5	27	26	2	92
Newham/ Woodend	8	41	9	19	17	11	105
	3	23	0	54	17	4	101

Not in work/total workforce

Shire	Male	Female	Total Of Workforce
Gisborne	485	852	2145
Romsey	578	1084	2636
Newham/Woodend	269	504	1224

Industry/Occupation: 1981

Shire of Gisborne

Occupation	Male	Female	Total	Percentage
Professional/Technical	336	233	569	19.4
Administration	228	23	251	8.5
Clerical	176	360	536	18.2
Sales	145	88	233	7.9
Farmers/Fishing	107	39	146	5.0
Mining/Quarrying	2	0	2	0.1
Transportation/Communic	186	18	204	6.9
Trade	556	60	616	21.0
Service	89	127	216	7.4
Armed Services	8	0	8	0.3
Other	68	89	157	5.3
Total	1901	1037	2938	100

Shire of Romsey

Occupation	Male	Female	Total	Percentage
Professional/Technical	159	124	283	14.9
Administration	74	8	82	4.3
Clerical	104	193	297	15.6
Sales	57	46	103	5.4
Farmers/Fishing	204	88	328	17.3
Mining/Quarrying	0	0	0	0
Transportation/Communic	103	11	114	6
Trade	359	48	407	21.4
Service	65	62	127	6.7
Armed Services	3	0	3	0.2
Other	64	92	156	8.2
Total	1228	672	1900	100

Shire of Newham and Woodend

Occupation	Male	Female	Total	Percentage
Professional/Technical	120	112	232	17.2
Administration	65	5	70	5.2
Clerical	62	131	193	14.3
Sales	51	49	100	17.4
Farmers/Fishing	94	32	126	9.3
Mining/Quarrying	3	0	3	0.2
Transportation/Communic	69	5	74	5.5
Trade	301	35	336	25.4
Service	40	53	93	6.9
Armed Services	4	0	4	0.3
Other	53	58	111	8.2
Total	868	480	1348	100

Employment by type by sex: 1991

Shire of Gisborne

Occupation	Males	Females	Total	%
Agriculture, Forestry	52	26	78	1.8
Mining	3	0	3	
Manufacturing	470	176	646	14.9
Electricity, Gas, Water	28	15	43	1.0
Construction	234	57	291	6.7
Wholesale & Retail Trade	372	310	682	15.8
Transport	278	68	346	8.0
Communication	53	18	71	1.6
Finance	221	226	447	10.3
Public Administration	129	103	232	5.4
Community Services	276	605	881	20.4
Recreation etc Services	102	110	212	4.9
Total (inc Not Stated)	2436	1883	4319	

Shire of Romsey

Occupation	Males	Females	Total	%
Agriculture, Forestry	130	65	195	5.8
Mining	6	0	6	0.2
Manufacturing	345	141	486	14.5
Electricity, Gas, Water	27	3	30	0.9
Construction	178	18	196	5.8
Wholesale & Retail Trade	273	193	466	13.9
Transport	276	82	358	10.7
Communication	45	18	63	1.9
Finance	141	142	283	8.4
Public Administration	120	59	179	5.3
Community Services	187	373	560	16.7
Recreation etc Services	76	85	161	4.8
Total (inc Not Stated)	2019	1342	3361	

Shire of Newham and Woodend

Occupation	Males	Females	Total	%
Agriculture, Forestry	76	32	108	4.9
Mining	6	3	9	0.4
Manufacturing	207	117	324	14.7
Electricity, Gas, Water	15	0	15	0.7
Construction	110	28	138	6.3
Wholesale & Retail Trade	148	107	255	11.6
Transport	137	33	170	7.7
Communication	34	24	58	2.6
Finance	97	119	216	9.8
Public Administration	85	49	134	6.1
Community Services	167	279	446	20.3
Recreation etc Services	51	74	125	5.7
Total (inc Not Stated)	1250	946	2196	

Part B. Property and Land-Use 1935-1988

Shire Of Gisborne

	Population	Dwellings	Valuation	Nature Of Country	Leading Industries
1935	2430	635	£41,544	agriculture/- pastoral	farming, churn & box factory
1945	2430	635	£42,043	flax growing	saw mills
1955	2070	589	£93,562	---	engineering & joinery works, tree nursery, gate factory, clothing factory
1966	2250	868	\$298,400	---	steel fabrication factory, gate & clothes factory
1978	5860	1900	\$4,331,623	residential for commuters, agric & past	motor car components
1986	9000	2600	\$9,394,450	---	---
1988	8474	2748	\$16,928,905	---	---

Shire Of Romsey³⁸

	Population	Dwellings	Valuation	Nature Of Country	Leading Industries
1935	2974	811	£63,282	agriculture, grazing & pastoral	farming, dairying
1945	3100	828	£64,067	---	---
1955	2777	906	£134,106	---	---
1966	2760	965	£168,810	---	fat lambs & bloodstock
1978	3550	1390	\$2,846,396	---	---
1986	5380	1850	\$7,099,915	---	---
1988	6220	2313	\$11,398,530	---	---

³⁸NB: Additional entry recorded for Shire of Romsey:

- "Some of the best agricultural land in the State"; northern part near Romsey: English barley, oats peas, potatoes, carrots and mangels; blocks of 100-500 acres for dairying (1935-1966)

CHANGES TO

- The district is particularly noted for stud cattle, sheep, fat lambs and dairying (1966-1986)

Shire Of Newham And Woodend

	Populat.ion	Dwellings	Valuation	Nature Of Country	Leading Industries
1935	2330	555	£35,603	hilly and agriculture	farming &cattle breeding
1945	2100	589	£32,225	---	---
1955	2200	600	£86,152	---	---
1966	2120	704	\$417,276	---	---
1978	3000	1050	\$3,031,365	+rural residential	+semi-trailer manuf furniture factory, uniform manuf
1986	5000	1450	\$4,907,077	---	---
1988	5000	1600	\$5,223,230	---	+semi-trailer pallet, floor slab &concrete materials, concrete mixing plant, earthmoving

Agricultural changes

In 1972 in the study area, 388 000 hectares was held for rural purposes in 850 rural holdings. On these holdings the major uses were fattening store cattle; breeding beef cattle, pigs and sheep. The traditional land-use of dairying was already in decline and already the urban fringe land-uses of hobby farms had begun to make an impact. Over the period from the late-1960s through to the mid-1970s the agricultural and natural pattern of the land was broken up by subdivision for hobby farms and urban fringe activities.

(1975 Plant Location International, 'Study of non-conforming subdivisions and hobby farms in the Macedon ranges', report to Town and Country planning Board)

Part C: Non-Conforming Sub-Divisions 1968-1975

	1968	1969	1970	1971	1972	1973	1974	1975
Subdivisions	11	25	18	15	35	25	18	4
Allotments	60	178	89	185	317	226	113	19

Residence of owners of non-urban allotments 1975 (%)

	Gisborne	Newham/ Woodend	Romsey	Study Area
Local	38	36	49	40
Melbourne	50	55	44	50
Other	10	8	8	11

Macedon Ranges building approvals

	1966	1967	1968	1969	1970	1971	1972	1973	1974
Gisborne									
Houses	33	32	43	62	75	123	185	221	192
Flats						4	6	22	
Newham/ Woodend									
Houses	12	13	9	18	25	35	48	76	77
Flats									
Romsey									
Houses	57	67	64	100	129	199	281	362	325

Source Australian Bureau of Statistics and non-conforming Land Use Study

Macedon Ranges in the 1990s

Modern Changes: Summary

Over the first hundred years of European alteration of the landscape of Macedon, broad patterns were altered. Land was cleared for grazing, routes were constructed for mechanical transportation and small townships were dotted through the area. Eventually Europeans attempted to transform and manage the remaining forests of the area. These created a new landscape with a distinctively European character. Even in the forested areas there have been created combinations of European plantings and native stands of timber. The least altered forests often form backdrops to European gardens. These patterns still characterise much of the Study Area. However as the fringe of the city reaches into Gisborne and Romsey and as the whole of the environs of Woodend, Gisborne, Lancefield and Romsey are brought irreversibly within the commuting belt of the metropolis, rapid changes are altering the landscape.

During the decades between 1930 and 1960 the progress of urbanisation was slow. Individual home-owners altered the towns with new suburban homes. Shopfronts were altered. Throughout the study area new public facilities (toilet blocks, park pavilions, fire stations etc) brought a simple modern form to buildings. Functional farm buildings also departed from older forms and materials. These superficial alterations left the dominant divisions and character of the landscape untouched.

Since 1960 the pace of change has quickened. The scale at which the landscape is transformed has broadened. The existence of large concentrations of non-conforming landuses in the rural zones is one aspect of this and the hobby farm phenomenon has brought a new and distinctive layer to the rural landscape. The townships now include a range of small suburban villas and larger commercial premises indistinguishable from those of metropolitan Melbourne. The commercial strips along roadways and especially the freeway corridor are new landscapes in themselves. They also bring with them ex-urban land-uses which take up and transform broad tracts of the land area. Truck depots, take-away food complexes and service stations are amongst the most obvious of these new and often dominant land-uses.

The impact of these changes has been patchy and whilst town centres and roadway corridors are altered the broad surface of the land has not been reshaped. New agricultural uses, in vineyards and tourist retreats have built on, rather than fundamentally reshaped, the landforms and buildings of the nineteenth century. However the most recent wave of suburbanisation will introduce more broad and all-encompassing change. Without careful and consistent monitoring and control, the wave of suburbanisation of the 1990s will erase the evidence of much of the preceding historical activity still visible in the study area. As the figures above make plain, the Shires are becoming irrevocably a part of the Melbourne fringe. A degree of suburban estate subdivision is inevitable and the spread of the city into what is now open countryside cannot be halted. Sensitive planning and public understanding of the changes as well as detailed heritage analysis of buildings and subdivision plans at a localised level, can do much to ensure the survival of the most valuable landscape areas and of reminders of the historical themes which have shaped the Macedon Ranges area over the past 150 years.

APPENDIX 2

Initial Criteria

For Site Ranking

APPENDIX 2 - Initial Criteria For Site Ranking

Preliminary

The Macedon Ranges study area extends across three municipalities, to the immediate north of the Melbourne Metropolitan fringe.

Within this area are several small towns whose origins date to the middle of the nineteenth century. Major rail and road corridors traverse the area and a mixture of agriculture and pastoral land-use typifies the study area at lower altitudes. The higher ranges are covered by a mixture of native forest and introduced plantings. Some parts of this elevated land has been reserved in state forests and parks. Abutting these are often seen large holiday homes and some tourist buildings, again with origins in the nineteenth century. Many of these are well-known for their gardens. In several parts of the study area contemporary land-subdivision and suburban housing are beginning to make a major impact on the landscape.

In order to systematically assess the heritage qualities of this environment the following standards can be referred to as a basis for analysing individual sites, broad landscape areas and within the aims of the study natural environments.

Criteria

Sites and areas can be identified by initial reference to their significance in the key historical themes which have shaped the study area.

These have already been identified and can be summarised as follows:

1. Culture Contact
2. Agricultural And Pastoral
3. Transport And Travel
4. Towns
5. Forests And Forest Industry

6. Tourism
7. Gardens And Natural Landscapes

Within each of these themes, sites can be assessed through reference to the following qualities:

1. **Antiquity:** The comparative age of the site.³⁹
2. **Interpretive elements:** the strength of interpretation which can be brought to a site.
3. **Integrity:** The degree to which material elements created at the time of an important historical event or dating from the original construction have survived in a site.
4. **Context and relations to other potential sites:** The extent to which the site relates to other significant elements, historical, architectural, landscape and natural. The ability of each site in a network to add to the knowledge or aesthetic value to be gained from the one site. Sites in this sense might have had a changing context over time; i.e. they may reflect the importance of a succession of historic events. or the process of continuous human occupation.
5. **Representativeness of people, events or typical activities for the Macedon area:** Sites can be ranked for their degree of association to particular event, to important local or state and national figures or the manner in which they reflect a characteristic activity or layers of activity in the area.
6. **Rarity:** The site may be now quite rare but once more common. Also it may be a relatively uncommon sort of building in form, materials etc. or in function
7. **Landmark quality:** The site stands out physically and is recognised by a broader community. It is found in typical views of an area.
8. **Community identification:** The site is a known and valued place for people who live in the study area or beyond.
9. **Technical accomplishment:** The site has a high degree of technical skill still evident in its material elements.
10. **Aesthetic recognition and standards:** It is appreciated locally or state-wide or is recognised as of quality by design experts in built or natural environments.
11. **Architectural interest:** Example of an architect or designer's work. the site is a rare or good example of a particular designer or architect.

³⁹ See Appendix for further detail

- 12 **Contribution to natural history, science and to our understanding of the natural world:** Sites can still or have in the past been important for their role in extending scientific knowledge. Some sites have special importance i.e. in their role in ensuring diversity of species which are not necessarily rare and in providing a distinctive or continuous habitat.
13. **Importance for continued existence of rare or endangered species:** Sites can be critical to the survival of species in the study area, in certain typical environments or state-wide.
- 14 **Critical historical role:** The site marked a turning point in agricultural practice or else for example it was the first of its kind; first holiday home etc.

Not all of these qualities need to be present in any one site. But at least one of these qualities would need to characterise a site to warrant its listing as significant and/or requiring further research.

Criteria For Individual Themes

These are not the only criteria from the general list relevant to each theme. But sites in a particular theme need to be assessed with relation to these criteria. If none are relevant it is unlikely that further criteria will apply.

1. Culture Contact

Macedon was an important area for European contact with Aboriginal people. Several sites of contact and sites which Europeans recognised as significant to aboriginals have already been identified. To be assessed by their:

1. **Antiquity;** most sites will merit significance by age alone.
2. **Richness of their context and relation to other structure;** sites such as Mount William have a strong contextual importance in relation to past broad European interpretations of aboriginal society.
3. **Rarity;** the number of culture contact sites identified in Victoria are limited and so almost any such site has significance.
4. **Integrity;** Degree to which pre-European elements can still be identified.

2. Agricultural And Pastoral

The Macedon area is distinctive in the number and complexity of the surviving sites from the pastoral era and from the agricultural land-use of the pre Selection period. The area also includes some typical Land Selection land-use patterns. As a pastoral area of long-standing and as an agricultural area with distinctive stone farmhouses, unusual landscape combinations of crops filed patterns and background forest, the agricultural character of the area reflects a particular phase of settlement and later changes in agricultural practices.

Sites to be assessed by their:

1. **Antiquity.** The pastoral properties identified include several sites of comparatively great age.
2. **Important events and people.** Many reflect the lifestyles of key people in the historical development of Victoria.
3. **Architecture, built and landscape.** The pastoral properties hold distinguished works of design both in buildings and in plantings. Many have good examples of local building techniques.
4. **They are thus rich in contextual qualities.** Since they include so many elements both built and planted can be considered as aggregated sites; i.e. cultural landscapes.
5. **Critical historical role.** The study area includes sites of early small farming in Victoria.
6. **Importance in scientific knowledge.** Several of the larger properties have been important in extending knowledge of pastoral and breeding techniques.
7. **Landmarks.** several are major landmarks in the area.
8. **Typical activity.** Land selection and earlier small farming were once typical lifestyles.
9. **Architectural interest.** buildings and plantings on larger properties were the work of important designers.
10. **Technical accomplishment.** Several of the smaller stone cottages reveal great skill in building and working materials.
11. **Interpretative ability.** Sites vary in the degree to which they can be interpreted due to differing degrees of surviving documentary evidence.

3. Transport And Travel

Macedon has two principle corridors; the rail corridor to Bendigo and beyond and the remnants of the old gold fields coach road. A third and minor transport element is the Lancefield-Kilmore railway; a fourth is composed of the recreational routes identifies in the area especially cycle and foot tracks. The routes through the area form important landscape elements and reflect critical phases in Victorian economic history and cultural life.

Sites assessed by:

1. **Technical quality as examples of engineering and building crafts.** this relates particularly to bridge work on both the rail links.
2. **As landmarks.** Roads but especially the works associated with railways have been defining elements in the landscape over a long period of time.
3. **Community interest and recognition.** The hiking and cycling tracks have had a marked public interest over many years.
4. **Typical use.** the route of the coach road was significant in determining the later land use patterns of the area.
5. **Critical historical event.** The Melbourne-Echuca railroad was critical in the later economic patterns of Victoria; significant as the first of its kind.
6. **Aesthetic recognition.** Several minor roads have strong aesthetic appeal, recognised locally Victoria wide. This derives from their road side plantings, remnants of native vegetation and the distant views provided by the road route at critical points.
7. **Integrity.** The sites vary in the degree to which they have been altered.

4. Towns

The towns of the area are comparatively small; some have all but disappeared. They have an interest as distinctive urban types combining agricultural service, transport nodes; urban fringe accommodation; experimental plantings

The towns have individually valuable buildings, significant civic centres, rare combinations of street pattern plantings and buildings, dating from the nineteenth and early twentieth centuries.

To be assessed by:

1. **Antiquity.** these are often pre-gold rush towns; some grew up in the first rushes to the Mt Alexander field. In the context of Victorian history they

- include individual buildings and groupings of buildings which have comparative antiquity.
2. **Context and relation to other sites.** Several urban areas have a distinctive context and sites can be related functionally. The sites which reflect these qualities can be considered as cultural landscapes especially where buildings relate to plantings.
 3. **Technical accomplishment.** Several buildings have a technical quality in their construction.
 4. **Aesthetic recognition.** Areas and buildings have had a recognised appeal to residents and visitors.
 5. **Link to events/ people/lifestyles.** Key local figures can be linked to several of the buildings and areas; major local events took place in halls and churches.
 6. **Architectural interest.** Several of the buildings have importance as works of distinguished architects.

5. Forests And Forest Industry

The Macedon area has been important in the history of the forest industry and forest management in Victoria. Several parts of the study area include sites valuable for their role in protecting rare environments. Some have played a part in scientific understanding, especially in forest management.

Forestry has been important in the area for both timber getting and for the management of the forest as well as through experimental plantings. Macedon exhibits a broader range of forest uses than other parts of Victoria with the possible exception of Creswick. In addition there are combination landscapes of forest, open woodland and pasture in the study area, many of which show evidence of management in all their elements.

To be assessed by:

1. **Rarity.** Rare surviving natural areas indicating the character of the environment which has vanished from much of southern Victoria.
2. **Aesthetic recognition.** Several views; routes through the forest and landmark points have a strong aesthetic recognition in Victoria and nationwide.
3. **Scientific achievement.** The forests at Macedon and around Bullengarook have importance for their role in the history of scientific understanding. They reveal the work of pioneer forest managers.

4. **Association with key events/people/lifestyles.** Macedon can be considered a cradle of forest management in Victoria. The experimental plantings, nursery buildings, tracks etc; fire control sites etc. reflect aspects of this key lifestyle in the area and key events associated with forest management.
5. **Typical activity.** The forest has supported a typical industry of Victoria - timber getting and use. The timber collecting in the area was one of the key activities of pre-gold rush Europeans in non-urban Victoria. Surviving elements of this activity can be assessed for their antiquity, integrity, interpretive ability.
6. **Relation to other potential sites.** Networks of sites in the forests give views and functional patterns which can be assessed as cultural landscapes.

6. Tourism

Macedon was a unique tourist destination in the late nineteenth century. Then the elite of Melbourne looked to high land as an essential outlet; a healthy retreat from the city. The centre of this activity for a long time was Mount Macedon itself. Here there are still surviving elements of the nineteenth century tourist landscape; walks through forest and garden; houses with private gardens; a distinctive architectural type- the hill station.

Mass tourism followed in the early twentieth century with guest houses around railway stations, new tourist facilities such as golf courses and a different pattern of tourist routes.

Sites to be assessed by:

1. **Context and relation to other potential sites.** In many of the former tourist areas, forest, houses, routes and gardens are combined in pattern most unlike other parts of the study area and indeed distinct in Australia.
2. **Strength of interpretative ability.** Some provide more broad interpretations than others.
3. **Architectural interest.** The buildings are often distinguished architecturally and in the crafts applied they are often a typical of the area or a land use

4. **Rarity.** Macedon is perhaps unique in its earlier uses and its surviving elements as a tourist area.
5. **As examples of a distinctive lifestyle.**
6. **Aesthetic recognition.** Many sites are recognised and appreciated widely in Victoria
7. **Landmark quality.** Parts especially of the natural environment are recognised as landmarks. Views and routes to sites form part of this landmark quality.

7. Gardens

A large part of the history of private land use in the study area and management of public land revolves around experimental plantings, the creation of gardens and gardenesque landscapes and the management of plantings. The Mount Macedon area especially has great importance for the long history of garden creation and experimental plantings. There are in addition major natural areas important for scientific and natural history reasons. These sometimes form part of a complex landscape along with managed or modified areas and at other times are valuable in their own right. They need to be assessed in conjunction with the human construction of the study area.

These can be assessed by:

1. **Antiquity.** Several older plantings survive in private and public plantings.
2. **Rarity.** There are collections of rare plantings and because of the link between these and natural landforms quite rare combinations of managed and background forms.
3. **Aesthetic recognition.** Views, gardens streetscapes the link between foregrounds, backgrounds, roadways and water are widely recognised. Certain viewsheds are valued community ways of comprehending the area.
4. **Contextual richness and link to other potential sites.** There are within the area several garden plantings next to significant buildings and area to forest. These are to be valued as networks and considered for ranking as cultural landscapes.
5. **Landmarks.** Several gardens are known landmarks in the area.

6. **Contribution to scientific understanding.** The natural landscapes need to be assessed for scientific importance and for their role in providing habitat for species, rare, endangered or important locally.
7. **Technical accomplishment.** Several garden elements have accomplished technical quality; i.e. they use natural landforms and introduced elements in an effective manner.
8. **Architectural interest.** Several gardens and plantings in public space have an interest for the quality of landscape architecture in their design.

Applying Criteria

In assessing sites under these headings each would be:

1. Assigned to a particular theme.
2. Checked against criteria and given a Yes/No ranking in each criterion.
3. Given a significance ranking of
 - [1] State
 - [2] Regional
 - [3] Local
 - [4] Typical/Representative⁴⁰
4. Assigned to one of three categories
 - a. Individual site; typically buildings
 - b. Complexes; typically urban areas or landscape areas.
 - These would require further consideration:
 - 1. for the historical themes they represent as a group; i.e. the functional relationship of the broad visible patterns and the individual elements within the complex;
 - 2. the capacity of individual elements to demonstrate these themes without the broader complex in which case they could be assessed individually.
 - c. Perspectives. This includes, viewsheds, corridors, dispersed networks of sites. These would be assigned to historical themes and then assessed for their ability to demonstrate major aspects of these themes.

⁴⁰ Representative in the sense of being widely seen in the study area and reflecting in a characteristic way the activities associated with an historical them or an element of the aesthetic etc values of the area's landscape, but not highly ranked in a wide number of the criteria presented here.

5. Sites where of possible significance and where documentary material is available will be subject of further research.⁴¹

Summary Of Methodology For Applying Criteria

1. Sites from field survey assigned to historical themes.
2. Sites checked against Criteria listed above and
3. Sites ranked either [1]state [2] regional [3] local [4] typical sites within each theme
4. Sites listed as individual; complex or perspective
5. Reassessed after research against criteria and state/local ranking.
6. Given written historical significance

Criterion 1 - Antiquity

Antiquity will become a key criterion when the site has substantial age in the context of the existing built fabric of the study area.

Age to be governed by following divisions

1. Pre-gold rush
2. Gold era
3. Pre-1880s
4. Later nineteenth century 1880-1900
5. Post-colonial 1900-1918
6. Inter-war 1920-1939
7. Post-war 1945-

Age and historical themes

⁴¹ Broad landscape areas will not necessarily reflect one or any historical theme. These will need to be analysed for their aesthetic and design qualities and the combination of formed and natural elements as suggested in AHC criteria. Cultural landscapes almost by definition will be important for the manner in which they include elements which can be attached to a range of themes. It is the gradual creation of a landscape reflecting successive stages of historical activity which is significant.

Not all of the major themes have the same importance at different eras. As a result seminal structures for each era need to be identified and ranked, i.e. the first holiday home; the first extant area of forest management etc. Sites which are early examples of later activities, i.e. the first guest house, would rank equally with the late sites from an early period, i.e. a pre-1850 agricultural building but not necessarily the first such building.

Sites which are early examples of such buildings or areas within the state given state-wide ranking; those which are are examples of a local activity which has statewide importance to be considered as of state significance, i.e. forest management structures and areas, considered for state ranking since Macedon was the crucial Victorian area for this activity.

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