**CITY OF HAMILTON CONSERVATION STUDY**

**VOLUME ONE**

**TEXT & ILLUSTRATIONS**

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with

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in association with

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**Cover**

*Gray Street Hamilton* *Victoria*
Rose Series Postcard c1910

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**1.0 INTRODUCTION**

**1.1 Description of Commission**

The City of Hamilton set aside in its 1990/91 budget an amount of $17,500 to undertake a conservation study of the municipality. Part of this was received through the National Estate Grants Program. The funding was augmented early in the Study by a further $5,000 as a grant from the Heritage Branch of the Department for Planning and Housing and matching funds from the City of Hamilton.

Registrations of interest were invited, a number of consultants were interviewed and in February 1991, Timothy Hubbard Pty Ltd, in association with Francis Punch Pty Ltd, was commissioned to do the Study.

As set out in the brief, the purpose of the Study was:

- to identify, evaluate and document those buildings, streetscapes or other places which are of scientific, aesthetic, archaeological, architectural or historical interest, or otherwise of special cultural value to the City of Hamilton and to place them within the context of the history of Victoria;

- to assess the importance of the cultural heritage as a State and community resource; and

- to develop a comprehensive program for the conservation of the cultural heritage and its integration into the general planning framework of the municipality.

**1.2 Acknowledgements**

Many people have given help with the preparation of this Study and before any individuals are acknowledged, the community of Hamilton must be recognised for its maturity in undertaking such a review of its heritage. It has been said that a city which doesn't acknowledge its past has no future. Despite the current economic downturn, Hamilton is proud of its past and confident of its long term future. The authors have always kept in mind that this was a study of and for Hamilton. It is intended to provide a sense of direction for the City's future which builds on its past achievements.

The authors wish to thank the members of the Steering Committee who represented diverse interests within the community and beyond. The committee was well chaired by Cr Ian Hope. It was well directed through the conservation bureaucracy by Ms Amanda Ring of the Department for Planning and Housing. Mr Myddleton Lewis represented the local branch of the National Trust. Mr Cor Lenghaus who had initiated the Study as a councillor, represented the local community. Several other councillors gave their warm and welcome support.

In particular the authors wish to thank the staff of the City of Hamilton; Mr Kevin Safe, City Engineer, the Council officer who initiated the Study; Mr John Huf who has co-ordinated the Study; and the other members of the engineering, planning and rates sections. Ms Beryl Tapper, the librarian, made available the microfilmed rate books - a critical key to Hamilton's history and the library. Always professional and competent in their relationship with the authors, all the Counil staff went beyond this to provide a friendly atmosphere in which to work and a sense of confidence which, it is hoped, will be reflected in the Study. The free access to Council records and use of its equipment was especially helpful.

Particular members of the community whom we wish to thank are: all the members of the Hamilton Historical Society who helped us, especially Mr Ray Clapham, the new President; several building owners with whom we fell into conversation and who invited us into their homes and offices; Mrs Peg Christie, the daughter of that prolific Hamilton builder Reg Williams; Mr David Hughan, the son of L M Hughan that prolific Hamilton gardener; Mr Ray Middleton and Mr Fred White who worked for the Parks and Gardens Section of the Council; Mr Robert Oliver, arborist and proprietor of the Grange Burn Nursery; Mrs Jean McErvale of the Hamilton Gardening Club and Ms Elizabeth Fenton of the Local Land Care Group.

The Study was off to a flying start with the assistance of Don Garden's *Hamilton, A Western District History*, written in 1984 for the City of Hamilton. The document was an excellent and thoroughly reliable source of information. His personal interest in our work is appreciated. The National Trust was another early source of information with its various files. A second critical document, a bibliography of unknown authorship, was discovered in the Latrobe Collection of the State Library. It was excellent in its range and content. The Map and Picture Collection librarians were also very helpful. The Central Plan Office staff gave their usual assistance.

The Study team included several people. Stephanie Keays did much of the leg work, photographing buildings, doing research and drafting. Claude Calleja contributed to the production of the report. Michael Looker was responsible for anything that grew and the places where they grew. Carlotta Kellaway wrote the history and much of the historical information on individual buildings, a major component of our work. Paul Bermann was responsible for printing all of our photographs. His patience with us and his technical expertise with the negatives deserve special commendation. Frank Punch was our man on the spot. He introduced us to all the important people and places in Hamilton. The Study could not have been done without him. Timothy Hubbard co-ordinated the Study, worked on the detail as much as possible and must assume responsibility for everything.

**1.3 Study Description**

**1.3.1 The Brief (as amended)**

The Study was divided into two stages. Stage One was a preliminary survey which represented about 10% of the work and, according to the Brief, consisted of the following tasks:

(a) establishing a bibliography,

(b) establishing the major historic themes,

(c) estimating the number of sites and areas to be investigated,

(d) outlining all the other work to be done in Stage Two,

(e) outlining the proposed systems, criteria and format to be used in Stage Two,

(f) outlining the time, budget and personnel allocations for the work to be done and the production of the Report.

Stage Two was by far the major part of the Study and, according to the Brief, consisted of the following tasks:

(a) writing the Environmental History - Section 2 of the Study - based on the historic themes,

(b) identifying and evaluating the buildings, works, objects, natural features, sites and areas of architectural and or historic interest - Sections 4,5 & 6 of the Study and all of the data sheets,

(c) discussing the existing and the proposed planning policies and their impact on effective conservation in Hamilton - Section 3,

(d) making recommendations for statutory controls - Section 3,

(e) preparing guidelines for building conservation controls - Section 7,

(f) preparing guidelines for architectural infill and enhancement - Section 8.

As provided for in the Brief at the end of Stage One, amendments were made to the scope of the work and some production requirements. The most important of these were the following omissions:

i provision of multiple copies of the final report, and

ii completion of statutory nomination forms.

The omissions meant that more time could be directed towards the general history and the identification of individual places. We are confident that the quality and quantity research in the Study justifies the amendments and will have long term benefits for the City of Hamilton.

**1.3.2 The Study's Limits**

The Study area was the whole of the municipality of the City of Hamilton. The period reviewed was from the date that first contact was established between Aboriginal and non-Aboriginal people until the present. The study took about four months to complete which allowed for our understanding of the City and the issues to gestate. It was completed on schedule.

**1.3.3 Terminology and Principles**

The authors have tried to use plain English. Technical terms used in the Study are explained in the Glossary, Appendix 8.1. The principles adopted are those of the *Burra Charter* of Australia ICOMOS. A full copy of the Charter is included as Appendix 8.2.

It is important to distinguish between two general concepts of conservation even though they may be aligned. In this report the term conservation has a very specific meaning, one which has been thrashed out by Australia ICOMOS over several years and, with other key words, is defined in the Burra Charter. It is also defined in the Planning and Environment Act. The ICOMOS definition states:

*Conservation* means all the processes of looking after a *place* so as to retain its *cultural significance*. It includes *maintenance* and may according to circumstance include *preservation*, *restoration*, *reconstruction* and adaption and will be commonly a combination of more than one of these. (The words in italics are further defined in the Burra Charter.)

While this definition has been prepared with buildings and streetscapes in mind, it may also be extended, with care, to man-made landscapes such as streets, parks and gardens. It would be dangerous to extend the definition further to cover natural eco-systems such as remnant vegetation and wildlife habitats. Remnant vegetation is considered in this report but only as one element in a place.

**1.3.4 Survey Method and Criteria**

The Study commenced and continued with an extensive investigation of documentary sources which related specifically to the development of Hamilton from its first settlement. This included such sources as early plans relating to the survey and initial subdivision of the area, the *Parish Plan*, late nineteenth and early twentieth century auctioneer's subdivision plans and the Hamilton Sewerage Authority *Drainage Plans*. Literary and photographic sources included the archives of the Hamilton Historical Society, the archives of the City of Hamilton and the official history, *Hamilton, A Western District History* written by Don Garden in 1984. Garden's work was an excellent start to the Study. The public, as a result of positive media attention to the Study, also came forward with documents and information.

Also consulted were the records of the Historic Buildings Council, the Australian Heritage Commission and the National Trust of Australia (Victoria). The *Australian Architectural Index*, compiled by Dr Miles Lewis, was a valuable resource, as were the records, photographs, directories and paraphenalia of the State and Latrobe Libraries.

This initial research, which defined the fundamental themes of Hamilton's environment and cultural history, was followed by the composition of a draft history and list of significant buildings. Criteria were then established for the analysis of significance of individual buildings and areas in terms of the development of Hamilton and Victoria as a whole. A series of windscreen surveys supplemented the initial list, which was then used as a basis for a comprehensive investigation of significant buildings and areas of the municipality. This stage of the Study involved the preparation of data sheets and photographs for significant buildings and descriptions of significant areas. Research into these buildings and areas established their individual histories.

The authors used their wide experience to provide a comparative analysis of sites, both within Hamilton and across the whole state. Each site and area was graded. Statements of Significance and recommendations were given for all the buildings identified A, B or C. The criteria used to distinguish between each grade are set out in detail below in Section 4.

In a general sense the criteria established by the Historic Buildings Council have been used to evaluate the historic and architectural significance of a building. ([[1]](#footnote-1)) They are based on a building's position in and contribution to the history of architecture, its architect, quality, integrity and rarity. A building may represent an historic use, have historic associations or may be very old. The criteria established by the Royal Botanic Gardens have been used to evaluate a tree. ([[2]](#footnote-2)) They are based on its species, size, age, form and condition, its role in the landscape and its historical associations.

The authors used a lap-top computer for the site surveys. This was the first time such a tool has been used for a Conservation Study, it seems, and the process proved to be most successful. It saved a great deal of time. In particular, it meant that masterlists, sorted by grade, street and datasheet number could be kept up to date easily and datasheets could be completed immediately. It is hoped that the process could be improved and provide a model for future studies. It could be used for example to undertake the survey of street trees recommended in the body of the Study.

**1.4 Summary of Recommendations**

The following actions are recommended for the City of Hamilton as a result of this Study:

i amend the Hamilton Planning Scheme to:

- include the 7 proposed Urban Conservation Areas,

- include all the A, B, C, D and E grade buildings identified within those areas,

- include all the A, B and C grade buildings identified outside those areas,

ii establish a Heritage Advisory Service,

iii establish a revolving Heritage Fund,

iv nominate all A grade buildings for addition to the Historic Buildings Register,

v nominate all A, B and C grade buildings for addition to the Register of the National Estate,

vi nominate all Urban Conservation Areas of Level 2 for addition to the Register of the National Estate,

vii nominate all significant trees (which are not already included) for the Significant Trees Register,

iix adopt as policy for its own works the Guidelines for Conservation and Infill,

ix adopt as policy the recommendations for streetscapes and reserves,

x establish a regional archive based on the Hamilton Library,

xi establish a Conservation Competition during Heritage Week,

xii review the Study after five years and revise it after ten years,

xiii publish information supporting the conservation planning controls including:

- information explaining the proposed amendments to the Hamilton Planning Scheme, possibly as a lift-out supplement to the *Hamilton Spectator*,

- a brochure explaining the conservation planning controls, the Guidelines, the Heritage Advisory Service and the Heritage Fund,

- an illustrated extract from the Study including the Environmental History, Section 2, and the Statements of Significance for all A, B and C grade buildings.

**2.0 THE DEVELOPMENT OF HAMILTON**

**2.1 Introduction and Themes**

See Appendix 8.3 for a list of the illustrations and sources used in this Environmental History. These have been drawn mostly from the State Library of Victoria and the Hamilton Historical Society.

The City of Hamilton, a Victorian inland country town with an economy based on wool, has been remarkable for the steadiness of its development from the 1850s until the present time. Such regular progress makes Hamilton very different from the many major country towns established as a result of gold discoveries, which experienced tremendous development initially and then suffered a decline after the gold ran out and unfavourable conditions for future growth became apparent. Among such adverse environmental factors were an inadequate water supply, poor geographical location and land unsuitable for pastoral or agricultural pursuits.

Hamilton, which was not a gold town, has many natural advantages. Firstly it has a splendid geographical location on high ground above the Grange Burn which flows into the Wannon River, one of the major rivers in the Western District. Secondly, it is situated in the centre of a rich agricultural and pastoral region, enabling it to function as the service centre for that region. And thirdly, its lands, viewed with delight and enthusiasm by Major Thomas Mitchell in the 1830s, are admirably suited to grazing and pastoral activities. These favourable environmental factors have been of great significance in the history of Hamilton.

Throughout all phases in Hamilton's development a range of important historic themes has emerged. These have shaped the particular way in which the town has developed and have given Hamilton and the Hamiltonians their special identity. An understanding of these themes provides a useful method of evaluating the significance of the many individual components which make up Hamilton's heritage. Using this method, the present Study has identified significant elements in both the natural and man-made environments and has assessed them as living documents illustrating the historical importance of this major Victorian inland town.

The major themes which have been considered include:

Exploration & early settlement

Squatting

Evolution of the town

Transport

Education

Religion

Health

Industry

Communications

Sport & recreation

Notable men & women

**2.2 Exploration and Early Settlement**

**2.2.1 Topography**

Hamilton is most fortunate in its geographical location. The town is situated on the long, rolling basalt plain which stretches from Port Phillip Bay and occupies much of the region known as the Western District of Victoria. Hamilton's volcanic past is illustrated by the four major district landmarks of Mount Napier (approximately 24 kilometres south of Hamilton), Mount Pierrepoint (a short distance south-east of the town), Mount Baimbridge (a short distance to the north) and Mount Rouse (nearly 30 kilometres to the south-east). Within these boundaries are swamp and lake areas while much of the country is characterised by rolling green hills. ([[3]](#footnote-3))

first 1850 plan

**illus 1**

The City of Hamilton itself stands on the high ground. A most significant natural feature is the Grange Burn, from which the township took its original name. ([[4]](#footnote-4)) The Grange burn is fed by two creeks, Muddy Creek on the south-east and the Violet Creek. Twenty kilometres west of Hamilton, the Grange Burn flows into the Wannon river, one of the major rivers in the Western District. This river rises at the southern tip of the mighty Grampians not far from Mount Sturgeon.

When British colonists arrived in the Hamilton district in the late 1830s it seemed an ideal region for pastoral pursuits. At this time three aboriginal tribes were active in the district, camping for long periods in summer and autumn by the creeks and rivers, catching fish and eels. There was considerable conflict in the first few years of European settlement between the dispossessed Aborigines and early explorers and pastoralists. The future site of Hamilton township was called Mullerterong by the Aborigines. ([[5]](#footnote-5))

**2.2.2 The Explorers**

Major Thomas Mitchell (1792-1855), the Scot who became New South Wales Surveyor-General ([[6]](#footnote-6)), explored the Hamilton area in 1836 and was, according to various accounts, struck by the beauty and fertility of the whole Western District region. It was Mitchell who named the Grampians, the Wannon River, Mount Baimbridge, Mount Pierrepoint and Mount Napier. ([[7]](#footnote-7)) It is thought that Mitchell's party actually passed through the future site of The Grange township, as it was known originally.

**2.2.3 The Squatters**

Mitchell's expedition did much to stimulate the expansion of pastoral settlement in the colony. Encouraged by his descriptions of `Australia Felix', pioneers such as the Wedge Brothers arrived in the Hamilton area in the late 1830s. The brothers, Charles, Richard and Edward, from Cambridgeshire, first went to Van Diemen's land (Tasmania) in the 1820s. According to legend, they drove their flock to Buninyong and the westward until, in late 1838, they reached Hamilton and decided to settle there. They named their run The Grange after the name given by Mitchell to one of the creeks in the area. ([[8]](#footnote-8)) By 1840 , Captain William Lonsdale (1800?-1864), the former Police Magistrate of Melbourne, was owner of The Grange, later renamed Strathkellar. ([[9]](#footnote-9)) Lonsdale's home station at Strathkellar on the north side of the Grange Burn is marked on an early 1854 map of North Hamilton by the surveyor, Lindsay Clarke. On 640 acres in Crown Section III a wool-shed and huts are shown along the banks of the Grange Burn. ([[10]](#footnote-10))

Other early Hamilton settlers in the 1830s were the Camerons at Mount Sturgeon and Mount Rouse. Donald Cameron (1815-70) was from Inverness Shire in Scotland, a pastoralist who came overland from New South Wales. ([[11]](#footnote-11)) Angus Cameron held the Violet Creek run, five miles west of Hamilton. ([[12]](#footnote-12))

The Grangeburn Run, Pierrepoint or Grangeburn No. 1 Run adjoining Hamilton on the south was owned in 1854 by James Brown and from 1847 by Dr J S Griffin, a London doctor with extensive pastoral interests, and in May 1849 by William Skene (1809-77), later MLC, from Aberdeen and John Dinwoodie. Grangeburn No. 2, adjoining Hamilton on the North, was owned at first by Brown and then, in 1847, by George Napier and Douglas Bannatyne Craig. ([[13]](#footnote-13)) Griffin and Craig's home station is shown on the 1854 map, located on a 640 acre allotment in Section II, west of Lonsdale's home station. ([[14]](#footnote-14))

Other early pastoralists in the area around Hamilton included Robert Tulloh, son of the Laird of McKengie Castle, who owned the Bochara run on the Grange Burn at its junction with the Wannon River ([[15]](#footnote-15)) and a relation, Thomas E Tulloh, who took up the Bongmire run, eleven miles north-west of Hamilton. ([[16]](#footnote-16)) Also, in 1840, to the south of the present Hamilton, John and Thomas Brown, who had arrived at Port Phillip from Hobart in 1838, took up the Mount Napier Station, twelve miles south-east of Hamilton. ([[17]](#footnote-17))

Between Mount Napier and the Grange Burn in 1841, Acheson French (1812-70), one of the most important early settlers in the Hamilton District, took out a licence for Monivae, four miles south of Hamilton. As a young man, French was intended for the law, but chose a different career. The second son of an aristocratic family of Monivae castle, Galway, French came out to Sydney in the 1830s, arriving in the Hamilton area before Victoria's separation from New South Wales. He was appointed as the first Police Magistrate for the Hamilton District. ([[18]](#footnote-18))

second 1850 plan

**illus 2**

By the end of 1842 there were about ten pastoral stations established within a twenty mile radius of Hamilton. ([[19]](#footnote-19)) By the end of that decade, The Grange had become a settled and reasonably prosperous pastoral district. There was no town yet but there were inns at some of the crossing places on the Grange Burn and possibly a store and a blacksmith's shop. These buildings are shown on a very early 1850 map. ([[20]](#footnote-20)) A census taken at the time showed that the European population was still sparse and male dominated. Moreover, it is clear that pastoral occupations were most important. At this time, there were already 631 shepherds or workers in the sheep industry and 77 stockmen, or men employed in cattle management. Only one person was described as employed in agriculture and two in horticulture. Very few were engaged in commerce or trade. Two doctors were recorded. ([[21]](#footnote-21)) According to Garden, the population and social makeup of the district were to be altered dramatically in the next decade by two important events - the discovery of gold and the establishment of the town of Hamilton. ([[22]](#footnote-22))

**2.2.4 Origins of the Hamilton Township**

It has been claimed that the City of Hamilton owes its existence largely to two individuals, Charles La Trobe (1801-1875), Superintendent of Port Phillip ([[23]](#footnote-23)), and Acheson French. Garden argues that it was La Trobe's recommendation in 1840-41 to base a Police Magistrate at the Grange, Acheson French, which led to the founding of a permanent settlement there. La Trobe's decision was based on his strong belief that the Grange, because of its natural advantages, would prove most attractive to sheep farmers ([[24]](#footnote-24)), a belief which was justified by later events. French was authorised to choose a location on Grange Burn for a Police Magistrate's residence and police station. He chose an area within the Grange Burn run. The buildings are clearly marked on the 1850 township plan. ([[25]](#footnote-25))

post office

**illus 3**

At first, only a couple of slab huts were erected but in early 1842 a kitchen, police office and store, and another hut were added. In 1843 the Grange Inn was opened about 75 metres south-west of where Digby Road now crosses the Grange Burn. In 1844, a blacksmith's business was built near the inn by Robert H Heazlewood, whose son, William Grange, was claimed to be the first white male child in what became Hamilton. In 1852, the inn became known as Blackstock's Inn after James Blackstock (c1812-58), a Yorkshireman who arrived in Melbourne in 1841. A store was opened nearby in late 1849 or early 1850 by David Beath, a failed pastoralist. This store was used also as a local post office. ([[26]](#footnote-26))

This group of early buildings is shown on the 1850 town plan and was there still in 1948. Today, although the buildings have been demolished, the area remains an important archaeological site.

**2.2.5 The First Survey**

An early plan has survived which shows the first survey for the Grange Township. In June 1849 Robert Hoddle, head of the Melbourne Survey Office, instructed Henry Wade, the surveyor in charge of the Portland Bay District, to prepare plans for a new town site and agricultural blocks at Grange Burn. Hoddle suggested marking off about forty allotments on either side of the creek and some cultivation lots of from 2 to 320 acres each on the outside of the Reserve. ([[27]](#footnote-27)) As little had been done by the end of 1849, in January 1850, Hoddle instructed Wade to have his assistant Lindsay Clarke, an Irishman, help in the selection of a school site. ([[28]](#footnote-28)) Education was seen as a primary concern in the infant township and has played a dominant role ever since.

Wade's town blocks were not placed on both sides of the creek as Hoddle had suggested. The area to the west of Grange Burn around the inn and store was excluded from the plan, perhaps because it was subject to flooding. Instead, the town was marked out in suburban allotments of between one and three acres. The town encompassed the area already occupied by the court house and police buildings. The township area consisted of a rectangle bounded by Martin, Carmichael, Lonsdale and Cox streets, plus a small extension on the south-eastern side to Craig Street, which included the court house site. The streets were laid out in the formal grid fashion usual for the time. All these features are shown in the 1850 map.

It must be remembered that the grid was laid out while Grange Burn was still in New South Wales. In 1829 Governor Darling had set down the principles for the laying out of new towns. They stipulated that, amongst other details, a grid be used, that streets should have a minimum width and that there should be land set aside as a town reserve. The use of a strict grid, an obvious solution, had a long tradition in military and colonial planning. The regulations were used for several important townships in what was then known as the Port Phillip District. The first was Melbourne itself. Others were Geelong and Colac.

Current Township of Hamilton Plan in two parts

**illus 4**

There are some interesting parallels between the siting of the grid of Melbourne and of Hamilton. Both were set skew to the north-south axis to take advantage of their water frontages. Both have two hills at either end of the grid. The disadvantage of the grid plan was that it did not accommodate topography. Later the grids were extended but the new streets were set square creating interesting juxtapositions and views as the towns developed. There was also an overlay of main roads which cut across the grids because they were already established as important routes into and out of the town. In Melbourne these became the city's boulevards.

The most important difference between the two plans was that, at the order of Governor Bourke and much to the dissatisfaction of Robert Hoddle who had already set out the grid according to the regulations, the "Little" streets were created in Melbourne. The Government Surveyor predicted problems with such narrow lanes. In the centre of Hamilton all the blocks are subdivided equally into half acre allotments but in Melbourne they had to vary in size to allow for the lanes. When the grid was extended in Hamilton the surveyors introduced extra streets, - Skene, Griffin, Clarke, Clarendon and Sedgewick - rather than just laneways.

Significantly, Skene and Dinwoodie's outstation of the Grangeburn No. 1 Run to the south of the township and Griffin and Craig's outstation (Grangeburn No. 2), which were excluded from this original town plan, are today within the City boundaries ([[29]](#footnote-29)), providing an interesting reminder of Hamilton's pastoral origins.

The township of Hamilton was gazetted in May 1851 and the first land sale held in October. This coincided with the discovery of gold in a number of parts of central Victoria, a factor of great importance in the town's early development. Although no gold was discovered in Hamilton's vicinity, the general prosperity in the colony stimulated agricultural development in the area. This in turn helped to transform Hamilton in the 1850s into one of the major inland, non-mining towns in Victoria. ([[30]](#footnote-30)) Hamilton also has the distinction of being according to Garden, 'the first inland town in the Western District to be submitted for sale'. ([[31]](#footnote-31)) The second sale of town land was held on 20 February 1852. Twenty two allotments were sold, largely along Gray, Brown and Cox Streets. The third sale in May extended into blocks between Gray, Brown, French and Kennedy Streets. Other sales followed every few months so that gradually the new town was opened up. ([[32]](#footnote-32))

parish plans of Nth and Sth Hamilton

**illus 5**

**illus 6**

A number of early maps held by the Central Plan Office in Melbourne give some idea of Hamilton's original boundaries and early growth. A circa 1853 map by surveyor Wade shows allotments sold west of the original township. ([[33]](#footnote-33)) An August 1853 road plan, also by Wade, showing the Township Reserves of Hamilton and Cavendish, is useful for comparison with later maps for showing the Town boundaries. ([[34]](#footnote-34)) An 1854 sale plan by R Meikle indicates suburban allotments south of the Hamilton Township Reserve. As well as indicating native vegetation such as gum, she-oak and honeysuckle, roads to Hamilton, to Mr French's station, from Mt Napier, and a `New Road Track' are shown, with woolsheds and sheepyards on some blocks. ([[35]](#footnote-35))

Later 1850's maps, by the surveyor, Lindsay Clarke, indicate the sale of country lands in the Parishes of South Hamilton and Yulecart, and North Hamilton and Warrayure, which were outside the township boundaries of the time. Both maps provide information about the pastoral properties adjoining the township in its early days and of the buildings and other structures associated with these properties. Among such features depicted are Lonsdale's home station, woolshed, huts and cultivation block and a lonely grave beside the road to Melbourne and near the road to Skene's Station. ([[36]](#footnote-36))

As Garden has pointed out, the pattern of land occupation which developed around Hamilton was unlike that in most parts of Victoria. The Grange district was one of the relatively few districts where large areas of agricultural land were made available for purchase before the 1860s. ([[37]](#footnote-37)) Wade's plans of the early 1850s and the later Lindsay Clarke sale plans indicate the extent of land purchase during this early period. However, although several small farms were established, agriculture during these years was very primitive and mainly subsistence rather than commercial farming, especially among the early German settlers, an important group in Hamilton's founding years. ([[38]](#footnote-38)) Wheat became the most popular crop and in this decade two flourmills were opened near Hamilton. ([[39]](#footnote-39))

Nevertheless, despite these efforts by the authorities, pastoral pursuits continued to dominate and Hamilton retained its pastoral character throughout the period of early settlement.

**2.3 Squatting**

**2.3.1 Wool**

Wool has been the major factor in Hamilton's development. According to a tourist brochure published by the *Hamilton Spectator*, Hamilton became not only `the Unofficial Capital of Western Victoria' but also the `Wool Capital of the World' providing the service industries for `the surrounding fine-wool growing and pastoral areas, which carry the heaviest sheep population in the world'. ([[40]](#footnote-40)) The first sheep were brought to Hamilton by the earliest settlers, encouraged by Major Mitchell's descriptions of 'Australia Felix'. ([[41]](#footnote-41))

The early pastoral runs carried both sheep and cattle, sheep at first solely for their wool. Later, following developments in chilling and freezing techniques, both sheep and cattle were grown for the meat trade. Transport was a problem from an early date, the Grange settlers sending their wool drays to Portland and Port Fairy for export to England. However, by 1850, most wool exporting was being directed through Geelong.

The gold discoveries stimulated the pastoral industry during the 1850s. Squatters and their runs continued to be of great economic and social importance in the town of Hamilton. ([[42]](#footnote-42)) Even the Selection Acts of the 1860s, which allowed for the purchase of lands previously occupied by squatters and held by lease, were not so serious in their impact on the Hamilton pastoralists as elsewhere, as a substantial part of the land around Hamilton had been sold already in the 1850s. ([[43]](#footnote-43)) Many squatters during the 1850s had bought their Pre emptive Rights, buying blocks of 640 acres around their homesteads. However there was great competition in the 1860s and later over the purchase of the outer circle of Hamilton lands, much of which had formed part of the early pastoral runs. Some former pastoral licensees, such as Acheson French, went into debt to acquire substantial holdings. ([[44]](#footnote-44))

During the 1860s and later, squatters emphasized their special social status in Hamilton by building better houses and outbuildings on their properties and breeding high quality stock. ([[45]](#footnote-45))

The coming of the railway to Hamilton in 1877 brought obvious benefits to the wool trade. The 1880s were prosperous years for wool growers despite conflict with the newly formed Amalgamated Shearers' Union (1886-7), which founded a Hamilton branch in 1889. Many of the Shearers' gains and improved conditions, were, in fact, lost during the depression years of the 1890s. ([[46]](#footnote-46))

Although Garden claims that as early as the late 1850s prominent local business and professional men were beginning to play a dominant role in township matters, ([[47]](#footnote-47)) the Grange pastoralists and graziers remained a powerful force within Hamilton. As late as 1895, *The Victorian Tourist's Guide*, a publication prepared for rail travellers, described Hamilton as `the main centre of the great squatting district of Victoria' and spoke of the squatters importance in these words:

*Some of the richest estates lie round about. Stylish equipages and magnificent horses are always seen in its streets. Its hotels are of the good old pastoral sort - ample, roomy, and liberal. Its people, not distinguished, perhaps, by the energy and go of mining or farming districts, but still with quiet contentment, and the perfect hospitality about them, which gives a visitor the very best idea of the best sort of folks, perhaps, Australia raises..... its little Club is frequented by the best of the Western District folks.....*([[48]](#footnote-48))

By the 1890s there were perhaps only five estates, Monivae, Skene, Mount Napier, Lyne (eight miles east of Branxholme) and Cape Wrath (six miles south of Hamilton) which fitted into the traditional Western District image of grazier families living in a big house, waited on by servants, with the work of the run undertaken by numerous employees. ([[49]](#footnote-49)) During the 1880s and 1890s, wealthy pastoralists tended to live in Melbourne or Britain, or had retired to large villas erected on Church Hill or near St Ronan's, where they might enjoy local facilities such as the Hamilton Club (the `little Club' mentioned above), the golf club (established 1896) and the racing clubs. As in earlier decades, they left municipal matters to local business and professional men.

The end of the large pastoral runs came in the first decades of the present century, when owners of many large properties subdivided their estates and the government acquired properties for closer settlement schemes in which broad acres were purchased for subdivision and sale as small farms. In 1905 a Hamilton Closer Settlement Association was formed with the Hamilton mayor, John Fenton, as president. With enthusiastic support from the Hamilton newspapers, the Association campaigned to have the old Strathkellar and Croxton runs acquired by the Government's Land Purchase Board. Strathkellar, once held by Lonsdale, was bought in September 1905. ([[50]](#footnote-50)) As a result of such developments, some pastoral land was converted to agricultural use.

Both World Wars I and II were periods of increased prosperity for the pastoral industry as disruption of supplies from England and Europe increased the demand for Australian commodities. ([[51]](#footnote-51)) During the post-war years the wool industry in Hamilton and elsewhere has continued to be affected by world changes in supply and demand and, most recently, declining wool prices and reduced tariffs.

Heritage items in Hamilton associated with the wool trade are of obvious significance and include surviving woolstores, the banks and agents' offices which handled sheep farmers' moneys, and the residences of squatters, their agents and managers, as well as the more humble dwellings of wool trade employees, such as shearers and drovers.

**2.3.1 Grazing**

The history of Hamilton's grazing industry is closely linked to the history of wool. As we have seen, grazing was an early pastoral activity throughout the district. However, in those early days, mutton and beef were produced for local consumption only. They were, in fact, the main food produced in the district.

In the late 1860s there were early experiments in meat preserving and freezing technology and an abortive attempt was made in 1868-69 to establish a local Hamilton meat preserving company. It was not until the 1880s, however, that meat preserving and freezing began to open up the vast new British market for beef and fat lambs. After a temporary setback, the slump of the 1890s, there was a period of prosperity. ([[52]](#footnote-52))

As in the wool trade, there were periods of boom and bust. An example of a boom period in Hamilton was in the late 1960s when the number of beef cattle rose as a result of expanding markets in Japan and the United States. Demand and prices started to rise reaching boom levels in the mid 1970s. By the 1980s beef cattle occupied about one-fifth of the pasture in the Hamilton district. ([[53]](#footnote-53))

Recognition of the importance of Hamilton's meat industry resulted in the establishment of two important municipal enterprises, both of which survive. One was the municipal saleyard, which was opened in April 1902 and has been a resounding financial success. ([[54]](#footnote-54)) On three occasions, in 1885, 1890 and 1895, Hamilton's borough council discussed replacing the private yards with a municipal one. Each time there was so much disagreement about location and cost, that the plans were shelved. Finally, in 1900 the council purchased land on the corner of the Coleraine and Mount Baimbridge Roads. ([[55]](#footnote-55))

The second council venture was the establishment of municipal abattoirs in Wedge Street in 1928. This project had been discussed since the 1860s but each time council was concerned about the cost and the question of involvement in a public enterprise. In 1928 land was acquired, the abattoirs built and, like the saleyards, proved a great financial success. ([[56]](#footnote-56)) They were sold to a private firm in 1975.

**2.4 Evolution of the Town - Major Phases in Its Development**

**2.4.1 1850s - 1860s**

During the 1850s and into the 1860s, following the sale of Township Land, Hamilton continued to grow slowly and steadily without the dramatic growth observable in Victorian gold towns in the same era. The original town blocks were marked by clusters of businesses, especially along Gray Street between Brown and Kennedy Streets. ([[57]](#footnote-57)) Other signs of growth were the establishment of three schools. Also, as in other Victorian country towns, church congregations were formed at an early date; by the 1850s there were three main church congregations in Hamilton, the Anglicans, Presbyterians and Catholics. The number of Hotels increased and Hamilton acquired its own newspaper. ([[58]](#footnote-58))

The importance of transport in Hamilton's history from a very early date was marked by Hamilton's inclusion in the Portland Road District formed in early 1856. The following year when the Dundas Road District was proclaimed for all the county of Dundas, an office was opened in Lonsdale Street. Unfortunately, the records of this early body were lost in an 1870s fire, destroying valuable evidence of early rated properties and their owners and occupiers. ([[59]](#footnote-59)) Local government was put on a firmer footing when in November 1859 a separate municipality of Hamilton was gazetted. ([[60]](#footnote-60))

Simon McKenzie

**illus 7**

During the second half of the 1850s, as a number of local business and professional men began to assume prominent positions within the growing township, there were signs that Hamilton was developing towards its future role as the main service centre for the rich pastoral and agricultural Western District region. One of the oldest surviving buildings in Hamilton is the cottage at 5 Skene Street which was owned in the 1860s by Simon McKenzie, an early settler and occupied in the 1870s by David Brayshay, selector publican, sheep farmer and mayor.

**2.4.2 1860s - 1870s**

During the 1860s and 1870s Hamilton's development was marked by consolidation and further growth. By the end of this period, the former Grange township was recognised as one of the major urban centres in Western Victoria with businesses ranging from large general stores, stock and station agents, land agents, produce merchants, tailors and drapers, jewellers and watchmakers, bootmakers, blacksmiths, chemists, butchers, bakers, timberyards and coach services. ([[61]](#footnote-61)) There were a number of banks, two breweries, flourmills, tanneries and fellmongers. ([[62]](#footnote-62)) Despite rivalry with Portland and Port Fairy, Hamilton's central geographical position helped it become a major focus in the district. The economic function of the town was to service the agricultural and pastoral industries in the region by the provision of commercial, judicial, transport and communication services, as well as some local and colonial governmental administration.

As early as 1863 the town became a borough, leading citizens acting as councillors and mayors. Fortunately, Hamilton's rate records survive from 1866 providing excellent evidence of the kind of people and the variety of building stock which made up the town during this and later eras.

Hamilton was already a town of churches (some claimed there were more churches than hotels) and, during this period many were enlarged. In the 1860s German Lutherans, who have played a major role in Hamilton's history, established an Evangelical church in South Hamilton. The town developed also as an important educational centre within the region, earning the title of the `Collegiate City'. ([[63]](#footnote-63))

During the 1870s a number of important buildings were constructed in the town including the *Hamilton Spectator* office and printing works (1873). Local doctors were responsible for the erection of some of the town's largest and most elegant homes. Notable were Dr J R Wylie's Roxburgh House in Thompson Street (1874) ([[64]](#footnote-64)) and Dr Edmund Viall's two-storey residence, Hewlett House, at 36 Gray Street (1876). ([[65]](#footnote-65)) Both were constructed by a local builder, William Holden, whose own home at 49 McIntyre Street (1889) survives. ([[66]](#footnote-66)) In 1877 another important event related to the development of the town occurred with the opening of the railway. ([[67]](#footnote-67))

1876 Description of The Town

1876 view of town

**illus 8**

A number of contemporary descriptions survive of the town during this period of consolidation and growth. An 1876 article in the *Australasian Sketcher*, for example, which describes Hamilton as ` one of the best specimens of a Victorian country town', pictures the town in these words:

*Its position as the metropolis of the flourishing and important Western district ... compel it to make more provision for the wants of its population and of the surrounding district ... than most towns of the interior. The town has a population of about 2,600. It has churches of the Church of England, Catholic, Presbyterian, Wesleyan, Baptist, Primitive Methodist, German Lutheran, and Evangelical denominations. In educational matters it is exceedingly well furnished. Beside two state schools, it has the Hamilton College, the Alexandra Ladies College, and the Hamilton Academy ... It has also a pastoral and Agricultural Society, a Horticulture Society, Mechanics Institute, a Building Society, and is also the headquarters of the Western District Racing Club and the Western District Coursing Club. There is also a hospital and benevolent society.* ([[68]](#footnote-68))

The article speaks also of the formation of Masonic lodges, temperance societies and an amateur dramatic society. There is mention of the *Hamilton Spectator*, ` a model of all that a well-conducted country paper should be.' The writer concludes with extracts from the journal's 1876 almanac which tell how,

*Several factories, numerous villas and private houses have been erected in the open spaces which then existed, whilst bridges have been built, streets formed and flagged, and other public works undertaken for the comfort and convenience of the inhabitants.* ([[69]](#footnote-69))

The almanac tells of a new town established north of Lonsdale Street with the various educational institutions `as well as several villas and houses of a superior class'. It concludes,

*In a word, the town has assumed a compact, prosperous, and settled appearance. Its situation conduces to picturesqueness, its surface being undulatory, and therefore highly favourable to architectural effect, and drainage and other sanitary requirements; whilst the country around it being finely wooded in all the charm of hill and dale, yet retains all the characteristics which led its discoverer to name it `The Grange'.* ([[70]](#footnote-70))

the Hamilton Club

**illus 9**

The article includes engravings showing a general view of the town at this time and a sketch of the main thoroughfare, Gray Street, with its wide verandahs, hitching posts, and a solitary wagon wending its way along the rough-surfaced roadway. One of the finest buildings constructed in the 1870s was the Hamilton Club in Gray Street.

In fact, by 1880 Hamilton had progressed from a small scattering of buildings perched on a hill above the Grange Burn to a potentially elegant town with made streets, large business houses and several imposing new buildings. It had acquired reticulated water, gas lighting and a railway. More town land had been sold to the north and west of the town centre, for example around the cemetery and race-course in a new suburb known as North Hamilton.

**2.4.3 The 1880s**

The steady progress noted in the 1860s and 1870s continued into the 1880s. The land boom of that era, which resulted in exceptional development in Melbourne and some large country towns, did not reach such heights in Hamilton but neither was the impact of the following economic depression so severe. Hamilton's predominantly pastoral economy was generally stable and this was reinforced by the character of its leading citizens, many of whom were respectable, industrious folk of Scottish Presbyterian Stock.

There was some spread of the urban area north and west during this decade and a slow improvement in the quality of building. Brick and stone commercial premises became the rule. During this period there were many town improvements, perhaps the most important being the establishment of the Hamilton Botanic Gardens from plans prepared in 1881 by William Guilfoyle, curator of the Royal Botanic Gardens in Melbourne. The gardens were laid out in 1882, and in 1883 an artificial lake was built on which in 1886 white swans were introduced. ([[71]](#footnote-71))

1881 view of Hamilton

**illus 10**

A series of contemporary articles provide a picture of Hamilton's progress during the 1880s. By 1881, according to *The Australasian Sketcher*, the population of the borough had increased to 3,500 while, including the suburbs, the town contained about 6,000 people. Although the town was regarded still as a pastoral (principally sheep-grazing) and agricultural one, the business centre in the town, chiefly centred on Gray Street, was of growing importance. An engraving showing a general view of Hamilton, when compared with the earlier 1876 view, shows considerable growth. The new Anglican Church, with its tower and spire, dominates the skyline, as do the many substantial new public and commercial buildings, including the Treasury and Post Office in Gray Street. There are additional small sketches of notable Hamilton buildings already there in the early 1880s - the Hamilton College, St Mary's Church, the Treasury and Post Office and the Hamilton Hospital. ([[72]](#footnote-72))

Niven Lithograph

**illus 11**

A series of articles on Hamilton by `The Vagabond' (Julian Thomas), which appeared in the Argus in 1885 add to the picture of a prosperous inland country town. Describing Hamilton as `a worthy capital of the far Western District', the writer comments,

*From every point of view Hamilton is a beautiful town. The church spires and towers, the fine public buildings, the stone and brick private residences, the foliage with which they are outlined, the curves of the uplands surrounding the dale through which Grange Burn winds - there is not only beauty but a solidity visible in Hamilton which, young as the place is, stamps it with an individuality indicating a prosperous future....Respectability, solidity, potentiality - that is how Hamilton impresses one as we drive down the main street to the Victoria Hotel. Evidently there are no poor people here, want is unknown.* ([[73]](#footnote-73))

Buildings the writer regards as notable include the Mechanics Institute, the Victoria Hotel, the Episcopalian (Anglican) and Presbyterian churches and the Hamilton and Western District College, which has `architectural pretensions, and its position on the hill is a fine one.' ([[74]](#footnote-74))

**2.4.4 The 1890s**

The impact of the 1890s depression was not so severe in Hamilton as in Melbourne and other major colonial centres. During this decade several new secondary industries were developed. ([[75]](#footnote-75)) One of Hamilton's earliest industries, flour milling, disappeared but, in 1892, rabbit preserving and canning works took its place but these were located outside the City's boundaries. Government assistance and the development of refrigeration led to the opening of creameries and butter factories again on the periphery of the town. However, these new industries were in decline by the end of the decade. ([[76]](#footnote-76))

**Gray Street in the 1890s**

`The Vagabond' visited Hamilton again in December 1893, this time his article appearing in the *Illustrated Australian News*. After discussing Hamilton's early pastoral history, he wrote at some length about Gray Street, ` one of the most picturesque thoroughfares in Australia', in terms of its environmental impact as a result of its topography:

*To the north and east are the Grampians and Victoria Ranges, Mounts Abrupt and Sturgeon showing up prominently. Nearer at hand is the green slope of the extinct volcano, Mount Pierrepoint. The public buildings, banks and stores in Gray street mark the popularity of the place. One can pick out the tower of the post office, the town hall, the club building, the mechanics institute, all built on one side of the street, forming the `block' of Hamilton. Outside the main thoroughfares one sees pleasant private houses and cottages, embowered in trees and gardens with flowers. Further on the undulatory country is filled with orchards and green paddocks. There is a smiling fertility as well as beauty in all the surroundings.* ([[77]](#footnote-77))

In and About Hamilton 1893

**illus 12**

Views in and about Hamilton township accompany this article including a view of Gray Street, the Anglican church, The Botanical Gardens and Thomson and Co's store which `commands the most extensive wholesale and retail trade in the west, supplying every requisite for household, farm or station.' ([[78]](#footnote-78))

Hamilton and Its Surroundings 1895

**illus 13**

There are more descriptions and photographic views of the town in an 1895 article in *The* *Weekly Times* titled `Hamilton and its Surroundings', in which Hamilton is referred to as `the Capital of the Western District'. Of particular note is the new Hamilton Hospital, `a fine structure', completed in 1892. There are detailed accounts of plantings at the Botanical Gardens. ([[79]](#footnote-79))

**2.4.5 1900s - 1920s**

The earliest decades in the twentieth century, according to Garden, `formed something of a golden era for the town of Hamilton'. Stimulated by closer settlement, the town `experienced a period of even greater prosperity and more rapid growth than in the 1880s.' ([[80]](#footnote-80))

Changes were noticeable within the township. Old businesses and new ones were established. The 1911 Census showed that Hamilton was the fourth largest town in Victoria (excluding Ballarat, Bendigo and Geelong) after Castlemaine, Maryborough and Stawell (all mining towns). ([[81]](#footnote-81)) The town's commercial and professional men and other `gentlemen' built large and elegant residences during this period. Typical of these Edwardian villas were F F L Gummow, auctioneer's home at 33 French Street (1904) ([[82]](#footnote-82)) and the solicitor, S H Palmer's Lyndhurst at 4 McIntyre Street (1902). ([[83]](#footnote-83))

Hamilton was, in fact, the largest strictly rural town in the state and its prosperity was illustrated by the fact that it had the highest rating value. Its commercial centre spread, new types of light industry were founded, ([[84]](#footnote-84)) and another newspaper, *The Independent* was established in 1903. ([[85]](#footnote-85)) There was an expansion in the town's schools and the introduction of a broader spectrum of educational resources. The Hamilton Technical School was opened in 1906. ([[86]](#footnote-86))

Perhaps the most significant changes relate to transport, particularly the introduction of the motor car and associated businesses such as petrol stations and motor showrooms and garages. ([[87]](#footnote-87))

Hamilton at the turn of the century

**illus 14**

Another major change which affected the appearance and amenities of the town was a greater interest in domestic gardens, made possible by a more reliable water supply, and the development of parks both for aesthetic and health reasons and to create leisure and recreational facilities. The conversion of Market Square into Melville Park (later called Oval) in 1909 is an example of this trend. ([[88]](#footnote-88)) A description of the Hamilton township during this era appeared in *The Australasian* in May 1901, together with photographs of `the main street' (still Gray Street) and of notable buildings such as the Town Hall, the Post Office, Hamilton Hospital, and the Hamilton Club, and a general view of Hamilton from St Ronan's. The writer comments:

*Hamilton impresses one as a bright, prosperous place ... The buildings are solid looking and architecturally attractive ... Around Hamilton there are some very fine private dwellings, with well-laid-out gardens that would be the envy of drought-stricken districts. The water supply is excellent ...*([[89]](#footnote-89))

**2.4.6 1920s - 1940s**

The inter-war years and World War II brought many changes to the Hamilton township, including its gazettal as a town in 1928 and as a city in November 1949. ([[90]](#footnote-90)) The three periods of the prosperous 1920s, the Depression of the 1930s and the years of post-war reconstruction, affected both the social fabric and the built environment, transforming Hamilton into a modern, twentieth century urban town. Unlike the 1890s depression, the Great Depression had an horrendous impact on Hamilton.

Many of the 1920s changes are visible in today's townscape, including the modernisation of the Gray Street shopping area with new premises or shopfronts and extension towards Cox Street. The Prince Regent Theatre (later Regent Theatre) was opened in Brown Street in 1927. ([[91]](#footnote-91)) Regular picture shows were also held in the town hall. ([[92]](#footnote-92)) Houses were built throughout the town and the residential area was enlarged, particularly towards the Water Trust reserve. This was partly due to the break-up of the Bewsall Estate, originally owned by Robert E W Stapylton Bree (1839 - 1907), a Cornishman who arrived in Victoria in 1865, purchased a local auctioneering business and was three times mayor of Hamilton.

As we have seen, in 1928, the year in which Hamilton became a town, a council abattoir was established. During this decade, the council discussed a much more major project, the establishment of a proper sewerage system. The Hamilton Sewerage Authority was proclaimed in 1934 and the first sod of Hamilton's sewerage system turned in August 1936. ([[93]](#footnote-93))

Following the war, one of the most significant legacies was a severe housing shortage. The population of the town had continued to grow slowly and steadily in the late 1930s and during the war, reaching nearly 7,000 in 1945. A partial solution was the acquisition by the Housing Commission of land on the Ballarat Road where work started in 1945 of an estate of 30 houses. ([[94]](#footnote-94))

**A 1940 description of Hamilton**

An article in the *Age* of 23 March 1940, titled `Metropolis of Far Western District', described Hamilton as `one of Victoria's largest and wealthiest country towns, and historically one of the most interesting. ' The city centre was described in these words:

*Combined with its air of commercial solidity and modern business manner, Hamilton retains something of the early colonial aspect in the streets and buildings. Its main shopping street is narrow, many of its buildings (including some of the most handsome) are of the early style of colonial architecture. Here and there in the residential sections of the town are to be found sturdy old bluestone houses ... There is an old-world atmosphere, too, about the grey stone churches that rear their spires high over the roofs and treetops of Hamilton. Yet the centre of the town, particularly the main street with its long lines of shops and rows of motor vehicles parked closely along the sides, presents the appearance of an exceedingly busy and modern trading centre.*

There is a photograph of the western section of Gray Street, which shows that the motor car had, indeed, replaced the early carriages and wagons. The article also refers to the establishment of Hamilton's `aeroplane service established some years ago by Ansett Airways Ltd, and conducted daily both ways between Melbourne and Hamilton'. ([[95]](#footnote-95))

**2.4.7 1950s - 1990s**

Following World War II, there was another period of rapid growth in the municpality, known as the City of Hamilton from 1959. There was an acceleration of house building, both of new Housing Commission estates and private residences. New housing areas spread around the fringes of early settlement within the municipality, although there was little south of the Grange Burn. A major expansion in the 1970s was east of Grange Burn along the Ballarat Road, where a number of new estates were opened. A new prestige area developed in the second half of the 1970s involving large semi-rural blocks along Hensley Park Road north of the town.

The Gray Street streetscape altered even more during these years with renovated or rebuilt shop fronts and the opening of two large supermarkets. ([[96]](#footnote-96))

**2.5 Transport**

The importance of transport in Hamilton's development from a very early date was marked by the town's inclusion in the Portland Road District formed in 1856. The following year, when the Dundas Road District was proclaimed for all the County of Dundas, an office was opened in Lonsdale Street, Hamilton. ([[97]](#footnote-97)) These District Roads Boards were regulated by a Central Roads Board. Following the opening of the Hamilton office, tenders were called for road works and creek crossings.

A demand for the creation of a separate Hamilton Municipality began soon afterwards. It was agreed that the district board did not have the necessary resources to make the town's streets and that a gazetted municipality would be able to gain a government grant to help with the work. ([[98]](#footnote-98))

Local government was achieved with the gazettal of the Municipality of Hamilton in 1859 and of the Borough of Hamilton in 1863. The first mayors were prominent local businessmen such as Alexander Learmonth, William Thomson (storekeeper), Sigismund Jacoby (storekeeper), Duncan Brown (butcher, tanner and fellmonger) and D. W. Brayshay (hotel-keeper). It was scarcely surprising that throughout the early period, the Council's main preoccupation was with making and maintaining the roads of the town which, because of its sticky soil, had become known as `Mudopolis'. One of the biggest problem areas was Lonsdale Street with a large gully running alongside which `for many years defied channelling and bridging attempts.' ([[99]](#footnote-99))

The coaching days

At least from the early 1850s, hardy travellers from Hamilton could obtain seats on the mail wagons from Geelong and Portland. However, as the trip from Geelong took two days, most people preferred to travel around the coast to Port Fairy, Portland and Warrnambool. In 1858 all that changed when a coach service came to the district provided by the famous Cobb & Co.'s Western Telegraph Line, which had won the mail contract to Hamilton and Portland. The company ran a good twice-weekly service to Hamilton and also branch services from Hamilton to Casterton and Cavendish. Other companies soon started coach services from Hamilton to such places as Balmoral, Harrow, Penola, Penshurst and Mortlake. ([[100]](#footnote-100))

Thirty years later, in 1889, in Cassell's *Picturesque Australia*, the importance of coaching in 19th century Hamilton was described in these words:

 *In the good old days when `Cobb' was King, Hamilton was the coaching centre of the Western District, the halfway station along the overland mail route from Melbourne to Adelaide. Two resultant characteristics remain: an unusual superiority in the appointments of its substantial inns and coaching stables, and a passion, stronger than is usual even in Australia, for keeping and driving the best horses and buggies. The soundest roads in the colony converge to the town from every direction,...*([[101]](#footnote-101))

There were a number of industries established in Hamilton associated with the coaching services. By the late 1860s coach, buggy and wagon making had become major local industries with four firms operating. Three small firms were manufacturing for the commercial trade while, in Thompson Street, Cobb & Co. erected a large building which was the main manufacturing and repair centre for their Western District coach service. ([[102]](#footnote-102))

The Cobb & Co. service went into decline with the advent of the railway in the late 1870s. Much later, in 1923, a surviving relic of the coaching days, the stables at the Victoria Hotel, which had served Cobb & Co. and other horse drawn services for nearly seventy years, was converted into a motor garage. ([[103]](#footnote-103)) The former Temperance Hall, which was occupied early in its history by a coachbuilder, survives today as business offices.

The railway

As in other Victorian country towns, Hamiltonians campaigned energetically for the railway, believing that its advent would bring increased prosperity and progress to the town, stimulating economic activity and providing cheaper and faster marketing of wool and agricultural produce. Nevertheless, the arrival of the railway was only won after a long campaign and, for a time, was thwarted by conflicting interest and the jealousy of other towns, as well as by some political wrangling.

As early as 1862-3 a rough survey was carried out for a proposed line from Ballarat to Hamilton. This first attempt was unsuccessful. In the following battle, Hamilton Council was in the forefront. On the motion of Frances Rentiers, a local brewer and hotel-keeper, the Council commenced a movement to form a united push from the Western District Shires and Municipal Councils to press for the railway. In March 1867, the Western Railway Extension League, a Hamilton based body was formed. It had a permanent committee of 58 members, mainly Hamilton businessmen and prominent squatters, and had the support of the powerful local newspaper, the *Hamilton Spectator*. It was an alliance that was formed often when questions concerning the development of Hamilton and the Western District were being considered. ([[104]](#footnote-104))

After some years of manoeuvring, including pressuring local colonial political parties, the Hamilton line was opened officially on 26 October 1877 by the Governor, Sir George Bowen. This was a great occasion in Hamilton and was followed by a banquet for 400 in the Land Office, a picnic for school children in the Botanical Gardens and a grand ball in the town hall. ([[105]](#footnote-105)) The original 1877 plans for a railway station were of a modest timber structure. However, in July 1878, new plans were prepared which led to the construction of the present substantial brick building in Station Street. ([[106]](#footnote-106))

Hamilton benefited considerably from the introduction of the railway becoming, for many years, the hub of a network of transport services which spread throughout the Western District and beyond. This situation had obvious commercial and social advantages.

Motor transport

According to Garden, the technological innovation which was eventually to have the greatest impact on the history of Hamilton, was motor transport. In the early years of this century, the number of cars and motorcycles in Hamilton's streets increased dramatically. However, at first only the wealthy minority could afford a motor car. Early owners were local doctors, businessmen (particularly auctioneers) and local graziers. The situation gradually changed and by 1914 there were enough local owners to form the Hamilton Motor Association.

Following the advent of cars, a number of associated businesses were set up to provide petrol and to sell, maintain and repair cars. Also, from 1912, there were motor taxi cabs, which had a stand in Thompson Street outside the Victoria Hotel, replacing the earlier horse drawn vehicles ([[107]](#footnote-107))

The competition of motor cars and trucks led to a decline in railway services in the 1920s and 1930s, ([[108]](#footnote-108)) a decline which has continued into the 1990s.

Air transport

In the late 1930s another novel form of transport, the aeroplane, had an important impact on Hamilton's development. Largely as a result of the activities of Reginald (later Sir) Ansett (1909-81), Hamilton emerged as a major aviation centre, once more fulfilling its special regional role.

The first plane to visit Hamilton was in 1917 when Basil Watson flew there from Warrnambool, following the railway line and passing over the centre of the town. This was a thrilling demonstration, according to contemporary accounts. A 1919 forced landing in Dickens Street by another flier also caused a sensation. In early 1929, there was an unsuccessful attempt run an Adelaide-Melbourne passenger service, calling at Hamilton.

Ansett, born in Inglewood and brought up in Melbourne, where he worked for a few years as a mechanic in his family's knitting factory, learned to fly in 1929. He moved to Hamilton in 1931 and soon afterwards began organising the first stages in his transport empire. Ansett started a car service to Ballarat and by 1935 had a fleet of De Soto cars travelling to Melbourne, Mt Gambier, Narracoorte and Warrnambool. Meanwhile, in September 1934, a Hamilton Flying School and Hamilton Gliding Club were formed with Ansett as one of the prime movers and the Flying Club's instructor. In late 1935 he bought an old seven-seater Fokker monoplane and on 17 February 1936 the first Ansett Airways flight from Melbourne to Hamilton took place. In April 1937 Ansett floated Ansett Airways as a public company seeking capital of 250,000 pounds. Many Western District graziers and businessmen were among the directors. In July 1937, Ansett moved his headquarters to Melbourne. Nevertheless, the network of transport services based in Hamilton which Ansett established in the 1930s provided a tremendous boost to the local economy and brought Hamilton status and wider recognition. ([[109]](#footnote-109)) A powerful reminder of the importance of the Ansett empire is Ansett's first hangar in the Ballarat Road, a significant heritage item, currently being relocated. Another relic is Wannon Motors in Gray Street, previously Ansett Motors.

**2.6 Education**

Education was recognised as a primary concern in the infant Grange township ([[110]](#footnote-110)) and has played a dominant role ever since. Two areas in which Hamilton has been most successful in fulfilling its regional role are health and education. Hamilton became known in the last century as the `Collegiate City' and the education centre of the Western District. The presence of notable schools added to the town's prestige and helped the town's economy. ([[111]](#footnote-111))

The earliest schools

Unlike many rural communities, Hamilton's earliest schools were national (state) rather than denominational (church) schools. This was most probably because many of the leading residents were Scottish Presbyterians who were traditionally less opposed to national schools than Catholics or Anglicans, who, in the 19th century, regarded them as godless. Another factor was the presence of Acheson French, the first police magistrate, who, although an Irish aristocrat and Western District squatter, was a free thinker and took a leading role in moves to establish a national school as early as December 1849. ([[112]](#footnote-112))

The first school

In January 1850, Hoddle gave instructions that a site should be selected for a national school. ([[113]](#footnote-113)) A site was chosen on the corner of Gray, Kennedy and French Streets, which the state school still occupies. ([[114]](#footnote-114)) An early timber building was opened there in June 1852. ([[115]](#footnote-115))

Opening of SS 295 in 1876

**illus 15**

Later, in 1862, the National and Denominational Boards were united in a Common School Board, resulting in the national school becoming the Hamilton Common School. Ten years later, in 1872, education was made compulsory, free and secular in Victoria. Many Protestant schools agreed to be taken over by the new Education Department. By this date there were two schools in Gray Street and it was decided to build a large amalgamated school on the original Gray Street site. The new building, State School No. 295, which still survives, was opened by the local M.P., J.A. McPherson, in September 1876. An illustration of this building appeared in the *Australasian Sketcher* of October 1876. ([[116]](#footnote-116))

Hamilton North Primary School

**illus 16**

Hamilton North Primary School No 2035 was opened in 1878. It suffered fluctuations in pupil enrolment over the years but has since consolidated its position and has been added to several times. It was an important focus to the North Hamilton community.

Church schools

An Anglican schoolroom was established in August 1854 on the corner of Gray and McIntyre Streets as part of a church complex. ([[117]](#footnote-117)) By the end of the 1850s there were three schools operating in Hamilton: the national school, a private infant's school and a Roman Catholic Denominational school started in mid 1858, possibly at first in a building also used as a church, a common dual usage. ([[118]](#footnote-118)) By 1860 a small schoolroom was erected at the western end of Gray Street which, in 1861, became a Presbyterian denominational school. A larger brick building was erected in 1864. ([[119]](#footnote-119)) This became the Presbyterian Common School and in 1872 was taken over by the Education Department. ([[120]](#footnote-120))

Private secondary schools

In the 19th century there were no state secondary schools. All secondary education demanded by the privileged minority of townspeople and the rural gentry was provided by private and church schools. Hamilton's private colleges were small but they won a high reputation. These educational establishments were described in 1885 as `the pride and glory' of the town ([[121]](#footnote-121)) and, in 1893, the town was called the `Athens of Victoria', and `almost like one of the university cities of the old country' with street names such as Chaucer, Pope and Dryden. ([[122]](#footnote-122))

From the mid 1860s there was talk of the need to establish a top quality Western District boys' college, so that boys need not be sent to Geelong, Melbourne or England. It was supported by such Hamilton notables as J P Hamilton (police magistrate), David Laidlaw, Peter Learmonth and the journalist, George Mott. ([[123]](#footnote-123))

Hamilton College

1880s engraving of boys College

**illus 17**

The Hamilton and Western District Boys' College was founded in 1871. A site had been secured in August 1870 and a red brick building on the north-east side of the present buildings was completed in June 1871. The headmaster was Mr De La Poer Wall, educated at Corpus Christi, Cambridge and Trinity College, Dublin. Many notable Hamiltonians were educated there. ([[124]](#footnote-124)) Additions in 1874-75 included a splendid towered building designed by the Melbourne architect, W.H. Ellerker. ([[125]](#footnote-125)) This building was described in 1895 as `one of landmarks of Victoria' and `one of the foremost educational institutions in Victoria'. ([[126]](#footnote-126))

Advertisements for both colleges

**illus 18**

There was a long association between the college and St Andrew's Presbyterian Church. From 1913-19, the college was owned by the church and in the early 1920s there was serious consideration of closure when attendances fell to only seventeen boarders and twenty-one day pupils. In 1948-49 the Presbyterian Church resumed control of the college. New buildings were added to the campus in the 1960s, following the school's amalgamation with Alexandra College in 1962. ([[127]](#footnote-127))

Alexandra College

1880s engraving of girls college

**illus 19**

As early as 1870, the people responsible for establishing Hamilton College decided that there was a need for a companion girls' school. An early January 1872 directorate included David Laidlaw, Peter Learmonth, A.C. Palmer (solicitor) and Dr J.R. Wylie. At first, premises were rented in a Masonic Hall in Brown Street and a nearby residence was taken over. The architect who designed the boys' school, W.H. Ellerker, prepared designs for the Alexandra College for Ladies, an elegant Italianate edifice in Milton Street. It opened in mid 1874. ([[128]](#footnote-128))

The education provided was that considered suitable for young women of the middle and upper middle class. It consisted of a mixture of `finishing' to train them as young ladies, a `high quality' academic education and the teaching of `useful skills'. Early pupils included the daughters of such well-known citizens as David Brayshay, publican; Horowitz, a Gray Street storekeeper; and David Laidlaw. By 1885 the school was described as `a guarantee for elegant scholarship and cultural refinement' which was sure to `turn out gentlewomen'. ([[129]](#footnote-129))

National Trust photograph of Alexandra House

**illus 20**

The Presbyterian Church took over Alexandra College in 1954, having already resumed control of Hamilton College. In 1956 Alexandra College bought the beautiful Myrniong mansion with 33 acres, at first using it to house senior boarders. In 1962 the two colleges amalgamated. The old Alexandra College building became the primary school and the boys' campus, the secondary school. The primary section later moved to Myrniong, where new buildings were erected. The Alexandra building was disposed of in 1972, at first being used as offices and then reception rooms ([[130]](#footnote-130))

The Hamilton Academy

In January 1870 a rival private boys' school, the Hamilton Academy, was opened in the Baptist chapel. Its founder was James Begg (1842-1911), a Scot educated at Glasgow University, who had the support of the indefatigable J P Hamilton, G H Mott and W Skene. There were a number of attempts to amalgamate with Hamilton College which were thwarted by antagonism between the Presbyterian Begg and the Anglican Wall. ([[131]](#footnote-131))

The earliest section of the existing building dates from 1874 with additions in 1882 when Begg reopened the Academy, on its site on the north corner of Pope and Collins Streets. The Academy, was, at first, a successful school with a high educational standard and, by 1890, the largest of the three colleges. However, in 1896, it was sold to John W Thomson, a former master at Haileybury College, and in 1900 closed. The building was let as a private residence and in 1905 was taken over by the Loreto Sisters as a convent and convent school. In 1925 it became known as St Mary's. The building still forms part of St Mary's school. ([[132]](#footnote-132))

Monivae College

Photo of pupils in 1954

**illus 21**

Hamilton also has a Catholic co-educational secondary school, Monivae College. It was first opened by the Missionaries of the Sacred Heart as a boys' school in the old Monivae homestead near the Port Fairy Road. In 1954 the school moved to a new site beside the Ballarat Road, becoming co-educational in 1970. The junior school is now located beside St Mary's Catholic Church. St Mary's Primary School is still held at the former Academy. ([[133]](#footnote-133))

Lutheran College

The Good Shepherd Lutheran Primary School is in McArthur Street (1962) and a secondary school, the Good Shepherd Lutheran College founded in 1981 was moved to its own building in Mt Napier Road in 1983. ([[134]](#footnote-134))

High and Technical Schools

By the 1980s there were four state primary schools in Hamilton; the original Hamilton (Gray Street)(1876); the North Hamilton (now Andrew Street)(1878); George Street (1957) and Kent Road (1965). ([[135]](#footnote-135))

For the first time in 1912 the State extended secondary education to Hamilton and all other country and urban communities. At first, Hamilton High School occupied upstairs rooms in Strachan's in High Street. In 1915, however, the school was proclaimed as the Hamilton and District High School and a new building was opened on 5 May 1922. ([[136]](#footnote-136))

A move towards the introduction of a Junior Technical school began in 1934. Work on a technical block began in 1953 and provided new workshops for junior woodwork, sheetmetal work, blacksmithing and moulding, fitting and turning and electrical mechanics. This consolidated the school as a Multi-Purpose High School. However, increasing numbers highlighted the obvious need for a separate technical school. A new wing was built on the other side of Mt Baimbridge Road in 1958 and became the nucleus of the new technical school which opened in February 1961. ([[137]](#footnote-137))

Hamilton Technical School

The history of Technical Education in Hamilton extends back to 1906 when attempts were made to establish technical classes in the Hamilton Art Gallery. However, another forty years passed without any success. From 1948-50 an unofficial apprentice school was conducted at Ansett Motors in Gray Street, where local apprentices in the motor trade received instruction. These classes were later held at the Show Grounds.

The present Hamilton Technical School opened in February 1961 in one block built by a local contractor, J Henry, and in prefabricated buildings at the High School. In October 1964 a full scale technical school built by A V Jennings Pty Ltd. of Melbourne for $226,000 was opened. ([[138]](#footnote-138)) The school later became co-educational and now has a TAFE (Technical and Further Education) function. Post secondary technical training is available in such areas as wool classing and farm mechanics, ([[139]](#footnote-139)) a boon for the wool industry of the Western District.

Other Educational Institutions

A further recognition of Hamilton's regional educational role was the establishment in 1975 of the Hamilton Education Centre Limited with a range of adult courses. ([[140]](#footnote-140)) A more recent development is the Parklands Project, or Hamilton Institute of Rural Learning, which was formed to teach craft and cottage industries and is located just north of the City. In 1983-4 a mud brick building, the first stage of a craft village, was built with Commonwealth funds on the Institute's site on part of the former Water Trust Reserve, North Boundary Road. ([[141]](#footnote-141))

**2.7 Religion**

As in other Victorian country towns, church congregations were founded in Hamilton at an early date and had a profound effect on community life, particularly in the fields of education ([[142]](#footnote-142)) and social work, as well as on the visual impact of the built environment. The buildings constructed for the various congregations have made a great impact architecturally, aesthetically and socially, and have led to a whole area being designated as Church Hill, a precinct of great heritage value. This area is regarded as one of the most prestigious in Hamilton and an important component of its heritage.

portraits of Presbyterians

**illus 22**

At first, virtually all Hamilton's citizens were Anglicans or Presbyterians, which was typical of many other Victorian rural communities. ([[143]](#footnote-143)) As early as 1854 the Anglicans commenced building a church and parsonage on land granted to them on the corner of Gray and McIntyre Streets, the site of the present Christ Church Co-Cathedral. The Presbyterians were granted land on a site opposite but did not commence building at such an early time. ([[144]](#footnote-144))

By the late 1850s there were three church congregations in Hamilton: Anglicans, Presbyterians and Catholics. The Anglican church of St Botolph was completed in 1857. A Free Presbyterian church on the site of St Andrew's was opened in 1859. This congregation later joined the more liberal Presbyterian Church of Victoria but the first services were in Gaelic. In the same period the first Catholic services were held in a small wooden chapel built in Lonsdale Street c1856. ([[145]](#footnote-145))

In the next twenty years when Hamilton's development was marked by consolidation and further growth and it was becoming a major focus in the region, there was a flurry of church building and many early churches were enlarged. St Botolph's was replaced in 1878 by the earliest section of the present Christ Church. The Presbyterian church was enlarged in 1877. ([[146]](#footnote-146))

The Catholics in the early 1860s planned to build a substantial presbytery and in 1864 campaigned for a proper church. St Mary's, designed by the notable architect W.W. Wardell, was opened in August 1866 and has remained as one of the town's architectural splendours. A new school was built soon after. ([[147]](#footnote-147))

The Wesleyan Methodists had been granted a site at the eastern end of Gray Street but regarded it as not prestigious enough. Desiring to be nearer the other churches, they did not build there at first. Instead they purchased a block of land on the corner of Clarke and McIntyre Streets. The foundation stone of a church building (now known as 41 McIntyre Street) was laid in May 1862. ([[148]](#footnote-148))

The Primitive Methodists, another sect, opened a building in Lonsdale Street in October 1870, ([[149]](#footnote-149)) while the Baptists had already begun services in May 1868 in a small and unpretentious church. ([[150]](#footnote-150)) In the same period, the Gaelic Free Presbyterians in 1869 were granted a site in Brown Street where a church, which still stands, was opened in 1870, ([[151]](#footnote-151)) and the Lutherans already, in 1861, opened a church in Ballarat Road and in 1865-6 built a parsonage in Hiller's Lane, now known as Pastor Hiller's house. ([[152]](#footnote-152))

An 1885 article in the Melbourne *Argus* remarked on the beauties of Hamilton with its `church spires and towers', especially admiring the Episcopalian (Anglican) and Presbyterian churches. ([[153]](#footnote-153))

First Presbyterian Sunday school

**illus 23**

However, there was much less church building between 1880 and 1890, a period in which a building boom followed by economic depression was experienced throughout Victoria. Nevertheless, the Hamilton Presbyterians built a Sunday School in 1890, the Anglicans in 1897-8 built a new brick and stone parsonage for Christ Church ([[154]](#footnote-154)) and the Wesleyan Methodists carried out major renovations to their McIntyre Street buildings, re-opening the church in 1900. ([[155]](#footnote-155)) Also, in this period St Mary's Roman Catholic Church was extended from the design of the local architect, Frank Hammond, and was re-opened in December 1901. ([[156]](#footnote-156)) All the rest of the congregations seem to have been satisfied with their existing buildings.

1909 photo of St Andrews

**illus 24**

As a new century opened, forming `something of a golden era for the town of Hamilton' ([[157]](#footnote-157)) there was an increase in building activity among the church congregations. The Free Presbyterian church in Brown Street, which had been virtually closed for several years, was revived in 1907, and St Andrew's was completely rebuilt from the designs of the architects, Clegg and Miller, and reopened in June 1909. ([[158]](#footnote-158))

At this time, the Methodists embarked on a large building program, planning to erect a new church in the reserve granted in the 1850s but not used. First, they tried to sell off the existing church and other buildings in McIntyre Street in 1910, putting them up for sale again in 1912. The parsonage was purchased first and then, in 1913, the old church was sold and converted into a private house. ([[159]](#footnote-159)) The new Methodist church, Sunday school and parsonage were designed by the architects, Clegg and Miller, ([[160]](#footnote-160)) who had been responsible also for the designs of the rebuilt St Andrew's.

St Andrews Manse and St Andrews 2nd Sunday School

**illus 25**

**illus 26**

Halls were erected in 1911 by the Salvation Army and the Baptists. ([[161]](#footnote-161)) Following this, an Anglican Sunday school was built in 1912 on the corner of McIntyre and Griffin Streets and a spire was added to St Mary's in 1914-16. ([[162]](#footnote-162)) The Presbyterians built a new manse at 21 McIntyre Street c1912 and a new Sunday School, designed by Frank Hammond, in 1916.

Geo F Love Hall and Eventide Homes

**illus 27**

**illus 28**

From the 1920s until the 1990s, little church building has taken place in Hamilton. The Methodists built the George F Love Memorial Hall in 1927 at 113 Lonsdale Street. As a town Lutheran congregation was formed (a number of earlier Lutheran buildings had been erected outside the town), a hall was built in 1939 on the corner of Martin and Thompson Streets. It was moved to its present site when the Evangelical Lutheran Church was built in 1958. ([[163]](#footnote-163)) A new Lutheran manse was built at 12 Thompson Street c1956 and in 1961 the complex of the Lutheran Eventide Homes, designed by the Warrnambool architects, Walter and Auty, was opened in Ballarat Road. ([[164]](#footnote-164)) More recently, substantial additions were made to St Mary's from the designs of the local Hamilton architect, Frank Punch.

**2.8 Health**

The areas in which Hamilton has been most successful in developing a regional role are health and education. ([[165]](#footnote-165)) Hamilton has served the health needs of a substantial part of the Western District over a large period. Health has remained a significant item in the town's historical development.

Doctors and Chemists

From a very early date, Hamilton's records show that there have always been at least two or three doctors in the town; two were listed already in the 1850 Census. ([[166]](#footnote-166))

From the beginning, doctors and chemists have played a leading role in the town's social life as prominent citizens and local Councillors. They have been associated with the construction of some of the town's largest and most elegant private residences, as well as both professional chambers and local hospitals (both public and private). Among the earliest surviving doctor's residences is a house at 30 Gray Street owned from 1866 or earlier by a well-known local chemist, Dr William Stevenson ([[167]](#footnote-167)) and occupied by local doctors. Later, in the 1870s, Dr J R Wylie's `Roxburgh House' was built in 1874 and Dr Edmund Viall's Hewlett House at 36 Gray Street in 1876. ([[168]](#footnote-168))

A turn of the century doctor's residence and surgery was constructed at 34 Thompson Street in 1904 for Dr David Laidlaw, Medical Superintendent at the Hamilton Hospital. ([[169]](#footnote-169)) Known as `Eildon' it was taken over in 1939 by the Napier Club, a Hamilton women's club. ([[170]](#footnote-170))

However, despite their fine houses and affluent lifestyles, life in Hamilton was not easy for its doctors in the last century and many died young. Dr Stevenson was only 33 when he died, Dr Walter Scott was 35 when he died in 1874, Dr Wylie was 33 when he died in 1876 and Dr Viall was only 32 at his death in 1879. ([[171]](#footnote-171))

A number of chemist's shops survive in Hamilton as a reminder of the important role that profession had in the history of the town. Among the most notable is George Gill's chemist shop at 152 Gray Street, the site of chemist shops from an early date, ([[172]](#footnote-172)) and the 1930s Moderne style shop, Robson's Pharmacy at 160 Gray Street.

Hospitals

Both public and private hospitals have been a feature of Hamilton life from the early 1860s. They have been built mainly as a result of private initiative and funding, and only later have received government support.

Hamilton Hospital

In mid 1861 there was a move to establish a benevolent fund to assist the poor and ill of Hamilton. A grant of land was secured in Foster Street and the foundation stone of the hospital was laid in November 1862. The designing architect was James Henry Fox. By the end of 1863 a building costing 2,000 pounds was near completion and was opened on 21 March 1864. ([[173]](#footnote-173)) There were further extensions soon after. ([[174]](#footnote-174))

From the 1880s until 1900 the institution in Hamilton which experienced the greatest physical growth was the hospital. By the late 1880s it was clear that a larger building was needed. Leading citizen, William Thomson, of Thomson's Store, started a fund and Robert Stapylton Bree (auctioneer) organised a fund raising campaign. A huge carnival was held in November 1889. The foundation stone of a new hospital, incorporating the original building in one corner, was laid in November 1890. The new building was completed at a cost of 10,000 pounds in late 1891, with the government contributing 4,000 pounds. The architects were Butler and Ussher. ([[175]](#footnote-175))

A fever ward designed by Hammomd and Butler, was added in June 1897 after a most important social change had taken place - in 1894 female nurses replaced male warders. Nursing was becoming an acceptable kind of employment for Victorian women. ([[176]](#footnote-176))

There was an acceleration in the hospital's building program in the first decade of the new century. A new wing was added in 1904-5, ([[177]](#footnote-177)) and in 1906-7 a new section, a maternity wing, was added with money donated by the daughters of Thomas McKellar (1819-1900), Scottish pastoralist, landowner and leading townsman, ([[178]](#footnote-178)) in their father's memory. ([[179]](#footnote-179)) Named the McKellar Hospital, it came to have a high professional reputation and became the second place in Victoria for training midwives. ([[180]](#footnote-180))

View of Hospital from scrapbook and two TB shots

**illus 29**

**illus 30**

**illus 31**

Local doctors, Dr David Laidlaw and Dr Samuel Fitzpatrick, were among early Medical Superintendents at the hospital, Dr Fitzpatrick replacing Laidlaw in 1920. ([[181]](#footnote-181)) The most distinctive building in the complex is the TB Chalet built in the 1940s by the PWD of Victoria as part of the national anti-tuberculosis campaign. It was one of a small number of sanatoria, very similar in design if not identical, and may have been the first built in the state.

The Hamilton Hospital has continued to play an important role in the Western District region. In the 1970s, when it was known as the Hamilton Base Hospital, its staff members increased from 300 to 500 and in the 1980s, the hospital was the largest single employer in the town. ([[182]](#footnote-182))

Attached to the hospital is a clinic (the Hamilton Medical Group), Hamilton House (a geriatric section), the Queen Victoria Cottages for Aged Persons, and the Grange Annexe or Hostel (formerly Kia-Ora Private Hospital) for ambulatory patients. A ground plan showing all the buildings included in the Glenelg Base Hospital Complex (as the Hamilton Hospital was once known) in 1964 and later is included in a Hamilton Sewerage Authority drainage file, which indicates the location of the men's and women's wards, the geriatric ward, nurses' home and medical consulting clinic. ([[183]](#footnote-183))

Glenelg District Ambulance Station

Regional ambulance headquarters are also located in Hamilton in the Glenelg District Ambulance Station on the corner of Clarendon and Foster Streets. ([[184]](#footnote-184))

Private Hospitals

Hamilton has a long history of private hospitals being established in the town, usually owned by local doctors or matrons. The most important was probably St Ronan's, formerly a private residence constructed in the 1870s for draper, Sigismund Jacoby, using bluestone from a two-storey post office erected nearby, and owned in 1891 by David Laidlaw, wealthy local merchant, Hamilton mayor, and the father of Dr David Laidlaw, Medical Superintendent of the Hamilton Hospital in the pre 1920 period. ([[185]](#footnote-185)). After Laidlaw's death in 1913, St Ronan's was converted into a private hospital. It was converted back into a private residence in 1926 for James Young , Jun. (1887-1954), member of Young Bros., stock and station agents, and in 1924 owner of the Heatherleigh Estate, north-west of the town. ([[186]](#footnote-186))

Kia-Ora Private Hospital

At the same time as St Ronan's ceased to be a private hospital, a new private hospital, Kia-Ora, was established on the corner of McIntyre and Gray Streets, where it still stands. Its founders were Dr Samuel Fitzpatrick, who replaced Dr Laidlaw as Medical Superintendent of the Hamilton Hospital; Tom Robertson of Murroa, and F.E. Levy, manger of Thomson's. ([[187]](#footnote-187)) More recently, this building has come under the ownership of the Hamilton Hospital and has been known as the Grange Annexe and the Grange Hostel. ([[188]](#footnote-188))

There are a number of other private medical and geriatric services in Hamilton today including the Lutheran Church's Eventide Homes (1961). ([[189]](#footnote-189))

**2.9 Industry**

Hamilton developed as the main service centre for the Western District region, a development assisted by its central geographical location. Hamilton mainly serviced the agricultural and pastoral industries in the region with the provision of commercial, judicial, transport and communication industries, and the establishment of some governmental administration. There were a number of attempts to found secondary industries in the town, mostly relating to pastoral and grazing activities, but many such ventures proved unsuccessful.

Nevertheless, almost as soon as the township was founded a local business community was born, clustered about Gray Street. In 1859 there were already some stores, a local newspaper (the forerunner to the *Hamilton Spectator*), saddlers, watchmakers, bakers, butchers, painters, plumbers and glaziers, a cabinet-maker, one chemist (Dr William Stevenson), whose house at 30 Gray Street survives, as well as five blacksmiths, a wheelwright and a timber yard. The town had three doctors, two solicitor's firms, an auctioneer, and a number of hotels. ([[190]](#footnote-190))

portraits of William and John Thomson and the store

**illus 32**

**illus 33**

**illus 34**

In the 1860s and 1870s business people played a major role in Hamilton's public life. Some of the names which surface at this time are Sigismund Jacoby, storekeeper (first owner of St Ronan's) ([[191]](#footnote-191)), Duncan Brown of Brown Bros. (butchers, tanners and fellmongers), David Brayshay (publican), James Learmonth (auctioneer), William Thomson (of Thomson's Iron Store) and Abraham Greed (coach builder), whose business was regarded as `one of the best known coachbuilding concerns in the Colony'. ([[192]](#footnote-192)) In addition, Cobb & Co. had erected a large building in Thompson Street as a main manufacturing and repair centre for their Western District coach network. ([[193]](#footnote-193))

Many buildings, both offices and private residences, associated with these businesses and businessmen survive, as do buildings occupied by Hamilton's early banks which helped finance the district's wool and grazing industries. In the 1860s and 1870s banks established in Hamilton included branches of the National Bank (1861), the Savings Bank (1862), Bank of N.S.W. (1867) and Colonial Bank (1874). During this period there was also a Hamilton Mutual Benefit Building and Investment Society (1870), which survived under various names. ([[194]](#footnote-194))

Other early businesses included breweries, notably the Grange Brewery (1861) and several flour mills, which were operating throughout the 1860s. ([[195]](#footnote-195))

Although Hamilton was the centre of what was predominantly a pastoral and grazing district, there were only a few local industries directly related to the wool or meat trade. As we have seen, Brown Bros. were early butchers, who were also involved in tanneries and fellmongeries (wool-scouring works) and in the 1860s were connected with the large Hamilton Tannery on the south side of the Grange Burn. ([[196]](#footnote-196)) However, until freezing techniques improved, the meat trade remained local in nature. A modest house constructed in the 1860s or earlier for the Brown Bros. remains at 16 McIntyre Street.

There was an early, unsuccessful attempt to establish woollen mills at Hamilton. The Wannon Woollen Mill Co. established a mill at Nigretta Falls in 1865-66. It was floated in Hamilton with Alexander Learmonth, a leading townsman, as secretary, and tried to produce a `Hamilton Tweed'. However, the project failed and the business was transferred to Melbourne. ([[197]](#footnote-197))

Hamilton continued to operate as a service centre for the region and by 1881 was a well established town with gas, a reticulated water supply, and a railway. Gas lighting came later to Hamilton than to many other Victorian country towns such as Kyneton, Stawell, Warrnambool and Daylesford. It was not until 1877 that a Hamilton Gas Company was floated by George H Mott, journalist, who was chairman. Works began on a site in Kennedy Street near the new railway station. The town was first lit by gas on 11 May 1878. ([[198]](#footnote-198)) The 1877 gas holder is one of the few in Victoria which still survives.

The `business capacities' of the town in the last years of the 19th century were discussed in an article by `The Vagabond' in the *Illustrated Australian News*, of 1 December 1893 in which the writer focused on the regional nature of Hamilton businesses such as Thomson's Store. He told how `from a very small beginning (it) has become one of the largest distributing agencies in the Western District' He concluded that `it commands the most extensive wholesale and retail trade in the west, supplying every requisite for household, farm or station'. The writer pointed out that John Thomson (the owner in the 1890s who was associated both with the gas company and a local butter factory) was `an office holder in almost every institution or society in the district'. Thomson was typical of Hamilton's leading townsmen. Another leading townsman, Louis Horwitz, was the owner in 1892 of a property at 86-88 Thompson Street, which housed the Commercial Bank of Australasia, and is now occupied by the AMP Society.

During the last decade of the nineteenth century, there was a successful attempt to establish a local butter factory. The Hamilton Butter Factory Co. was opened in July 1892 with the aim of establishing creameries in Victoria Valley, Penshurst, Croxton and Byaduk, and a butter factory on Mill Road, Hamilton. However, after its initial success, and as a result of competition from the Byaduk factory, the Hamilton business folded in 1902. ([[199]](#footnote-199))

The first decade of the new century (Hamilton's `golden years') saw some significant developments in Hamilton's industrial progression. In 1900, with the improvement in refrigeration techniques, a Hamilton and Western District Freezing Co. opened with a freezing works for processing rabbits, which were sent to Melbourne and Britain. These works seem to have had little impact on the lamb or beef trades and ceased operation circa 1914. ([[200]](#footnote-200)) The opening of municipal saleyards in 1902 was a much more important event for Hamilton and Western District graziers. ([[201]](#footnote-201)) There were a number of stock and station agents in the town which, with auctioneers, made up some of Hamilton's business elite. ([[202]](#footnote-202)) A number of associated residences survive.

Another major industrial event at this time was the floating of a Hamilton Electric Lighting Co. in 1904, initiated by Harrison Gummow, formerly of the *Hamilton Tribune* (a rival of the established *Hamilton Spectator*) and later, manager of the Ballarat Electric Supply Co. By 1906 the plant was fully working and revolutionised lighting as well as providing power for factory and domestic purposes. ([[203]](#footnote-203))

The most significant changes, however, relate to transport, especially the introduction of the motor car and associated businesses. ([[204]](#footnote-204)) A new type of light industry also developed with the establishment of three foundries and engineering works. The most important and the only one to survive for long, was Deutscher's Clyde Engineering Works opened in Lonsdale Street in 1905. The foundry was known for the Gem benzene and oil engines it manufactured for driving stationary agricultural machinery ([[205]](#footnote-205))

During the 1920s, 1930s and 1940s, there were further improvements in transport with the development of air transport and the founding in the late 1930s of the Ansett network ([[206]](#footnote-206)) The City has a rich legacy of important 1930s buildings, most which were designed by the avant garde and award winning architects, Seabrook and Fildes.

There was another attempt to establish a local textile industry when, in 1945, the Australian Knitting Mills started a factory in the old Temperance Hall in Kennedy Street. AKM expanded after the war but in 1956 the Hamilton factory closed down. ([[207]](#footnote-207)) The old Kennedy Street building survives and was converted into offices in 1988. ([[208]](#footnote-208))

A 1940 Description

Metropolis of the Far Western District 1940 view

**illus 35**

A 1940 description of Hamilton's `industrial outlook' spoke of `indications of greater industrial progress in years to come'. The writer remarked on the local electricity supply company and an `excellent water supply from the Grampians' and the State Electricity Commission's plan to extend towards Hamilton, as well as a new flax mill in the district and `the operation of the aeroplane service established some years ago by Ansett Airways Ltd and conducted daily both ways between Melbourne and Hamilton ..... In the possession of this service Hamilton is in advance of most other towns in Australia'. ([[209]](#footnote-209))

The regional importance of the town was reflected during these years by the establishment of Moran and Cato's grocery chain in Hamilton in 1927 and Woolworth's in 1940. ([[210]](#footnote-210)) In the post WWII period, the local housing industry has benefited with the opening up of new estates from the late 1930s in the north and west of the town, and the establishment of a number of Housing Commission Estates in Hamilton, the first on Ballarat Road in the 1940s. ([[211]](#footnote-211))

However, although the railway initially confirmed Hamilton's importance as the hub of a regional railway network, in recent years there has been a gradual breaking down of the system, as the town was by-passed by major highways. Even its role as a major railway freight terminus and service began to wind down in the 1980s.

Hamilton Council's Role

Hamilton Council has played an increasing role in promoting local industry. When the Goulburn Knitting Mills moved to Hamilton in 1975, it did so with Council assistance. However, as with early textile industry ventures, the mills closed down in 1979. ([[212]](#footnote-212)) The Council also gave assistance to Frost Engineering, manufacturer of drills and cutting tools. ([[213]](#footnote-213)) The Council's remaining large commercial venture, the municipal saleyards, was moved in March 1955 from the residential area to the Port Fairy Road and has become one of the major stock-selling centres in the state. Its other commercial enterprise, the abattoirs, was leased in the late 1960s and sold to a large private firm in 1975. ([[214]](#footnote-214))

A large processing firm, the Grange Dairy, has continued to function, producing domestic milk from its own large herd which is grazed on properties throughout the Western District. ([[215]](#footnote-215))

The pastoral industry remains as Hamilton's major industry and in the 1980s the town was promoted as `The Wool Capital of the World'. However, Hamilton's well-being has been tied to the rural economy and remains dependent on the boom and bust nature of this economy.

**2.10 Communications**

One of the most powerful influences in Hamilton and throughout the Western District, which helped Hamilton retain its regional role, has been the local newspaper the *Hamilton Spectator*. ([[216]](#footnote-216)) It was founded in February 1860, after George Robinson (c1824-96) purchased the copyright of a first newspaper, the *Hamilton Courier* run by Thomas W Shevill from 23 July 1859. Shevill was the former proprietor of the *Western Times* in Warrnambool.

At first Robinson's paper only came out each Saturday, then twice weekly from June 1864 and three times a week from October 1876. Its political and social views changed according to its editors. The first partner in December 1861 was William Vale (c1834-72), who took over the running of the paper in 1864 when Robinson went to Europe. After trouble about funding, Robinson resumed the ownership while Vale became an auctioneer.

The new partner in 1866 was Frances H Nixon. During his editorship the *Hamilton Spectator* earned a wide reputation throughout the Western District, following the liberal policies of land reform, protection, railway extension and even supported women's' rights. However, all that changed when George H Mott (c1832-1900) became the new partner and editor. Formerly the proprietor of the Albury *Border Post*, Mott favoured conservative views in the town and beyond, supporting free trade, opposing protection and, in the constitutional crisis of that era, opposed the reform government of Graham Berry. ([[217]](#footnote-217))

During Mott's editorship a new office was built in 1873, a brick building which survives still at 61 Gray Street. ([[218]](#footnote-218)) Another Hamilton building associated with this foremost newspaper during this era is Mott's private residence, `Kilora', at 45 Kennedy Street, constructed in 1871-2. ([[219]](#footnote-219)) This residence was added to by a later owner, Thomas H Laidlaw, a well-known auctioneer and landowner. ([[220]](#footnote-220))

In an article on `Hamilton and its neighbourhood' in December 1876, the *Australasian Sketcher* described the Hamilton paper as an `exceedingly well written and edited newspaper.....which is a model of all that a well conducted country paper should be.' ([[221]](#footnote-221)) In that year, Robinson sold his share of the paper to George R Rippon (1838-99), who shared Mott's conservative views. ([[222]](#footnote-222)) In 1881 the *Australasian Sketcher* described the Hamilton paper as `the leading journal of the west....' ([[223]](#footnote-223)) The editor from 1897 to 1913 was P.A. Gullett who, like Mott and Rippon, was conservative and, during this period, staunchly anti-Labor. ([[224]](#footnote-224))

Other Newspapers

The *Hamilton Spectator* had two rival newspapers in the 1890s and at the turn of the century but neither made the same impact on the town's social, political and commercial life. As we have seen, the *Hamilton Tribune* was founded in 1890 by Harrison B Gummow, a former Tatura bank manager and a relative of F F L Gummow, manager of the Colonial Bank in 1888. This paper was less conservative than the *Spectator* but collapsed during the bank crash of 1893. ([[225]](#footnote-225)) Gummow floated the Hamilton Electric Lighting Co. in 1904. ([[226]](#footnote-226))

The *Hamilton Independent* , which was also less conservative than the *Spectator*, was founded in 1903 and came out three times a week. From 1904 it was run by E.H. Dobson, a New Zealander. It closed in November 1910 because of competition from the *Spectator*. ([[227]](#footnote-227))

Telephone

Another important form of communication which helped Hamilton to service the Western District region was the telephone. A Hamilton service began on 5 June 1901 with a line to Byaduk. By 1911 Hamilton was connected to much of the Western District, with a first service to Ballarat, linking Hamilton with Melbourne. ([[228]](#footnote-228))

Radio

Once again Hamilton assumed a regional role in the communications sphere when it was chosen as the base for a Western District radio service in 1931 following the floating of Western Province Radio Pty Ltd. An acre of land was leased at the top of Mt Baimbridge for a transmitter and Station 3HA opened on 24 December of that year. At first the station only broadcast for 20 hours per week but by 1934 had increased to 90 hours and boasted of being the `highest powered country station'. ([[229]](#footnote-229)) It office and studios were located at the corner of Kennedy and Gray Streets, now the offices of Hunter Nowns, solicitors.

**2.11 Sport and Recreation**

Just as Hamilton took the lead in other regional activities, the town was regarded from an early date as `the centre of an essentially sporting district' ([[230]](#footnote-230)) and became the headquarters of a number of clubs associated with such major Victorian sports as horse racing, cricket, and football. While, in the area of passive recreation, Hamilton made provision in the 1870s for the obligatory Botanical Gardens and, at a later date, a remarkable provincial art gallery and regional library.

Horse Racing

As in most Australian towns, sport played an integral part in local social life and, typically, in Hamilton, one of the earliest and most loved and enduring of sports, horse racing. There are accounts of a very early district horse race being held in 1851 on Sunday after church along the flat of the Grange Burn. The first proper race meeting, the Grange Maiden Plate, was held in January 1854. The site of the present race-course was made available in 1859-60 and the first of Hamilton's Grand National Steeplechases was held there in 1866. ([[231]](#footnote-231)) The following year the Western Racing Club was founded with a committee of pastoralists and leading townsmen. ([[232]](#footnote-232))

`The Vagabond' described these sporting beginnings, believing that they were made at the expense of an interest in the theatre and culture, in these words;

 *Vive le sport! In a continental centre equal to Hamilton there would be cafes chantantes, travelling shows, and theatres; but in Australia the course precedes the stage - Racing, the historians say, is a very old amusement at the Grange. Mr James Wilson, now of renowned St Albans, resided and had training stables here for many years. Not counting scratch or brush races got up by the pioneer publicans, the first races held at Hamilton were in 1861.....*([[233]](#footnote-233))

A number of Cup winners and other notable race horses `made their maiden efforts' on the Hamilton course and early Western District racegoers enjoyed a racing season which extended over two days in the first week of December. ([[234]](#footnote-234))

An article at the turn of the century on Hamilton `Inland Metropolis of the Western District', talks about the district interest in these events, hotels being booked 12 months in advance and picnic luncheons arranged `under the pines and in the carriage paddock'. The article includes views of a luncheon party in the saddling paddock and `lunch under the pines'. ([[235]](#footnote-235))

In the 1860s a Hamilton Hunt Club was formed, the quarry often being the unfortunate kangaroo. These early hunts also caused considerable damage to property on local German farms. ([[236]](#footnote-236)) In addition, in 1874 the Hamilton (later Western District) Coursing Club was formed, an association concerned with importing and breeding quality greyhounds. Like racing and hunting, this was a sport for the wealthy. ([[237]](#footnote-237))

Cricket

Another traditional Australian sport, cricket, began as early as 1854 when the Hamilton Cricket Club was formed. Acheson French, Hamilton's first Police Magistrate, was one of the original committee members. A notable event was the formation in the Western District in 1866 of an Aboriginal cricket team which beat the Hamilton team by 50 runs and later went on a celebrated tour of England. ([[238]](#footnote-238)) This was an interesting development considering the earlier bad relations between Europeans and Aborigines. ([[239]](#footnote-239))

Football

Football, another major Australian sport, also had early origins in Hamilton. A first football match (rugby) took place in August 1859 between town and country residents. After 1866 a number of football clubs were formed which in 1874 combined as the Hamilton and Young Victoria United Club. ([[240]](#footnote-240))

Athletics meetings and highland sports were held periodically in Hamilton, attracting Western District athletes or Scots, or sometimes both. ([[241]](#footnote-241))

1880s - 1890s

During the 1880s, according to Garden, the facilities which expanded most in Hamilton were for sportsmen and, occasionally, for sportswomen. In 1883 a North Hamilton Racing Club was formed with the auctioneer, F F L Gummow (later owner of the large brick house at 33 French Street) as secretary. This club amalgamated with the Hamilton Racing Club in 1893. ([[242]](#footnote-242))

New sports introduced at this time resulted in the formation of a bicycle club (1881), a lawn tennis club (1881) and the Hamilton bowling club (1892). A golf club, which catered mainly for the district's upper crust, was formed in 1896. Its treasurer was the well-known Hamilton solicitor, Saxon H Palmer, owner at the turn of the century of `Lyndhurst', 4 McIntyre Street with its imposing tower. ([[243]](#footnote-243))

1900s - 1920s

In these `golden years' there was a greater emphasis on leisure and recreation. However, active sporting bodies continued to flourish and included clubs associated with golf, bowling, cricket (Hamilton, Presbyterian, Grange), football (Federal and Foresters), tennis (several), racing, harriers, coursing, hurling, croquet and swimming. There was a Hamilton Gun Club, a Grange Burn Ladies' Rifle Club and the St Patrick's Day Society, Caledonian Society and Friendly Societies ran annual sports meetings.

Special sporting events in this period were in 1910 and 1913 when the Collingwood Football Club played the locals and in 1926 when the Hamilton Swimming Club built sheds at Braeside Weir. The Melville Oval, originally planned as market square but never used for that purpose, was a main sporting venue, and eventually came under the control of the Hamilton Council. ([[244]](#footnote-244)) The oval was described in 1929 as `the chief recreational reserve of the town' and `one of the best outside the metropolis'. ([[245]](#footnote-245))

1930s and later

During the 1930s and later, Hamilton Council displayed a continuing interest in the provision of sporting facilities, an indication of the importance of sport in this Western District town. In 1937 Patterson Park was formed in the Victoria Reserve with tennis courts opening there in 1938 and later, a bowling green and croquet lawn. ([[246]](#footnote-246)) An earlier bowling green had been established and still continues at the rear of the Mechanics Institute in Gray Street.

A combined Council and community effort was successful in the construction in 1955 of Hamilton's Olympic Pool. Voluntary labour was provided by local organisations and scholars from the various schools. Several hundred people joined in monster working bees to achieve this goal. ([[247]](#footnote-247))

In the late 1950s part of the former Pedrina aerodrome was taken over by the Council for girls' basketball and the site was later developed into a major sporting complex which included the Parklands Golf Course. The Council also leased the former Friendly Societies Ground near the High School from the Crown and, under a committee of management, developed a sports ground with a velodrome and leisure centre. This last facility, known as the Memorial Stadium, was opened in 1969 as a second World War and Korean War monument and provided facilities for basketball and then, after extensions were built in the late 1970s, for table tennis, squash and badminton. ([[248]](#footnote-248))

An even more ambitious Council involvement in sport was the damming of Grange Burn to form Lake Hamilton where, from 1977, water sports and other recreational activities have been held. ([[249]](#footnote-249))

Passive Sport and Recreation

Although `The Vagabond' in the 1880s criticised the ascendancy of sport in Hamilton's social life, there was just as great an early interest in botanical and horticultural pursuits as elsewhere in colonial Victoria. Indeed, the writer commented favourably on a conducted tour in `an elegant buggy of Hamilton build' to the beautiful Wannon Falls, a favourite district tourist spot. ([[250]](#footnote-250)) An earlier article by the same writer contained dramatic views of the Wannon Falls and of the Hamilton Botanical Gardens. ([[251]](#footnote-251))

Botanic Gardens

There was a tradition in colonial Victoria, alone of all the states, of establishing municipal gardens in nearly every country town of any size and importance. According to Peter Watts, by the 1860s botanical gardens, some lavish in scale, had been commenced in Alberton, Ararat, Bairnsdale, Ballarat, Castlemaine, Colac, Daylesford, Geelong, Koroit, Kyneton, Malmsbury, Portland, Port Fairy, Warrnambool and Williamstown, as well as in Melbourne. By the end of the 1880s, Hamilton, Camperdown, Maryborough, Buninyong, and Beechworth were among the towns added to the list. ([[252]](#footnote-252))

Hamilton's plans for a botanical garden had, in fact, much earlier origins. The original 1850s township reserve plans set aside a large recreation reserve, which became the site of the Botanical Gardens. In 1870 the botanical gardens reserve was fenced and a start was made on planting. However, little progress was made at this time. ([[253]](#footnote-253))

During the 1870s, the improvements to the town's environment most noted was the development of the Botanical Gardens site. The gardens were laid out and planted. In the early 1880s, William Guilfoyle, Curator of the Royal Botanical Gardens in Melbourne from 1872 to 1909, a dominant figure in garden design responsible for many public and domestic gardens throughout Victoria ([[254]](#footnote-254)), was asked to draw up a new plan for Hamilton. In 1882 the gardens were laid out and in 1883 an artificial lake was created on which in 1886 white swans were introduced. Each year's displays of flowers were more brilliant and the Gardens became more popular. ([[255]](#footnote-255))

Illustrations of the gardens appeared in both the local and colonial press, together with articles praising this important Western District tourist attraction. A long article in the *Weekly Times* of 4 May 1895, one of a series on `the beauty spots of the colony' described the Hamilton Gardens in some detail. Describing Hamilton as `the premier city of the Western District', the writer told how the gardens were a `source of wonder' to `a stranger visiting Hamilton' and specially commended the work of Mr Jones, the chief gardener. The banana plants `growing as luxuriantly as though in the tropics' and the chrysanthemum nursery were particularly commended. The article included photographs of the Botanical Gardens and of Jones' daughter near the celebrated banana plants.

Cultural Pursuits

Although `The Vagabond' named Hamilton `the Athens of Victoria' with its many fine educational institutions and streets with names such as Chaucer, Pope and Dryden, he deplored the lack of an early interest in the theatre and other cultural pursuits. In this respect the town was unlike many of the Victoria goldfield towns, where theatrical performances were encouraged from an early date and local hotels often boasted music halls.

However, in the present century, Hamilton has shared in a greater interest in the promotion of the arts, which has become a feature of contemporary Australian life. Hamilton has become a town where an annual Eisteddfod has attracted large numbers of entries from far afield and subscribers have flocked to support an ABC concert series.

In recognition of the increasing importance of art and culture to Hamiltonians, the Council played an active role in the construction of a combined regional gallery and library, which was opened in late 1961. The Foresters Hall next to the town hall was demolished to make way for this new building constructed as a joint venture between the Shires of Dundas, Glenelg, and Wannon. ([[256]](#footnote-256))

a cultural dream come true

**illus 36**

The Council's involvement in the construction of a regional gallery began in 1957 when H B Shaw, a grazier at Kiama, near Grassdale, died and bequeathed his collection of works of art to the Council and 6,000 pounds towards the cost of a building to house it. ([[257]](#footnote-257)) The gallery won the patronage of wealthy grazier interests in the Western District and membership of the associated Art Gallery Society became fashionable among the Western District elite. As a result, the Hamilton Gallery contains works by such artists as Rupert Bunny, Norman Lindsay, Sir Arthur Streeton and Norman McGeorge, and is a very rich and unusual collection for a provincial gallery. ([[258]](#footnote-258))

**2.12 Architects and Builders**

Many architects have left their mark on the development of Hamilton. Some were architects brought in from other places such as Ballarat, Mt Gambier, and Melbourne in particular. Probably the most influential architect, however, was very much a local. Frank Hammond (1858- 1932) was not just an architect but also the Town Clerk, the Town Engineer and a widely respected citizen. As Garden says, "He designed almost everything of importance in Hamilton throughout those years" which were 1902 to 1927. ([[259]](#footnote-259)) His popularity crossed traditional social divisions. Not only was he responsible for the Masonic Temple as the Worshipful Brother Hammond but he also designed for the Catholics when St mary's was extended early in the twentieth century.

Hammond could not be described as an innovative architect. In fact his strictly correct Classicism was rather old fashioned although inventive with its ornament. Not all of his works have been conclusively identified but a list of his known Hamilton works includes:

4 McIntyre St, Lyndhurst, for Saxon H Palmer 1902

47 Gray Street, Mechanics Institute, additions 1903

Tyers St, Hamilton Base Hospital

 - Fever Ward with W Butler 1897

 - Nurses Home with W Butler 1902

Melville Oval, Beautification & Grandstand c1902

25 McIntyre St, Second St Andrews Sunday School 1916

Two of the most important buildings in nineteenth century Hamilton were designed by the Melbourne architect, William Henry Ellerker. The English born Ellerker trained under Messrs Kemp, Knight and Kerr, one of the most important early architectural firms in Melbourne. ([[260]](#footnote-260)) The eminence of his private and commercial clients, shows how well connected and successful Elleker and his later partner E G Kilburn became. ([[261]](#footnote-261)) He designed both the Hamilton and Western District College and the Alexandra College, the leading boys' and girls' private schools in the region. Ellerker's designs which were never finally completed were grand but quite conventional for their time and reflected the conservative background of his clients. He was so proud of the buildings that they were mentioned in his biographical entry in the 1888 *Victoria and Its Metropolis*.

All of the banks were designed by architects. Leonard Terry (1825-18814), one of the patricians of his profession, designed the former National Bank in Thompson Street, now much altered. ([[262]](#footnote-262)) The present National Australia Bank was designed by Arthur Louis Smith (1859-1907) in 1867, later of the firm Smith and Johnson. This firm of smart architects was responsible for several important commissions in Melbourne some of which they won by competition. Others they won through their connections. The uncle of Arthur Ebden Johnson (died 1895) was Charles Ebden, a pastoralist, businessman, politician and Chairman of the Royal Commission into the Public Works Department. In 1878 Smith and Johnson designed the Esplanade Hotel, St Kilda, which was later owned and operated by Sigismund Jacoby, mayor of Hamilton and of St Kilda. ([[263]](#footnote-263))

Another Melbourne firm of equal standing active in Hamilton was Crouch and Wilson. It was a prolific firm responsible for the design of many churches and institutional buildings. ([[264]](#footnote-264)) Thomas J Crouch (1832-1889) was one of the founders of the architectural profession in Melbourne. He had close Wesleyan Methodist connections. He designed the original Wesleyan Methodist Church at 41 McIntyre Street in 1862 which later became a private residence. It seems that the church was a simple, conventional Gothic design but even this may have been controversial in Hamilton in 1862. Some Wesleyans in Melbourne had been outraged by Crouch's Gothic design for the Wesleyan Church in Fitzroy Street, St KIlda and by Joseph Reed's Gothic design for the Wesleyan Church in Lonsdale Street, Melbourne both built just a few years before.

Three Melbourne architects active in Hamilton at the turn of the century were Walter Butler (1864-1949), Beverley Ussher (1868-1908) and Henry Kemp (1859-1946). Unlike Frank Hammond these men were very sophisticated architects who were in touch with the latest developments in style not just in Melbourne but also in London. At different times Hammond worked with Butler and Butler worked with Ussher and Ussher worked with Kemp. Butler's practice was extensive in the Western District. His most important Hamilton building was Myrniong, in Hensley Park Road, an excellent example of the Federation style and typical of his work and his clients. He considered himself to be a landscape architect as well and the gardens at Myrniong are impressive still.

Butler and Ussher worked together on the 1880s additions to the Hamilton Base Hospital. The most important work by Ussher and Kemp was the 1904 house called Eildon at 34 Thompson Street which later became the Napier Club. It is a later example than some of their more innovative Melbourne designs but it is still a key building which links the Queen Anne style to the Federation style. Another architect working in Hamilton at this time was J H Moynan, the Shire of Dundas Engineer who designed the third Shire Hall in 1892. It is of interest not only for its fashionable and early use of certain materials but for the time it was built when elsewhere in the colony building activity had almost ceased.

Ballarat was another source of architectural inspiration. Clegg and Miller were important provincial architects and did some work in Melbourne. They designed the buildings in the new Wesleyan Methodist complex in Lonsdale street on the land which had been reserved for the Wesleyans originally. The church and two halls are typical of the period and of their work both in style and materials. They were red brick architects and rather pedestrian. It is interesting to wonder if there was any doubt in the hearts and minds of the Wesleyans about the use of the Gothic style by 1913.

A Store at Hamilton, Miller's

**illus 37**

The interwar years brought a critically important firm of Melbourne architects to Hamilton. Seabrook and Fildes were *avant garde* award winners. They had designed the radical MacRobertson Girls' High School in Kingsway, South Melbourne and the Heidelberg Town Hall. These were built only a few years after the buildings' direct antecedents, the Vondelschool (1926) and the Town Hall (1929) in Hilversum in Holland designed by W M Dudok, which were seminal buildings in the De Stijl Movement, a major branch of modern architecture. While not as dramatic as these, the Seabrook and Fildes buildings in Hamilton are an extraordinary and highly significant collection.

The same sense of style and panache with materials went into their commercial buildings in Gray Street. Perhaps the closest parallel to the metropolitan buildings is the former Uren's Pharmacy at the corner of Gray and Thompson Streets. Here cream brick, steel doors and windows painted bright red and quarry tiles are used on a building with a complicated massing which expresses its different functions and takes full advantage of its prominent corner site. The shop fronts are faced with Vitrolite glass, an American import which epitomised the fashionable Art Deco style. On at least three of their other buildings in Gray Street they used glass bricks to build towers, important vertical elements in the design used to balance their streamlined horizontal massings and a classic device of Dudok's. The best surviving example is Scullion's stores with its tower topped by an extraordinary pot. The shop fronts here are curved at the corners which are reinforced by vertical buttresses of glass. ([[265]](#footnote-265))

It seems Seabrook was a personal friend of Uren's father but that Fildes was more active in Hamilton. Amongst their other designs are Miller's, the Williams Building, remodelling of the Argyle Arms, the George and Grand Central Hotels and at least two houses at 13 Carmichael Street and 355 Gray Street. Several other buildings could have been designed by them. They worked in association with the local builder Reginald Williams. ([[266]](#footnote-266)) Fildes gave the drawings and specifications of the house at 355 Gray Street as a wedding present to J Andrew who worked for Reg Ansett.

The other builder who was very busy in Hamilton was William Holden who operated in the later nineteenth century. He lived at Tavistock, 17 Lonsdale Street which he possibly or at least extended. He built Roxburgh House, Hewlett House, St Ronan's, The Academy and many other buildings of the period. Another earlier builder and bricklayer was William Hoare owner and occupier of Crathie at 6 Clarke Street.

**2.13 Horticulture and Gardeners**

Horticulture in Hamilton follows the strong tradition of gardening in Victoria. All gardening in Hamilton, both public and private, must be seen in the light of the Botanic Gardens. The process of garden-making is evident from the beginning of settlement and, no doubt, was assisted by access to the Botanic Gardens and its staff. This is mostly seen by some of the large and significant trees throughout Hamilton. Probably the oldest specimen is the *Photinia serrulata*, Chinese Hawthorn, at 6 Skene Street which may have been planted as part of the original garden surrounding the cottage which dates from as early as the 1850s. If it was planted then it would pre-date the Botanic Gardens.

Photographic evidence shows this and other gardens in Hamilton as well developed by the end of the nineteenth century and many were of considerable size by then. A photograph taken overlooking the Church Hill area in the early twentieth century shows the garden at 6 Skene Street taking up several blocks extending down the hill. ([[267]](#footnote-267))

This pattern seems to follow with the majority of early gardens surveyed. On the other side of town, photographs taken just after the erection of the Boer War Memorial show The Manor House, 4 Dryden Street as being much more extensive than the present day. The house was built in 1862. ([[268]](#footnote-268)) Another good example is the garden of 13 Gray Street where an impressive *Araucaria heterophylla*, Norfolk Island Pine, still survives in the lawn in front of the house from the original garden. However, other trees from the original garden such as *the Brachychiton acerifolius*, Illawarra Flame Tree, *Eucalyptus ficifolia*, Red Flowering Gum and *Magnolia grandiflora*, Bull Bay are now part of the garden of Jandou, 11 Gray Street and 15 Gray Street. The rest of the original fabric and layout of the garden has been lost including what appears to have been a glass house and pond in the north-west corner. ([[269]](#footnote-269))

hedge and seat at Myrniong

**illus 38**

The heyday of garden making in Hamilton was the Edwardian period. The best Edwardian garden in Hamilton is that of Myrniong. The house and almost certainly the garden were designed by Walter Butler (1864-1949), a Melbourne society architect. ([[270]](#footnote-270)) This large garden has a number of its original plants and features surviving. The planting which remains consists mostly of large tree species and of note are the *Quercus canariensis* Canary Island Oak, *Brachychiton acerifolius*, Illawarra Flame Tree, *Tilia x europaea*, Linden,*Eucalyptus cladocalyx*, Sugar Gum, and unusual *Harpephyllum caffrum*, Kaffir Plum. A number of impressive features remain and include the line of *Cupressus torulosa*, Bhutan Cypress, along the Kent Road boundary; the *Cupressus macrocarpa*, Monterey Cypress hedge in front of the original house with a section cut out for a seat; on the side of the house an arch which has the original frame inside; and the long avenue of *Quercus canariensis*, Canary Island Oak avenue along the main drive. Physical features remaining include a pergola which consists of a series of stone columns with a metal frame over the top and the outline and stone wall of a sunken garden.

The garden of Lyndhurst, 4 McIntyre Street, although in a very run down and overgrown condition, still remains largely intact and has curved gravel paths and shrub beds edged with *Buxus sempervirens*, English Box. This garden, laid out in 1904, is perhaps the best example of an Edwardian style in the Church Hill area still surviving. The architect for the house was Frank Hammond who beautified Melville Oval a few years later. It too has been much reduced in size by subdivision. Plants remaining in beds mostly consist of large woody shrubs such as *Cotoneaster* *sps*, *Euonymus europaeus*, Spindle Bush, and *Ilex aquifolium*, English Holly, in amongst which is a good specimen of *Doryanthes palmeri*, Queensland Spear Lily, a plant typically used in this period for its strong form and foliage and spectacular large red flowers.

Between the wars, the nurseryman, L M Hughan who ran the nursery at the end of Kennedy Street, laid out many gardens in Hamilton and the surrounding area. One such example outside Hamilton is Kinvonvie. The garden at Fleetwood, 21 Gray Street, is a good town example of Hughan's work being laid out in 1925. The original receipts for the plants and works survive. The plans for the garden referred to in the receipts were kept in the nursery along with all the other Hughan plans but, sadly, these seem to have been destroyed. The design at Fleetwood consisted of an ornamental garden at the front, a vegetable garden at the side and an orchard at the back. The front garden was laid out with a number of rounded beds in a Buffalo grass lawn and was planted mainly with roses and, along the side, with woody shrubs. The paths were originally gravel and included the path around the perimeter of the house and the path from the main entrance, a timber pergola at the corner of Gray and McIntyre Streets, to the front door. Several large pear trees remain in the former orchard.

From the mid - 1920's to the late 1940's the Hamilton Tree Planters Association stimulated much activity in tree planting around Hamilton. This association which consisted of influential townsmen including L M Hughan had a strong interest in beautifying the town. In 1946 the association consisted of the following people: Messrs F Levy, L C Smith, L M Hughan, P Boyle, R Middleton, R E Chapman, B W Fuller, M C James, C A McMillan, W Elijah, D G McGrath, R Wade, Drs LeM Kneebone and S C Fitzpatrick, Rev C W Auldist, Cr G W Rassmussen. ([[271]](#footnote-271)) Plants for the Association's works were all kept at the Botanic Gardens nursery. ([[272]](#footnote-272))

In the 1960s gardens were typical of the period and the best of these is Clovelly, 24 Clarke Street which still retains its original planting style. The garden consists of large beds with a small amount of lawn. The paths and driveway are concrete. The driveway has a lawn infill. The beds are full of colour being planted with vibrant dahlias and could almost be described as psychedelic in appearance. Roses are the other mainstay of the garden beds. Ornament in the garden was to the fore with two rams (the Golden Fleece) placed prominantly and facing one another on the cream brick piers at the entrance of the driveway. A kangaroo and swan grace the garden beds.

The garden at 64 Milton Street is extraordinary in displaying a style similar to the Fletcher Jones garden at Warrnambool. Features include garden beds with neatly mounded, low ground-level planting, a fine and well trimmed lawn and many gnomes and ornaments, including two natives with spears either side of a small pond. A second cluster of ornaments adds delight to the further view. The house, with its carport, sets off the garden. This style is seen to some extent in a number of gardens throughout Hamilton.

Another post Second World War garden which offers a complete contrast is nearby at 45 Milton Street. It is large and consists of shrub beds in lawned areas with a number of specimen trees. The beds are well planted up with a range of woody shrubs, roses and herbaceous plants. Interesting specimen trees include *Fagus sylvatica*, European Ash, a rare tree in Hamilton, *Picea abies*, Norway Spruce and *Brachychiton acerifolius*, Kurrajong.

Yulinga Garden Sign

**illus 39**

Gardening was encouraged in this period as part of the Yulinga festival. Similar to Melbourne's Moomba festival there was a parade of floats through the streets of Hamilton which eventually ended up at the show grounds. As part of the festival there was also a garden competition. The competition judged both individual gardens and whole sections of the town. Hamilton was divided into four sectors. A sign still remains on a power pole opposite the Botanic Gardens in Thompson Street stating in faded lettering that the south zone was once the winner. One of the judges was Mr Ray Middleton who was in charge of the City of Hamilton parks and gardens from 1947 to 1979. Mr Middleton gave long and dedicated service to the parks, gardens and streets of Hamilton having started with the Council in 1930. He was responsible for much of the existing street tree and park planting which he developed from the time he took over the Curator's position in 1947.

The choice of street trees and avenue planting in Hamilton falls into several phases. There is no doubt that the planting of trees has been important to the character of Hamilton not only for their aesthetic value but also as a force to galvanise and divide opinion. Despite the division of opinion there has been a gradual improvement in the appearance of the town. The jewel in the crown must be the Botanic Gardens but they are the subject of a separate study.

the Eurabbie

**illus 40**

The earliest remaining avenue is represented by the single *Eucalyptus globulus subsp. bicostata*, Eurabbie, in Lonsdale street in front of the Tourist Office. The Blue Gum (of which the Eurabbie is a form) was planted and promoted in the 1860's by Ferdinand von Mueller, the Director of the Melbourne Botanic Gardens. Other known avenues were planted in Ballarat where several still survive and along St Kilda Rd in Melbourne which have all been removed.

McIntyre Street avenue of trees and Lonsdale St pruning

**illus 41**

**illus 42**

From the late nineteenth century to the early twentieth century a range of both native and more traditional European deciduous trees were used. These are represented by avenues of *Brachychiton populneus*, Kurragong in McIntyre street; *Ulmus X hollandica*, Dutch Elm in McIntyre street; *Platanus X acerifolius*, Plane Tree in Gray street between Kennedy and McIntyre Streets; and *Quercus robur*, English Oak in Goldsmith street, Burn Street, and Victoria Park. A number of single specimens of Oak remain throughout Hamilton streets, for example the several specimens planted at the end of Kennedy Street near the Bowling Club, which possibly were once more extensive avenues. Other trees planted later on in this period are represented by the *Eucalyptus ficifolia*, Red Flowering Gum and *Eucalyptus calophylla* in McIntyre street, and *Eucalyptus citriodora*, Lemon Scented Gum in Lonsdale Street between Dinwoodie and Cox Streets. These avenues now represent only a very small proportion of the street trees of Hamilton. However, because of their impressive size and age, they contribute much more to the streetscape of the town than their numbers would indicate. Their size has also been further emphasised by the later policy of planting small trees in streets such as *Malus X purpurea* and *Prunus serrulata*.

In the early part of the twentieth century the lack of tree planting was of such concern that local residents formed an organization called the Tree Planters Association. This organization which started in the 1920's and lasted until the late 1940's attempted to beautify Hamilton with the planting of streets and reserves. Trees were mainly obtained from the Forest Commission and kept in the Botanic Gardens until ready for planting. A list in the minutes of 1946 showed the association as having the following trees in the Botanic Gardens Nursery:

Gum Trees 100

English Oaks 139

Sycamores 26

Silver Poplars 35

Indian Bean Trees 41

Indian Cedars 18

Douglas Firs 4

Trees were also obtained from local nurseries particularly the nearby Hughan Nursery at the end of Kennedy Street.

the Coleraine Road

**illus 43**

The Association held regular meetings and organized voluntry tree planting days to plant the streets of Hamilton. Many trees were planted along the Coleraine Road in an attempt to link Hamilton and Coleraine with a row of trees, apparently single. Many of the original trees were removed with the widening of the road however an impressive row of *Pinus radiata*, Monterey Pine, still remains beyond the town boundary.

commemorative planting in Gray St

**illus 44**

Only limited success was experienced in maintaining trees after planting and successive reports of trees dying were minuted. Failure was mainly due to vandalism, destruction from roaming livestock and lack of watering during the summer months. Help from the Council was continually sought, particularly to keep trees watered and to supply tree guards, but apparently not forthcoming and in a series of articles in the *Hamilton Spectator* the Council was not only blamed for its lack of assistance but also for the actual removal of trees planted by the association. This frustration led to disillusion and eventually the Association was disbanded in the late 1940's. The Town Clerk at the time, Mr Andrew Walls, maintained a scrap book which, as well as other items mostly devoted to sewerage and road making and his hobby music, included newspaper cuttings critical of the Council's role. ([[273]](#footnote-273)) There is no doubt that street trees were a contentious subject in local politics over the years.

view in Skene Street showing small trees and view

**illus 45**

The majority of avenues of trees in Hamilton have been planted in the post Second World War period. Parks such as Patterson Park was planted with avenues of *Pinus radiata*, Monterey Pine, *Populus alba*, Silver Poplar and *Cupressus macrocarpa*, Monterey Cypress, and Bree Park was replanted after removing the acacias particularly *Acacia baileyana*, Cootamundra Wattle with *Pinus radiata*, Monterey Pine and *Eucalyptus ficifolia*, Red Flowering Gum. There is one specimen of *Acacia elata*, Cedar Wattle remaining on the northern side of the park from this earlier planting which is now impressive in size but unfortunately not in good condition.

Most of the streets were planted in this period and tree selection was dominated by a policy of planting small flowering trees such as *Prunus serrulata*, Flowering Cherry, *Prunus X blirieana*, Double Rose Cherry Plum and *Malus X purpurea*. This policy was developed around an idea to promote Hamilton as a floral town. There have, however, despite this policy been the occasional streets planted with larger trees such as the *Cinnamomum camphora*, Camphor Laurel in Bree road and Elva Ave and *Grevillea robusta*, Silky Oak in Park street between Kent road and north boundary road. In one instance a quite unusual selection was planted in the *Picea abies*, Norway Spruce at the end of Dinwoodie Street near Sedgwick Street. This tree is not often encountered in this region of Victoria let alone as a street tree. The choice of trees planted in some of these streets may have been determined by what was leftover from local nurseries.

**3.0 RECOMMENDATIONS**

A summary of the major recommendations in point form appears as part of the Introduction to this report. For an explanation of the various statutory authorities involved with conservation planning controls and historic buildings see Appendix 8.4.

**3.1 Major Recommendations**

It is recommended that the Hamilton City Council amend the Hamilton Planning Scheme by the formal identification of Conservation Areas (both built form and natural), by the identification of specific buildings, plants and sites and by the adoption of various guidelines as formal policies. This should be achieved by simultaneously:

- amending the Planning Scheme immediately but on an interim basis as recommended in the Study, and

- by putting on public diplay a more permanent amendment, inviting comments, reviewing submissions, and requesting an independent panel hearing if necessary before amending the Planning Scheme.

These statutory actions should be augmented by a more general strategy which includes the nomination of buildings, according to their grading, for addition to the Historic Buildings Register and the Register of the National Estate, and the nomination of trees to the Significant Trees Register. The Hamilton City Council should establish a free Heritage Advisory Service to assist both applicants and Council officers in the planning process. The bureaucratic process can be minimised by permiting "as of right" all works which comply with the Guidelines. This Service should be supported by a revolving Heritage Fund or through offering rate incentives, as provided for in the *Local Government* Act. There are many examples of funds and advisory services, such as at Ballarat, Portland and Port Fairy, on which to model a fund for Hamilton.

If the Hamilton City Council expects private property owners to work within the statutory framework of the planning process, it must also abide by its own Guidelines for Conservation and Infill for any municipal works. This will become all the more critical when legislative amendments allow the City to issue planning permits itself. Similarly the Study makes recommendations for streetscapes and reserves, particularly for the management of street trees. While there have been attempts over the years to beautify the municipality and these have met with some success, Hamilton has suffered from the lack of a long term view, no co-ordination across the whole of the municipality and a subjective or fashionable approach to planting. A broad scale plan should be prepared, implemented and maintained.

There are other, more general ways in which the City of Hamilton could promote conservation. There is a rich legacy of archival material in and around the city and, if the documents which came to light in the brief life of this Study are any guide, there is much more yet to surface. One of the fundamental steps which the City could take is to establish a proper archive, a regional historical resources centre to collect, hold, conserve, analyse and display the documents that tell Hamilton's and the Western District's history. This could be a joint effort between the City and the Historical Society, perhaps based on the model of the Geelong Historical Resources Centre. It should be co-ordinated with the Shire of Dundas. The Library seems to be the logical umbrella institution. Such an archive would be supported by the various other institutions at a state level such as the State Library, the Museum of Victoria and the Public Records Office.

Another, more light-hearted way of promoting conservation is to have a "Conservation Competition", for both buildings and gardens. There is a precedent for this in the Jaycees' "Yulunga Streets and Garden Competition" of the 1960s. The City of St Kilda has held a successful competition for the last three years as part of Heritage Week.

Despite the thoroughness of this Study, it is quite likely that other areas and buildings will deserve protection in the future. Errors of fact and judgement may need to be corrected. New themes are always emerging in historical research and we are looking at ourselves in different ways. The turn of the millenium which coincides with Australia's centenary of Federation is likely to be as much of a cultural watershed as the Bicentennial was. It is recommended that the Study and the planning controls it implements should be reviewed for their success after five years and be completely revised after ten years.

**3.2 Grading of Buildings**

Buildings of any significance, including gardens, in Hamilton have been located, identified and assessed for their significance into five grades - A, B, C, D & E. The Study identified approximately 550 buildings:

A GRADE 8 buildings

B GRADE 31 buildings

C GRADE 107 buildings

D GRADE 304 buildings

E GRADE 95 buildings

 Total 545 buildings

These grades correspond to the legislative framework available to protect significant buildings and this, in turn, provides the balance between public and private interest. The details and implications of the five grades are:

**A Grade Buildings**

A Grade buildings are of state or national significance. They are either already included on, or are recommended for, the Historic Buildings Register and this provides the major mechanism for the control of buildings of such a degree of significance. Any building which is listed on the register comes under the statutory control of the Historic Buildings Council and cannot be altered or demolished without a permit. Applications for planning permits to alter or demolish buildings which are listed A but have not yet been considered for registration by the Historic Buildings Council should be referred to the Heritage Branch of the Department for Planning and Housing for comment before a permit is granted.

State Government owned buildings of this degree of significance were listed on the Government Buildings Register, also administered by the Historic Buildings Council. The process for their protection is similar to that for privately owned buildings. There can, however, be no more additions to the Government Buildings Register - government buildings are now considered for the Register of Historic Buildings.

A Grade buildings are also already included on, or are recommended for nomination for the Register of The National Estate. This Register is administered by the Australian Heritage Commission and, while it provides statutory protection only to buildings owned by the Commonwealth of Australia, is nonetheless a valuable measure of significance.

A Grade buildings are recommended for protection under the Hamilton Planning Scheme. Planning control over the A Grade buildings identified in this Study always rests with the Responsible Authority, the City of Hamilton, under the enabling provisions of the *Planning and Environment Act*, 1987. These buildings should not undergo alterations or be demolished without very close reference to the relevant Guidelines.

A Grade buildings may fall either within or outside a Conservation Area. Limited controls should also be introduced for sites contiguous with A Grade Buildings outside Conservation Areas.

**B Grade Buildings**

B Grade buildings are of regional significance. They are either already included on, or are recommended by this Study for nomination for the Register of the National Estate. Inclusion on this register provides statutory protection only to buildings owned by the Commonwealth of Australia. It is recommended that control over the majority of the B buildings identified in this Study should therefore rest with the Responsible Authority, the City of Hamilton, under the enabling provisions of the *Planning and Environment Act*. These buildings should not undergo alterations or be demolished without close reference to the relevant Guidelines.

B Grade buildings may fall either within or outside a Conservation Area. Limited controls should also be introduced for sites contiguous with B Grade Buildings outside Conservation Areas.

**C Grade Buildings**

C Grade buildings are of local significance. They are the most important buildings for the community because they are specific to the municipality. They are recommended for protection by the Responsible Authority, and should not undergo alterations to the exterior fabric or be demolished without reference to the relevant Guidelines.

Almost all C Grade buildings fall within a Conservation Area. A few comparable buildings outside the Conservation Areas have been identified individually and should enjoy protection under the Hamilton Planning Scheme. Limited controls should also be introduced for sites contiguous with C Grade Buildings outside Conservation.

**D Grade Buildings**

D Grade buildings contribute to the local significance of their neighbours. All listed D Grade buildings fall within the recommended Conservation Areas and are subject to the relevant area controls including demolition. D Grade buildings are not protected on an individual basis outside these Areas. Alterations and additions to D Grade buildings, or to buildings adjacent to D Grade buildings, or infill developments on sites within Conservation Areas must therefore take into account the relevant Guidelines.

**E Grade Buildings**

E Grade buildings contribute to the local significance of their neighbours but have been seriously compromised by unsympathetic alterations. All listed E Grade buildings fall within the recommended Conservation Areas and are subject to the relevant area controls including demolition. E Grade buildings are not protected on an individual basis outside these Areas. Alterations and additions to E Grade buildings or infill developments on sites within Conservation Areas must therefore take into account the relevant Guidelines.

**3.3 Conservation Areas (Built Form)**

Six areas of significance have been identified for their historical and/or their architectural value - as part of Hamilton's heritage. These factors sometimes overlap. They have a cultural significance for Hamilton at least and, in some cases, for the region. These areas either include clusters of significant buildings or else are representative of an historical environmental theme in the development of Hamilton. They are focused on one or more very significant buildings. It is recommended that these areas be formally identified in the Hamilton Planning Scheme as Urban Conservation 1 Areas (Built Form). Each has been given a grading, either Level 2 (regional significance) or Level 3 (local significance). No areas of state or national significance, Level 1, were found. It is recommended that only areas with a streetscape grading of Level 2 be recommended for addition to the Register of the National Estate as a whole. These areas are listed below alphabetically:

 **AREA NAME SIGNIFICANCE**

 A Church Hill Level 2

 B Botanic Gardens/State Offices Level 2

 C Gray Street Commercial Centre Level 2

 D Hospital Hill Level 3

 E Melville Oval Level 3

 F St Ronan's Level 3

At least four other areas were considered but not included because of their relatively low streetscape quality and despite containing a number of individually identified sites in two of them. They were the area around Hamilton College, the area around the railway station, the areas developed after the Second World War by the Housing Commission of Victoria, particularly the Kokoda Avenue.

The most serious consequence of these recommendations are that a planning permit would be required to demolish most buildings within a conservation area and a planning permit would be required to alter most buildings if the proposed alterations did not conform with the guidelines in this report. If the proposed alterations do conform and are supported by the Heritage Advisor they can proceed on an "as of right" basis.

**3.4 Conservation Areas (Natural)**

Only one area of significance has been identified for its historic or landscape value. In this area these factors overlap and the area has regional significance. It is recommended that it be formally identified in the Hamilton Planning Scheme as an Urban Conservation 2 Area (Natural). It has been given a Level 2 grading:

**AREA NAME SIGNIFICANCE**

G Grange Burn Level 2

The principal difference between UC1 (Built Form) and UC2 (Natural) Areas is that the latter does not have demolition control over buildings.

At least three other areas were considered as potential Urban Conservation Areas (Natural). These were Patterson Park, Victory Park and the Cemetery. The remnant native vegetation adjacent to the Parklands Golf Course is a potential Urban Conservation Area 2 but lies outside the city boundaries. It should be noted that certain areas of landscape significance have been included in the Urban Conservation Areas 1 (Built Form) above.

**3.5 Conservation Controls**

**3.5.1 Review of Existing Controls**

Effectively there are no conservation planning controls, sometimes called heritage controls, in the Hamilton Planning Scheme. The Planning Scheme was established under the Planning and Environment Act 1987 and came into effect on 16 February 1988. One of the main objectives of the Act is:

*4.(1)(d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*

More generally, the Act has two other objectives which involve conservation planning controls. They are:

*4.(1)(f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) & (e).*

*4.(1)(g) to balance the present and future interests of all Victorians.*

The Act also defines certain words which apply to the Hamilton Planning Scheme. They are:

*"Conservation" includes -*

*preservation, maintenance, sustainable use, and restoration of the natural and cultural environment.*

*"Development" includes -*

*(a) the construction or exterior alteration or exterior decoration of a building; and*

*(b) the demolition or removal of a building or works; and*

*(c) the construction or carrying out of works; and*

*(d) the subdivision or consolidation of land; and*

*(e) the placing or the relocation of a building or works on land; and*

*(f) the construction or putting up for display of signs or hoardings.*

Nor are there any planning policies in place which might influence the consideration of a permit application by taking into account the conservation value of a site. Both planning controls and policies are recommended by this Study as well as other means for fostering proper conservation.

**3.5.2 Summary of Recommended Controls**

It is suggested that existing planning controls be augmented through the implementation of a conservation strategy which utilises the provisions of the *Planning and Environment* Act and the *Australian Heritage Commission* Act. Recommended controls relate to areas and to individual structures and buildings. Area control would derive from the designation of Urban Conservation (UC1 & UC2) Areas under the existing provisions of the Planning Scheme. Individual buildings and structures would be controlled through inclusion upon the Historic Buildings Register or the Register of the National Estate, inclusion within the Urban Conservation Areas or individual listing within the Planning Scheme. Listing within the Planning Scheme would be either as individual buildings or under the provisions for control of land adjacent to an individually identified structure.

The Amendment to the City of Hamilton Planning Scheme is designed to maximise the effect of the controls but to minimise the process. In most cases it will not be necessary to apply for a planning permit if the proposed development conforms with the general guidelines. Applicants who conform with the guidelines can expect a favourable consideration of their proposal. Furthermore, where applications do conform, the issue of a permit which is not contentious may be made under delegation and in many cases may not require a permit at all. This greatly speeds up the process for the applicant and the Responsible Authority alike. If an application goes to appeal, the guidelines must have been formally adopted as policy by the council to be given weight by the Administrative Appeals Tribunal. The guidelines set out in this report are intended to be adopted as such a policy.

The adoption and implementation of these controls may affect a number of the planning policies currently adopted by Council - these will need to be reviewed in the light of any changes to the scheme.

**3.6 Building Conservation Guidelines**

It is vital to the heritage of Hamilton that a sensible and consistent approach be taken by the Council and ratepayers alike to the conservation of significant buildings and areas. This includes conservation and reinstatement procedures as well as the correct approach to additions. A guide to correct procedures is provided below in Section 6 of this report, and it is recommended that these guidelines be formally adopted by Council as policy and administered as such under the provisions of the *Planning and Environment Act*, 1987.

**3.7 Building Infill Guidelines**

The introduction of new buildings to significant streetscapes and landscapes is a matter of critical importance in terms of aesthetic and heritage amenity. Insensitive development can act to the detriment of individual buildings, streetscape and landscape and is extremely difficult to ameliorate once construction has been completed. It is therefore vital to the amenity of Conservation Areas that matters of form, materials, detailing, fenestration and the like in the new building be addressed before a permit is issued for the commencement of works.

Detailed guidelines for the design approach to be adopted for infill in significant areas are provided in Section 7 of this report, and it is recommended that these guidelines be formally adopted by Council as policy and administered as such under the provisions of the *Planning and Environment Act*.

**3.8 Municipal Works in Conservation Areas**

Separate detailed guidelines for the design approach to be adopted for building works by Council in significant areas are not provided in this report. It is recommended that the ordinary guidelines be used by Council and that the principles behind the guidelines be followed for such things as pavements, road works signs and street furniture. The following can be read as guidelines for the care and maintenance of trees in streets and reserves.

**3.8.1 Condition of Street Trees**

Many of the street trees surveyed in Hamilton showed only average condition and form. This is due to poor pruning practice which in many cases has destroyed the shape of the tree and led to decay and subsequent poor growth. The most dramatic example can be seen in Goldsmith Street where half the tree, *Quercus robur*, English Oak, has been removed on the road side leaving a lopsided tree and a very undesirable appearance to the streetscape. In Lonsdale Street between McIntyre and Kennedy Streets established specimens of *Photinia serrulata*, Chinese Hawthorn, have also been heavily pruned on the road side. This pruning practice is apparently due to trucks for road resurfacing and street sweeping. It is strongly recommended that alternative methods for both be examined to reduce the impact on street trees and therefore maintain the aesthetic quality of the streetscape.

Pruning has also been harsh on many trees under powerlines. An example of this is the *Sorbus aucuparia*, European Ash, in Kennedy St outside the Botanic Gardens. The pruning has reduced the trees to no more than a "lolly-pop" shape which makes them look silly and detracts from the general appearance of the gardens. Pruning of trees under powerlines needs to be carefully carried out to maintain a balanced aesthetic shape to the tree. It is understood that a new form combined wiring may reduce the perceived danger of shorting. The real solution would be to remove the powerlines which dominate the streetscapes of Hamilton.

**3.8.2 Selection of Street Trees**

A large percentage of trees planted in the streets of Hamilton are small trees. Species such as *Malus X purpurea* and *Prunus serrulata*, Flowering Cherry, are planted in many streets and while these species can perform well as street trees they are more suited to the narrow streets of twentieth century suburban subdivision than to the wide streets of Hamilton. Here they are out of scale and contribute very little to the overall streetscape. It could well be that these species were chosen to avoid the powerlines above them. This has emphasised the powerlines rather than hide them. There was also a policy of making Hamilton "The Floral Town" which is discussed elsewhere in the study.

It is suggested that larger species be considered when trees are replaced to provide a stronger streetscape element and improve the overall appearance. One good example of where larger trees have been used to good effect is the avenue of *Platanus X acerifolius*, Plane trees, in Gray St between Kennedy and McIntyre Streets, the  *Ulmus X hollandica*, Elms trees, and *Brachychiton populneus*, Kurrajong trees, in McIntyre Street between Griffin and Skene Streets. It is noted that in both the examples where the grass verge is narrow the trees are planted in the roadway. This would be an appropriate way to plant larger trees to reduce the problem of planting directly under power lines. It also gives a more enclosed feeling to the street and provides better shade for parked cars.

Variety in selection is another characteristic quality of the street trees in Hamilton. On the one hand this has provided a good range of typical species with a sense of deliberate design. On the other it just leads to inconsistency. Two important examples of interplanting are, firstly, in Lonsdale Street where there is a remarkable but successful mix of natives and exotics and secondly, the trees in McIntyre Street where three different species are used with a deliberate sense of rhythm and purpose but another five are used just for variety. There is little doubt that the quality of the streetscape declines from one part to the other.

The following is a short list of species which would be suitable for street trees in Hamilton. They are suitable for the historic associations, their appearance and their performance.

*Brachychiton populneus* Kurrajong

*Fraxinus excelsior* Common Ash

*Gleditsia triacanthos*  Honey Locust

*Lagunaria patersonia*  Pyramid Tree

*Melia azederach*  White Ceder

*Platanus X acerifolius* Plane

*Arbutus unedo*  Srawberry Tree

*Cinnamomum camphora*  Camphor Laurel

*Eucalyptus ficifolia*  Flowering Gum

**3.8.3 Management of Street Trees**

There are many hundreds of street trees planted throughout Hamilton. They are of great value not only because they improve the visual quality of the town but also because they have physical advantages such as noise control, dust control, production of oxygen, reduction of air temperature and shade. As well they provide privacy and protection. There is no doubt that street trees increase the value of adjacent properties. One only needs to think of Toorak in Melbourne and Church Hill in Hamilton.

The management and maintenance of trees is a specialist task and it is recommended that Hamilton engages the services of a fully trained arborist to help its Parks and Gardens Section to manage not only street trees but also those in parks, reserves and the Botanic Gardens. It is suggested that the work of the arborist should include an inventory of all street trees recording such things as name, condition, age, work to be carried out, replacement etc, advice on tree selection, and the supervision of all tree work. This would go a long way to improving the condition of existing trees and it would further enhance the city with tree selection.

In particular, the City of Hamilton's Parks and Gardens Section is referred to the following texts cited in more detail in the Bibliography:

Royal Botanic Gardens *Trees and Gardens from the Goldmining Era*

RAIPR (Vic Region) *Street Tree Directory*

RAIPR (Vic Region) *Management of Valuable Man-Made Landscapes*

**4.0 SURVEY AND ASSESSMENT OF SITES**

The population of the City of Hamilton is about 10,000, a figure which has remained relatively stable for a long time. The municipality issues about 4,700 rate assessments of which slightly more than 250 are for vacant sites. This means that there are slightly more than 4,450 sites which are built on. Several of the sites of most interest in Hamilton, such as churches, are not rated. With these combined, about 4,500 sites were at least nominally investigated in this Study. Of course many, over 150, the A, B and C buildings were investigated in great detail. The results of that research are to be found in Volume 2 - the data sheets.

Over 550 significant buildings, and gardens and trees where appropriate, have been identified in this Study and have been graded A, B, C, D, and E. They are listed below according to grade and then alphabetically by street. Appendix 8.5 lists the buildings by street. Appendix 8.6 lists the notable street trees with comments by street. These grades conform to generally accepted definitions in terms of architectural and historical significance and thus provide a guide to the degree of heritage significance of each of the listed buildings.

**4.1 A Grade Buildings**

A Grade buildings are of national or state significance, irreplaceable parts of Australia's built heritage. They are either already on, or recommended for inclusion on, the Historic Buildings Register and the Register of the National Estate. Their retention and proper conservation should be paramount for both their owners, acting as custodians, and the City of Hamilton. The demolition of an A Grade building, or the removal of its garden, could only be considered in exceptional circumstances.

**List of A grade Buildings**

 Chaucer St A Hamilton College, C1873 W H Ellerker 104

 Craig St A Gas holder, former Hamilton Gas Works 133

 French St A Hamilton Botanic Gdns, W Ferguson designer 134

41 Gray St A Hamilton Club 1879 Smith & Johnson 045

47 Gray St A Mechanics Institute, 1865 046

 Hensley Park Rd A Myrniong, now Alexandra Ladies College 086

34 Thompson St A Napier Club, 1904, Ussher & Kemp architects 034

 Tyers St A The Chalet, former sanitorium, 1930/40's 083

**4.2 B Grade Buildings**

B Grade buildings are of regional significance and stand as important milestones in the development of a town or city. They are either already included on, or are recommended for inclusion on, the register of the National Estate. Their retention and proper conservation should be stongly encouraged and their owners supported by the City of Hamilton. The demolition of a B Grade building, or the removal of its garden, could only be considered in exceptional circumstances.

**List of B grade buildings**

35 Ballarat Rd B Edradour, H E Rippon residence 159

 Brown St B Art Gallery and Library 122

 Brown St B Town Hall 158

 Digby Rd B Archaeological site 135

4 Dryden St B The Manor House, 1862 065

5 Dryden St B St Ronan's, rebuilt post office 084

 Foster St B Base Hospital, cnr Tyers & Kitchener Sts 082

69 French St B The Gables, Queen Anne House 074

20 Gray St B St Andrews Presbyterian Church, c1909 018

21 Gray St B Fleetwood, interwar bungalow 014

24 Gray St B Christ Church Co-Cathedral, Anglican church 015

26 Gray St B Christ Church manse 016

30 Gray St B Lynwood c1860 017

42 Gray St B Hamilton State School No 295, cnr Kennedy St 052

57 Gray St B Post office (1876 CHE Blackmann) 044

131 Gray St B Nat Aust Bank, former CBC, 1867 058

196 Gray St B Scullions (Art Deco 1930's shop) 021

235 Gray St B Argyle Arms Hotel 126

45 Kennedy St B Kilora, cnr Skene St 067

116 Lonsdale St B Masonic Temple 1915 Worshipful Bro Hammond Arch 076

136 Lonsdale St B St Mary's Church c1865, W Wardell & J Fox 089

1 Market Pl B Dundas Shire Hall and Chambers 106

 Martin St B Court House 025

 Martin St B Evangelical Lutheran Church 026

4 McIntyre St B Lyndhurst, brick house & tower, F Hammond, 1901 001

18 McIntyre St B Late Victorian residence 005

 Melville Oval B Grandstand c1909, W H Melville Developer 102

 Milton St B Alexandra House 103

94 Thompson St B Former CBC of A'asia & ESA, now AMP Society 130

139 Thompson St B Commercial Hotel, cnr Lonsdale St 131

**4.3 C Grade Buildings**

C Grade buildings make an architectural and historical contribution that is critical to the local area. They include well preserved examples of particular styles of construction, as well as some individually significant buildings that have been altered or defaced. They have specific historical associations. They are, in many ways, the most important buildings to the community because they are unique to the municipality. Their retention and proper conservation should be stongly encouraged and their owners supported by the City of Hamilton. The demolition of a C Grade building, or the removal of its garden if that is significant, could only be considered when the replacement is, without doubt, of overall benefit to the community.

**List of C grade buildings**

 Alexandra Pde C Major Mitchell Memorial, corner Brown Street 040

 Andrews St C North Hamilton Primary School 117

 Ballarat Rd C Ansett's first hanger 109

 Ballarat Rd C Booriyalloak, Routledge residence, 108

84 Ballarat Rd C Kurrawong 157

 Ballarat Rd C Eventide Homes 064

126 Ballarat Rd C Former saw mill 114

133 Ballarat Rd C Monivae (Sacred Heart) College 112

 Ballarat Rd C St Luke's Lutheran Church, cnr Hiller's Lane 111

1 Brown St C Early accommodation house 092

9 Brown St C Early coffee palace. Neville Cowland renovated 093

74-80 Brown St C Regent Picture Theatre 136

 Brown St C Free Presbyterian Church, 1857 124

13 Carmichael St C Bungalow, Seabrooke & Fildes, R Williams 121

27 Carmichael St C Gracedale, post WW2 bungalow 007

28 Carmichael St C Post WW2 bungalow 008

32 Chaucer St C Ivanhoe, mid-late Victorian residence 105

6 Clarke St C Crathie, early Victorian residence 012

24 Clarke St C Clovelly, notable garden 137

29 Collins St C Early Victorian residence 139

32 Collins St C Early cottage 140

 Collins St C Baptist Church & Bevington organ, cnr Stephen 119

23 Dinwoodie St C St Mary's Convent 091

5A Dryden St C St Ronan's Garage 146

6 Dryden St C The Bungalow, notable garden 085

 Foster St C McKellar Wing Hamilton Hospital 155

 Foster St C Princess Margaret Nurses Home 154

 Foster St C Ambulance Station, cnr Clarendon St 081

12 French St C Gwenllyn, Federation house 120

45 French St C Budock Vean, interwar bungalow 022

56 French St C Interwar bungalow 068

81 French St C C J Evans & Sons, Woolstore, corrugated iron 144

86 George St C Kenmure, Federation house, cnr Ballarat Rd 107

 George St C George St Primary School 145

7 Gray St C Marathon, late Victorian residence 009

11 Gray St C Jandou, interwar bungalo 011

13 Gray St C Edwardian residence 039

18 Gray St C St Andrew's Presbyterian Hall 019

19 Gray St C Grange Hostel 099

31 Gray St C Cobbity, early Victorian residence 095

35 Gray St C Office building, Hunter Newns, solicitors 071

36 Gray St C The Castle, also known as Hewlett House 070

47A Gray St C Bowling Club Rooms 153

54 Gray St C Gray Street Gallery, shop 047

56 Gray St C Red Cross Centre, shop 048

58 Gray St C Urquhart's Restaurant 050

59 Gray St C Hamilton Spectator office 055

73 Gray St C Office of Francis Punch Architect 051

89 Gray St C CML Building, two storey shops and offices 147

90 Gray St C Radford's Real Estate (Former Uren's Pharmacy) 053

91-5 Gray St C Williams Building 054

117 Gray St C Coles Fossey, shop 056

121 Gray St C Former Millers' department store 057

140 Gray St C Thompson Stores, 2 storey bluestone building 062

141 Gray St C Grand Central Hotel 063

152 Gray St C Shop George Gill Chemist 061

154 Gray St C Williams The Shoeman, 2 storey shop 042

157-9 Gray St C Tops 'n' Tails, 2 storey shop, 041

158 Gray St C Robsons' Pharmacy, 2 storey shop 059

162 Gray St C James Berry House, single storey shop 049

164 Gray St C Maloneys', 2 storey shop, important shopfronts 043

169 Gray St C Walter House, late 50s ? group of shops 038

213 Gray St C George Hotel 037

222 Gray St C Dempsters', group of 4 shops 036

227-9 Gray St C CFA Building, 1901 035

230 Gray St C Formerly Krugers, pair of single storey shops 020

355 Gray St C Interwar bungalow, Seabrooke & Fildes, Williams 115

55 Hamilton Pl C Church of Christ 075

53 Kennedy St C Late Victorian residence 069

75-7 Kennedy St C Temperance Hall 072

81 Kennedy St C Former MUIOOF Hall, now RSS&AILA Memorial Hall 073

 Kent Rd C Kent Road Primary School No 4847 138

71 King St C Seventh Day Adventist Church 096

12 Learmonth St C Reg Ansett's, interwar bungalow, good condition 110

2 Lewis St C Bluestone cottage 116

17 Lonsdale St C Tavistock, mid Victorian residence 010

109 Lonsdale St C Uniting Ch, former Methodist, cnr Alexandra Pde 077

111 Lonsdale St C Geo F Love Hall 079

113 Lonsdale St C Wesley Hall 078

115 Lonsdale St C Federation residence, Uniting church manse 087

124 Lonsdale St C Monivae Junior School Hall 088

138 Lonsdale St C Federation residence & tower (38 Dinwoodie St) 090

 Market Pl C Boer War memorial 101

46 Martin St C Evangelical Lutheran Manse 028

 Martin St C Evangelical Lutheran Hall 027

12 McIntyre St C Kameruka, Victorian house 003

14 McIntyre St C Federation style residence 002

16 McIntyre St C Timber shop and dwelling 004

21 McIntyre St C Late Federation bungalow, Presbyterian Manse, 066

25 McIntyre St C St Andrews Sunday School, cnr Griffin St 080

26 McIntyre St C Christ Church Sunday School 013

41 McIntyre St C Eildon, converted church, cnr Clarke St 006

64 Milton St C Post WW2 bungalow with naive garden 060

 Mt Baimbridge Rd C Technical School 100

 Mt Baimbridge Rd C High School 118

 Mt Napier Rd C Permewan Wright Sheds, corrugated iron sheds 127

22 Pope St C Mourilyan, 2 storey residence 125

 Pope St C St Mary's School, former Academy 132

 Roberts St C Former Fever Ward, Queen Victoria Cottages 156

6 Skene St C Early Victorian cottage 023

14 Skene St C Interwar bungalow 024

 Station St C Railway Station 141

9 Thompson St C New Policeman's residence 029

12 Thompson St C New Evangelical Lutheran Manse 032

13 Thompson St C New Police Station 030

15 Thompson St C State Offices 031

24 Thompson St C Early Victorian residence, original garden? 033

42 Thompson St C Former Store/Stable 149

47 Thompson St C Birdseye's Dental Surgery 142

56 Thompson St C Mimi's Restaurant, 148

58-60 Thompson St C Former Bank, 150

64 Thompson St C Offices/residence Roxburgh House 151

124 Thompson St C Mitch's Mart, Former Bank of Australasia 128

125 Thompson St C Former Prince of Wales Hotel (?) 143

128 Thompson St C Toyworld, single storey Victorian shop 129

2 Westacott St C Former lock up, converted into house 152

**4.4 D Grade Buildings**

D Grade buildings are either reasonably intact representatives of particular periods or styles, or they have been substantially altered but stand in a row or street which retains much of its original character. Many comparable buildings would be found elsewhere in the City of Hamilton outside the conservation areas. Their proper conservation, but with a less rigorous approach, is to be encouraged by the City of Hamilton.

**List of D grade buildings**

37 Brown St D Carpet store

43 Brown St D Single storey shop

45 Brown St D Single storey shop

58 Brown St D Hairdresser

64 Brown St D Medical consulting rooms

120 Brown St D Community Centre

123 Brown St D Cream brick shop/bakery

6 Carmichael St D Meribah, interwar bungalow

7 Carmichael St D Interwar bungalow

8 Carmichael St D Interwar bungalow

9 Carmichael St D Post WW2 bungalow

11 Carmichael St D Post WW2 bungalow

13 Carmichael St D Post WW2 bungalow

16 Carmichael St D Post WW2 bungalow

19 Carmichael St D Interwar bungalow

21 Carmichael St D Interwar bungalow

23 Carmichael St D Field Place, interwar bungalow

26 Carmichael St D Interwar bungalow

29 Carmichael St D Post WW2 bungalow

33 Carmichael St D Post WW2 bungalow

35 Carmichael St D Interwar bungalow

37 Carmichael St D Post WW2 bungalow

39 Carmichael St D Interwar bungalow

40 Carmichael St D Interwar bungalow

43 Carmichael St D Post WW2 bungalow

47 Carmichael St D Interwar bungalow

49 Carmichael St D Interwar bungalow

51 Carmichael St D Interwar bungalow

53 Carmichael St D Interwar bungalow

55 Carmichael St D Interwar bungalow

6 Clarendon St D Late Victorian residence

10 Clarendon St D Aylsham, late Victorian residence

14 Clarendon St D Late Victorian residence

16 Clarendon St D Late Victorian residence,

20 Clarendon St D Late Victorian residence, excellent condition

26 Clarendon St D Alroy, early Victorian residence, new verandah

28 Clarendon St D Late Victorian residence

31 Clarendon St D Interwar bungalow

33 Clarendon St D Interwar bungalow

34 Clarendon St D Post World War 2 bungalow

35 Clarendon St D Interwar bungalow

38 Clarendon St D Mid Victorian residence

41 Clarendon St D Late Victorian residence

50 Clarendon St D Post World War 2 bungalow, classic period garden

1 Clarke St D Interwar bungalow

5 Clarke St D Late Victorian residence, appropriate colour scheme

7 Clarke St D Post World War 2 bungalow

8 Clarke St D Church Hill Kindergarten

12 Clarke St D Post World War 2 bungalow, appropriate garden

14 Clarke St D Interwar bungalow

15 Clarke St D Late Victorian residence, original ripple iron fence

25 Clarke St D Post World War 2 bungalow

26 Clarke St D Interwar bungalow

28 Clarke St D Interwar bungalow, well restored, could this be a C

30 Clarke St D Interwar bungalow

33 Clarke St D Edwardian residence, original iron fence & posts

34 Clarke St D Interwar bungalow, rare Spanish Mission detailing

35 Clarke St D Interwar bungalow, unusual & mysterious mock ashlar

36 Clarke St D Post World War 2 bungalow, 1960s

37 Clarke St D Interwar bungalow

21 Collins St D Late Victorian residence

23 Collins St D Late Victorian residence

25 Collins St D Late Victorian residence

27 Collins St D Wanderer's Rest, late Victorian residence

28 Collins St D Forres, interwar bungalow

30 Collins St D Interwar bungalow, may be post World War 2 bungalow

31 Collins St D Late Victorian residence

33 Collins St D Early cottage

88 Cox St D Late Victorian residence

90 Cox St D Federation bungalow

92 Cox St D Late Victorian residence, notable timber details

4 Dinwoodie St D Late Victorian residence

8 Dinwoodie St D Late Victorian residence

9 Dinwoodie St D Late Victorian residence, original fence replaced

10 Dinwoodie St D Post World War 2 bungalow

22 Dinwoodie St D Federation bungalow, fine example in good condition

24 Dinwoodie St D Federation bungalow, unsympathetic carport & fence

26 Dinwoodie St D Post World War 2 bungalow, (interwar?), Sec 34 CA 9

37 Dinwoodie St D Post World War 2 bungalow

39 Dinwoodie St D Interwar bungalow, notable cast iron verandah columns

42 Dinwoodie St D Interwar bungalow

43 Dinwoodie St D Langford, late Victorian residence

44 Dinwoodie St D Post World War 2 bungalow

47 Dinwoodie St D Late Victorian residence, part of later fence missing

48 Dinwoodie St D Interwar bungalow, notable awnings and corner window

1 Dryden St D Interwar bungalow

7 Dryden St D Post World War 2 bungalow

8 Dryden St D Post World War 2 bungalow

3 Foster St D Interwar bungalow

5 Foster St D Interwar bungalow

6 Foster St D Late Victorian residence, notable turret & verandah

13 Foster St D Interwar bungalow

14 French St D California bungalow residence.

38 French St D Late Victorian residence

40 French St D Late Victorian residence

41 French St D Interwar bungalow

42 French St D Late Victorian residence

43 French St D Federation residence

44 French St D Late Victorian residence

46 French St D Interwar bungalow

50 French St D Interwar bungalow

52 French St D Interwar bungalow

55 French St D Late Victorian residence

71 French St D Residence, roof replaced

1 Garton St D Interwar bungalow

23 Goldsmith St D Interwar bungalow

5 Gray St D Post World War 2 bungalow

9 Gray St D Late Victorian residence

10 Gray St D Post World War 2 bungalow

12 Gray St D Post World War 2 bungalow

14 Gray St D Post World War 2 bungalow

15 Gray St D Interwar bungalow

23 Gray St D Interwar bungalow

28 Gray St D Edwardian residence, notable cypress hedge

33 Gray St D Georgian revival

34 Gray St D Early cottage with Victorian extension

52 Gray St D Shop, French McLaren, accountants

65 Gray St D Bellcourt Books

71 Gray St D Shop

92 Gray St D Shop

101 Gray St D Group of 5 shops

118 Gray St D Shop

130 Gray St D Group of 5 shops, Vitrolite facings

132 Gray St D pair of shops

136 Gray St D Sportscene, shop

151 Gray St D Single storey shop

153 Gray St D Single storey shop

165 Gray St D Pair of shops with Brooks Robinson windows

190 Gray St D Shops

210 Gray St D Former Ansett Motors, Wannon Motors

236 Gray St D Pair of shops, late 50s - early 60s

265 Gray St D Late Victorian residence

266 Gray St D Federation bungalow

267 Gray St D Late Victorian residence

269 Gray St D Late Victorian residence

273 Gray St D Late Victorian residence

275 Gray St D Barone, late Victorian residence

276 Gray St D Interwar bungalow

279 Gray St D Late Victorian residence

280 Gray St D Late Victorian residence

287 Gray St D Late Victorian residence, original fence replaced

289 Gray St D Interwar bungalow

291 Gray St D Late Victorian residence, fretted timber gable

292 Gray St D Edwardian residence

297 Gray St D Interwar bungalow

299 Gray St D Interwar bungalow, notable garden

305 Gray St D Post World War 2 bungalow

306 Gray St D Hamilton Vintage Car Club

307 Gray St D Post World War 2 bungalow

321 Gray St D Post World War 2 bungalow

325 Gray St D Elray, Interwar bungalow, notable circular bay

 Gray St D Commonwealth Offices

3 Griffin St D Post World War 2 bungalow

12 Griffin St D Interwar bungalow

15 Griffin St D Interwar bungalow

16 Griffin St D Post World War 2 bungalow, 1960s

17 Griffin St D Interwar bungalow, simple but appropriate garden

19 Griffin St D Post World War 2 bungalow, appropriate garden

20 Griffin St D Interwar bungalow, painted brickwork

21 Griffin St D Interwar bungalow

22 Griffin St D Interwar bungalow, original fence, good colour scheme

44 Griffin St D Late Victorian residence

45 Griffin St D Interwar bungalow, simple but appropriate garden

46 Griffin St D Lowan, interwar bungalow,

47 Griffin St D Interwar bungalow

48 Griffin St D Mid Victorian residence, substantially

49 Griffin St D Nilma, Edwardian residence

50 Griffin St D Interwar bungalow, appropriate colour scheme

55 Kennedy St D Post World War 2 bungalow

57 Kennedy St D Federation bungalow, original ripple iron fence

59 Kennedy St D Edwardian residence, chimneys painted

63 Kennedy St D Interwar bungalow

83 Kennedy St D Edwardian residence

85 Kennedy St D Edwardian residence

87 Kennedy St D Edwardian residence

88 Kennedy St D Post World War 2 bungalow

96 Kennedy St D Edwardian residence

97 Kennedy St D Edwardian residence

99 Kennedy St D Edwardian residence

5 Learmonth St D Interwar bungalow

6 Learmonth St D Late Victorian residence

7 Learmonth St D Interwar bungalow, original front fence replaced

9 Learmonth St D Edwardian residence, fence missing

10 Learmonth St D Federation bungalow, front fence missing

14 Learmonth St D Edwardian residence

23 Learmonth St D Interwar bungalow

33 Learmonth St D Cobbham, Edwardian residence, new metal fence

35 Learmonth St D Late Victorian residence

1 Lonsdale St D Interwar bungalow

6 Lonsdale St D Interwar bungalow

7 Lonsdale St D Contemporary bungalow, good infill

8 Lonsdale St D Interwar bungalow, may be post World War 2 bungalow

9 Lonsdale St D Late Victorian residence

10 Lonsdale St D Edwardian residence, may have been built post 1900

15 Lonsdale St D Edwardian residence

16 Lonsdale St D Edwardian residence

18 Lonsdale St D Interwar bungalow

25 Lonsdale St D Interwar bungalow

30 Lonsdale St D Edwardian residence

32 Lonsdale St D Late Victorian residence

33 Lonsdale St D Interwar bungalow

34 Lonsdale St D Interwar bungalow

38 Lonsdale St D Interwar bungalow

39 Lonsdale St D Interwar bungalow

121 Lonsdale St D Interwar bungalow

122 Lonsdale St D Interwar bungalow

123 Lonsdale St D Derrymore, Post World War 2 bungalow

125 Lonsdale St D Federation residence, fence missing

127 Lonsdale St D Interwar bungalow

129 Lonsdale St D Interwar bungalow

131 Lonsdale St D Interwar bungalow original roof removed

133 Lonsdale St D Interwar bungalow, original roof removed

135 Lonsdale St D Late Victorian residence

142 Lonsdale St D Late Victorian residence

144 Lonsdale St D Late Victorian residence, bungaloid additions

146 Lonsdale St D Late Victorian residence, Chiropractor's

148 Lonsdale St D Interwar bungalow, original roof replaced

150 Lonsdale St D Interwar bungalow, original front fence replaced

156 Lonsdale St D Federation residence, medical consulting rooms

9 Market Pl D Post WW2 bungalow

11 Market Pl D Post WW2 bungalow

2 Martin St D Interwar bungalow

4 Martin St D Interwar bungalow

9 Martin St D Interwar bungalow

11 Martin St D Interwar bungalow

17 Martin St D Post World War 2 bungalow, excellent period garden

30 Martin St D Policeman's residence, 1960s

2 McIntyre St D Post WW 2 bungalow, built in the grounds of Lyndhurst

3 McIntyre St D Tara, Federation residence

5 McIntyre St D Late Victorian residence

7 McIntyre St D Lyndale, Post WW 2 (70s) bungalow, appropriate garden

9 McIntyre St D Nairn, Federation residence, earlier gateposts?

13 McIntyre St D Interwar bungalow, Mt Gambier stone

17 McIntyre St D Post World War 2 bungalow

20 McIntyre St D Interwar bungalow

22 McIntyre St D Victorian residence

24 McIntyre St D Victorian residence, Pittosporum hedge, native garden

39 McIntyre St D Victorian residence

44 McIntyre St D Victorian residence

45 McIntyre St D Linton, Victorian residence

46 McIntyre St D Victorian residence

47 McIntyre St D Victorian residence

48 McIntyre St D Interwar bungalow

50 McIntyre St D Late Federation bungalow

51 McIntyre St D Interwar bungalow

51 McIntyre St D Interwar bungalow

58 McIntyre St D Interwar bungalow, mirrors No 60

59 McIntyre St D Interwar bungalow

60 McIntyre St D Interwar bungalow, mirrors No 58

2 Milton St D Post WW2 bungalow

3 Milton St D Post WW2 bungalow

5 Milton St D Interwar bungalow

6 Milton St D Late Victorian residence

15 Pope St D Late Victorian residence

25 Pope St D Federation residence

27 Pope St D Federation residence

29 Pope St D Federation residence

8 Rountree St D Interwar bungalow, original fence missing

12 Rountree St D Late Victorian residence, heavily restored

4 Scoresby St D 1960s bungalow

6 Scoresby St D Post World War 2 bungalow

12 Scoresby St D Interwar bungalow

14 Scoresby St D Late Victorian residence

22 Scoresby St D Corrugated iron stores

24 Scoresby St D Late Victorian residence

26 Scoresby St D 1960s bungalow

2 Skene St D Interwar bungalow

4 Skene St D Interwar bungalow

5 Skene St D Interwar bungalow

10 Skene St D Interwar bungalow

11 Skene St D Interwar two storey residence

12 Skene St D Interwar bungalow

13 Skene St D Interwar bungalow

15 Skene St D Interwar bungalow

16 Skene St D Interwar bungalow

18 Skene St D Late Victorian residence

27 Skene St D Late Victorian residence

28 Skene St D Post World War 2 bungalow

29 Skene St D Late Victorian residence

30 Skene St D Late Federation bungalow

31 Skene St D Post World War 2 bungalow

33 Skene St D Post World War 2 bungalow

34 Skene St D Interwar bungalow

36 Skene St D Interwar bungalow

4 Thompson St D Interwar bungalow

11 Thompson St D Brick garage

18 Thompson St D Edwardian residence, a pair with its neighbour

20 Thompson St D Interwar bungalow

28 Thompson St D Interwar bungalow, Mt Gambier stone

30 Thompson St D Late Victorian residence

38-40 Thompson St D pair of shops, TAB & Hamilton Heating

49 Thompson St D Adult Education offices

62 Thompson St D Office of the Dept of Conservation & Environment

89 Thompson St D Extension to Victoria Hotel, Reg Williams builder

92 Thompson St D Former Bank of NSW

97 Thompson St D Shops, former site of Cobb & Co

98 Thompson St D Nat Bank, 1863, L Terry (additions 1867)-now defaced.

99 Thompson St D Dept of Community Services

107-11Thompson St D Offices & shops, Art Nouveau details in parapet

110 Thompson St D Single storey brick shop

116 Thompson St D Single storey concrete shop

118 Thompson St D Single storey concrete shop

119 Thompson St D Steer Bros Butchers, 1927

120 Thompson St D Single storey stone shop

130? Thompson St D Former Pace Foodbarn (unoccupied), 1960s supermarket

140 Thompson St D Single storey cream brick shop, twin to neighbour

144 Thompson St D Single storey cream brick shop, twin to neighbour

**4.5 E Grade Buildings**

E Grade buildings date from the historic period of an area but have been seriously compromised by the loss of original fabric and inappropriate alterations. In a limited way they still contribute to the significance of an area and their proper conservation should be encouraged. Alternatively, they may be replaced with good infill buildings.

**List of E grade buildings**

31 Brown St E Shop

124 Brown St E Interwar bungalow, extended and much altered

15 Carmichael St E Interwar bungalow

41 Carmichael St E Post WW2 bungalow

45 Carmichael St E Post WW2 bungalow, Mt Gambier Stone

58 Carmichael St E Interwar bungalow

60 Carmichael St E Interwar bungalow

62 Carmichael St E Interwar bungalow

64 Carmichael St E Interwar bungalow

18 Clarendon St E Late Victorian residence

27 Clarendon St E Federation bungalow

30 Clarendon St E Interwar bungalow, new windows and roof

32 Clarendon St E Mid Victorian residence

39 Clarendon St E Interwar bungalow

3 Clarke St E Interwar bungalow

10 Clarke St E Late Victorian residence

13 Clarke St E Interwar bungalow

16 Clarke St E Late Victorian residence

29 Clarke St E Post World War 2 bungalow

31 Clarke St E Late Victorian residence

32 Clarke St E Late Victorian residence, note stone & brick chimneys

19 Collins St E Late Victorian residence

85 Cox St E Early Victorian cottage

5 Dinwoodie St E Late Victorian residence, verandah missing details

6 Dinwoodie St E Late Victorian residence,

18 Dinwoodie St E Ain Kanim, interwar bungalow, new roof & blinds

20 Dinwoodie St E Late Victorian residence, grossly altered

41 Dinwoodie St E Late Victorian residence, cladding & new roof

45 Dinwoodie St E Late Victorian residence, grossly altered

50 Dinwoodie St E Early Victorian cottage, cladding

47 French St E Interwar bungalow

48 French St E Interwar bungalow

6 Gray St E Interwar bungalow

8 Gray St E Interwar bungalow

50 Gray St E Hamilton Hotel

62 Gray St E Former bank, Commonwealth, now offices

67-9 Gray St E Shops

75 Gray St E Shop, much altered

77 Gray St E Shop, remnants of the Victoria Hotel at the rear

86-8 Gray St E Pair of shops, much altered

110 Gray St E Pair of shops

147 Gray St E Civic Centre Television, shop

161 Gray St E Pair of shops

197 Gray St E Shop

201 Gray St E Hamilton Laundry

211 Gray St E 2 storey shop, cantilevered enclosed balcony

240 Gray St E Group of 6 shops

263 Gray St E Late Victorian residence

268 Gray St E Late Victorian residence

277 Gray St E Javanglee, interwar bungalow, grossly altered

282 Gray St E Late Victorian residence, verandah & fence altered

293 Gray St E Late Victorian residence

295 Gray St E Interwar bungalow, sandblasted, new roof & windows

296 Gray St E Late Victorian residence

311 Gray St E Late Victorian residence

315 Gray St E Edwardian residence

323 Gray St E Post World War 2 bungalow, windows altered

329 Gray St E Post World War 2 bungalow, windows altered, cladding

10 Griffin St E Interwar bungalow

18 Griffin St E Late Victorian residence

24 Griffin St E Edwardian residence, now clad, chimneys removed

38 Griffin St E Late Victorian residence, under restoration

65 Kennedy St E Late Victorian residence

67 Kennedy St E CWA Clubrooms

69 Kennedy St E Legacy House

71 Kennedy St E Late Victorian residence/interwar bungalow additions

4 Learmonth St E Late Victorian residence

25 Learmonth St E Interwar bungalow

2 Lonsdale St E Interwar bungalow, is this a "Connite" building

5 Lonsdale St E Late Victorian residence

11 Lonsdale St E Late Victorian residence

23 Lonsdale St E Post World War 2 bungalow

28 Lonsdale St E Edwardian residence, undergoing restoration

35 Lonsdale St E Interwar bungalow

36 Lonsdale St E Interwar bungalow

41 Lonsdale St E Late Victorian residence, windows changed

117 Lonsdale St E Late Victorian residence

13 Market Pl E Post WW2 bungalow

5 Martin St E Late Victorian residence

13 Martin St E Late Victorian residence

15 McIntyre St E Late Victorian residence

19 McIntyre St E Victorian residence

49 McIntyre St E Victorian residence

4 Milton St E Early Victorian residence

7 Milton St E Early Victorian residence, much altered

13 Pope St E Late Victorian residence

14 Pope St E Early Victorian cottage

17 Pope St E Late Victorian residence

18 Pope St E Early Victorian cottage

19 Pope St E Late Victorian residence

23 Pope St E Late Victorian residence

20 Scoresby St E Interwar shop

32 Skene St E Interwar bungalow

16 Thompson St E Edwardian residence, a pair with its neighbour

26 Thompson St E Interwar bungalow, cladding

55 Thompson St E Million Palace, Chinese restaurant

57 Thompson St E Single storey showrooms

65 Thompson St E Homemaker Store

67 Thompson St E Shop

69-71 Thompson St E Brick offices

101 Thompson St E Ernest Bond & Sons

103 Thompson St E Gas & Fuel

113-17Thompson St E Shops

**4.6 Notable Trees and Gardens**

Notable trees and gardens in private ownership are dealt with in detail as individual sites above. Where houses have an associated garden which is notable the grading of both is the same. Both should be conserved together with the same care.

The following is a list of trees already included on the Register for Significant Trees other than those in the Hamilton Botanic Gardens. The Gardens are the subject of a separate detailed study.

*Ficus palmata*, Indian Fig 49 Kennedy St, front garden

*Quercus robur*, English Oak Lake Hamilton Caravan Park, Ballarat Rd (Yellow Form)

*Quercus robur*, English Oak Gray St, (Yellow Form) row of five - parallel with railway line

*Washingtonia robusta*, Mexican or Washington Palm, row of several Alexandra Parade between Cox & Lonsdale Streets, near the Uniting Church

**List of Notable Trees**

15 Byron St *Cupressus sempervirens*, Italian Cypress

28 Byron St *Brachychiton populneus*, Kurrajong

28 Carmichael St, front garden *Fraxinus oxycarpa* `Raywood', Claret Ash

 Chaucer Street, Hamilton College *Phoenix canariensis*, Canary Island Date Palm

18 Chaucer St, side garden *Macadamia tetraphylla*, Macadamia Nut

3 Clarke St *Grevillea robusta*, Silky Oak - x 2

 Dickens St, Victory Park *Cupressus glabra*, Arizona Cypress

 Dickens St, Victory Park *Eucalyptus botryoides*, Bangalay Gum

4 Dryden St, The Manor House *Magnolia grandiflora*, Bull Bay

5 Dryden St, St Ronan's, side garden *Syzygium floribundum*, Satinash

6 Dryden St, front garden *Washingtonia robusta*, Mexican or Washington Palm

7 Dryden St, rear garden *Crataegus X lavallei*, French Hawthorn

42 French St, front garden *Acmena smithii*, Lilly-pilly

9 Gray St, front garden *Acmena smithii*, Lilly-pilly

7 Gray St, front garden *Brachychiton acerifolius*, Illawarra Flame Tree

11 Gray St, front garden *Brachychiton acerifolius*, Illawarra Flame Tree

13 Gray St, front garden *Araucaria heterophylla*, Norfolk Island Pine

15 Gray St, front garden *Eucalyptus ficifolia*, Red Flowering Gum

24 Gray St, Christ Church *Arbutus unedo*, Strawberry Tree

24 Gray St, Christ Church *Eucalyptus calophylla*, Marri

24 Gray St, Christ Church *Eucalyptus citriodora*, Lemon Scented Gum - x 2

31 Gray St side garden *Araucaria heterophylla*, Norfolk Island Pine

45 Kennedy St, Kilora, rear garden *Brachychiton populneus*, Kurrajong

45 Kennedy St, Kilora, rear garden *Cinnamomum camphora*, Camphor Laurel

 Kennedy St - State Primary School *Schinus molle var areira*, Peppercorn Tree

 Kent Rd & McArthur St*,* Myrniong *Eucalyptus cladocalyx*, Sugar Gum - x 2

 Kent Rd & McArthur St*,* Myrniong *Harpephyllum caffrum*, Kaffir Plum

 Kent Rd & McArthur St*,* Myrniong *Quercus canariensis*, Canary Island Oak

 Kent Rd & McArthur St*,* Myrniong *Tilia X europaea*, Linden Tree - x 2

 Lonsdale St *Eucalyptus globulus subsp. bicostata*, Eurabbie

 Martin St, Victoria Park *Ulmus X hollandica* `Vegeta', Huntingdon Elm

12 McIntyre St, side garden *Brachychiton acerifolius*, Illawarra Flame Tree

21 McIntyre St, front fence line *Cupressus sempervirens*, Italian Cypress - x 3

 Milton St, 1901 Boer War monument *Quercus robur*, English Oak - x 2

45 Milton St, front garden *Fagus sylvatica*, European Beech

 Park St & King St *Eucalyptus botryoides*, Bangalay Gum

51 Shakespeare St, front garden *Brachychiton populneus*, Kurrajong

6 Skene St, side garden *Magnolia grandiflora*, Bull Bay

6 Skene St, end of driveway *Photinia serrulata*, Chinese Hawthorn

14 Skene St, front garden *Fraxinus oxycarpa* `Raywood', Claret Ash

34 Skene St *Eucalyptus ficifolia*, Red Flowering Gum - x 2

 Thompson St, Melville Oval *Aesculus hippocastanum*, Horse Chestnut

 Thompson St, Melville Oval *Washingtonia robusta*, Mexican or Washington Palm

**List of Notable Avenues**

Alexandra Pde between Cox & Lonsdale Sts *Washingtonia robusta*, Washington Palm \*

Alexandra Pde south side and central verge *Ulmus X hollandica*, Dutch Elm

Bree Park either side of main path across park *Eucalyptus ficifolia*, Red Flowering Gum

Bree Rd between Tyers & King Sts *Cinnamomum camphora*, Camphor Laurel

Burns St *Quercus robur*, English Oak \*

Collins St between Dryden St & Milton St *Photinia serrulata*, Chinese Hawthorn

Dinwoodie St between Gray St & Sedgewick St *Picea abies*, Norway Spruce

Driveway entrance to Myrniong from Kent Rd *Quercus canariensis*, Canary Island Oak

Elva Ave *Cinnamomum camphora*, Camphor Laural

Goldsmith St *Quercus robur*, English Oak \*

Gray St between Kennedy & McIntyre Sts  *Platanus X acerifolia*, Plane Tree \*

Gray St between McIntyre St and Carmichael St *Quercus palustris*, Pin Oak \*\*

Gray St parallel with railway line *Quercus robur*, English Oak \*

Griffin St between Carmichael & Terril Dve *Ulmus X hollandica*, Dutch Elm \*

Hamilton Pl *Ulmus X hollandica*, Dutch Elm

Kennedy St between Martin St & Skene St  *Sorbus aucuparia*, European Ash

Kent Rd on boundary of Myrniong *Cupressus torulosa*, Bhutan Cypress \*

Lonsdale St between Dinwoodie & Cox St *Eucalyptus citriodora*, Lemon Scented Gum

Lonsdale St between Foster & Thompson St *Ulmus X hollandica*, Dutch Elm

McArthur St on boundary of Myrniong *Cupressus torulosa*, Bhutan Cypress \*

McIntyre St between French and Skene Sts *Brachychiton populneus*, Kurrajong \*

McIntyre St between Griffin & Skene Sts *Ulmus X hollandica*, Dutch Elm

Melville Oval line along Lonsdale St side *Quercus robur*, English Oak \*

Mt Napier Rd *Quercus robur*, English Oak

Noske Ave and McArthur St, vacant land *Pinus radiata*, Monterey Pine

Park St along side of showgrounds  *Eucalyptus botryoides*, Bangalay Gum

Park St between Kent Rd & North Boundary Rd *Grevillea robusta*, Silky Oak

Patterson Park  *Cupressus macrocarpa*, Monterey Cypress

Patterson Park closely planted double row  *Pinus radiata*, Monterey Pine

Patterson Park double row along Victoria St *Populus alba*, Silver Poplar

Scorsby Place toward Portland Rd *Ulmus X hollandica*, Dutch Elm

Shakespeare St on College oval  *Eucalyptus ficifolia*, Red Flowering Gum

Victoria Park next to Grange Burn  *Quercus robur*, English Oak \*

\* significant early avenues planted in Hamilton

\*\* Avenue planted to commemorate the Thomson family who resided at 13 Gray St (formerly 11 Gray St). Posts were placed by each tree with a plaque carrying the name of a family member. These remain next to a number of specimens but the plaques are missing.

**5.0 SURVEY AND ASSESSMENT OF CONSERVATION AREAS**

**5.1 Introduction**

The whole of Hamilton has been surveyed. Many areas were considered as potential Conservation Areas. Some of these have been dismissed on a comparative basis but may deserve closer attention in years to come (See Section 3.3). It is recommended that the Study be reviewed after five and ten years (See Section 3.2). Six Conservation Areas (Built Form) were identified. Their individual assessments follow.

Area conservation is concerned with protecting collections of buildings. Complete collections of buildings in an area or along a street frontage may have an importance over and above the significance of the buildings considered individually. Therefore each Conservation Area has been graded for its streetscape significance on a scale from 1 to 3. ([[274]](#footnote-274))

**Level** **1** areas are collections of buildings outstanding either because they are a particularly well preserved group from a similar period or style, or because they are highly significant buildings in their own right. No Level 1 areas were found in Hamilton.

**Level 2** areas are of significance either because they still retain the predominant character and scale of a similar period or style, or because they contain individually significant buildings.

**Level 3** areas may contain significant buildings, but they will be from diverse periods or styles, and of low individual significance or integrity.

**5.2 Conservation Areas (Built Form)**

The following text for each Conservation Area should be read rather like the data sheets for individual buildings. The history and description identify the area and its characteristics and lead to the statement of significance and recommendations.

**5.2.1 UC1 Area A Church Hill (Level 2)**

**Description**

The two churches, St Andrew's and Christ Church, which give this area its name and particularly their spires are Hamilton's most important landmarks. They stand at the top of the highest land in the district which was chosen for that reason by design or, more likely, by market forces as the premier residential area in Hamilton. The land falls away to the Grange Burn on two sides and the saddle which forms the commercial centre of Hamilton. On the north west side the land was flat and swampy. This preference for the high ground was characteristic of all nineteenth century development and was based for a long time on the belief in the Miasmatic theory for the spread of disease.

The regular street grid dominates the Church Hill area. It is bisected by Gray Street and McIntyre Street which keep to the highest ground and intersect at the highest point. The grid is unified by established street tree planting some of which has been removed over the years. The trees are varied but consist mostly of *Ulmus X hollandica*, elms, and the best avenue of these is in McIntyre Street. They are possibly oldest street trees in Hamilton but drastic pruning over the years prevents a conclusive dating. Other candidates would be the *Crataegus laevigata*, the English Hawthorn (now declared to be a noxious weed!), in French Street between McIntyre and Carmichael Streets. Also important are the *Brachychiton* *populneus*, Kurrajongs, and *Eucalyptus ficifolia*, Red Flowering Gum, as examples of native species used as late nineteenth century street trees. In Gray Street there are *Platinus X acerifolius*, Planes, which from their size, condition and documentary evidence date from the early twentieth century. Post World War 2 there were plantings of much smaller trees of quite different species. For a detailed list of trees see Appendix 8.6.

The foot paths are all paved with concrete and usually only on one side of the street. The further reaches of the cross streets, when they dip down to the Grange Burn, are not paved. The grass nature strips vary in width from one to five metres. Typically for residential areas of mostly twentieth century construction the footpaths are crossed by driveways most of which are concrete. The gutters are also mostly concrete but some of bluestone cobbles survive. The best examples of the latter are, of course, in the older parts such as McIntyre Street between Gray and Griffin Streets. The streets are happily empty of much of the paraphenalia found in metropolitan suburbs. For a detailed list of materials see Appendix 8.7.

The most common building type is the free standing house, either early twentieth century villas or interwar bungalows. Some older houses and cottages survive either relatively intact or else substantially altered, so much so that their early date is hard to distinguish. There is a wide variety of styles from all periods. There is a wide variety of size with the largest and most impressive houses clustered around the churches and in the two main streets. That is not to say that there are no houses of interest in the other streets. In fact the uniformly distributed significant buildings focused on the church complexes make this an area of real importance to the City of Hamilton. Lyndhurst at 4 McIntyre Street plays a similar role for the southern end of the area.

The Church Hill area leads on to the Gray Street Commercial Area. Certain buildings line its phalanx and play a critical role in defining the edge. The most important of these is the group around the former Temperance Hall in Kennedy Street. Further south it melds with the Botanic Gardens area. The views out of the Church Hill area which are generated by the grid, are critical to its character. From McIntyre Street, at about the intersection of French Street, there is a view to the south-east of machinery sheds, dumped cars and poor quality development across the Grange Burn on the hill opposite. Power lines also intrude on the view. From Skene Street and from Clarke Street there are views to the south-west of the Council Depot and the Abattoirs. The City of Hamilton should encourage good planting on these sites and, if it owns the land, should do screen planting itself. The best species for this would be indigenous flora collected from the area. One good view is to the south-west from Gray Street which has open fields and rows of trees on the horizon.

**History**

As in other Victoria country towns, church organisations (beginning with the Anglicans and the Presbyterians) were formed in Hamilton at an early date and had a profound effect on the community life of the region. The fine buildings with their spires and towers constructed for these congregations have made a great impact architecturally and aesthetically and have led to the whole area being designated as Church Hill. ([[275]](#footnote-275)) It is one of the most prestigious locations in Hamilton and an important component of its heritage.

Ecclesiastical buildings on Church Hill include Christ Church Co-Cathedral, commenced in 1878 by the Ballarat architect, H.R. Caselli ([[276]](#footnote-276)), and the nearby manse (1897-8) at 26 Gray Street. ([[277]](#footnote-277)) The architects Clegg and Miller designed St Andrew's Presbyterian Church in 1909, which stands at 20 Gray Street. ([[278]](#footnote-278)) A third congregation, the Wesleyan Methodists, dissatisfied with an original grant of land, purchased a more prestigious Church Hill site at 41 McIntyre Street, where they built an early church in 1862 designed by the Melbourne architects, Crouch and Wilson. In 1913, this building was sold and converted into a private residence. ([[279]](#footnote-279))

Church Hill became the focus for Hamilton's leading business and professional men, anxious to build elegant homes on elevated sites. There are a number of surviving Edwardian residences which exemplify this trend, including the home of F F L Gummow, auctioneer, at 18 McIntyre Street (1904) and the solicitor, Saxon H Palmer's residence at 4 McIntyre Street (1902) ([[280]](#footnote-280))

It is hardly surprising that Church Hill was chosen for the prestigious Hamilton Club, built in 1879 from the designs of Smith and Johnson for leading townsmen and Western District pastoralists and graziers at 41 Gray Street. ([[281]](#footnote-281))

**Statement of Significance**

The Church Hill Area is of regional significance as a precinct where major Hamilton religious buildings were located, most notably Christ Church Co Cathedral and its manse, and St Andrew's Presbyterian Church. It has also been regarded as the most prestigious residential part of the town and contains a number of examples of elegant residences built for leading business and professional men, as well as retired squatters. The residential character is reinforced by gardens, several notable trees and important street tree planting. It is the social focus for prominent townsmen and Western District pastoralists and graziers.

**Recommendations**

To conserve and enhance the special character of the Church Hill area it is recommended that:

i the existing street plantings which date from before the Second world War be retained and extended in a comparable manner,

ii traditional paving and guttering continue to be used including the absence of footpaths in some streets,

iii a strict policy of minimal signage be followed,

iv no non-residential uses should be allowed to compromise the essentially residential character of the area,

v wherever possible the intrusion of powerlines should be minimised if they cannot be removed,

vi the views out of the area should be enhanced by appropriate planting.

**5.2.2 UC1 Area B Botanic Gardens (Level 2)**

**Description**

The Botanic Gardens is the focus of this area which is also dominated by the regularity of the street grid. It is surrounded by mostly residential buildings and their gardens acting in support and as a buffer from the rest of the city. The major exception is the group of public buildings, especially the Court House, and the Evangelical Lutheran Church complex. Certain residential buildings stand out, specifically the former Police Magistrate's house at 24 Thompson Street, Kilora, the Napier Club, and The Gables. The latter two being two-storied are particularly dominant but they are still subservient to the fully mature trees of the Gardens. The Botanical Motel is located on a key site and while not intruding on the Gardens makes no real contribution to the area.

There is a considerable fall in the land away from Church Hill towards the Lutheran Church. This is critical for the views out of the Botanic Gardens. Hamilton is very lucky that there has been no serious intrusion by surrounding development and no compromise of the distant skyline, the great and irretrievable loss of the Royal Botanic Gardens in Melbourne.

Except on the Thompson Street side and for one third of the Martin Street side there are no made footpaths around the Gardens. There is a variety of fences and hedges the most important of which is in French Street. There are street trees, *Sorbus aucuparia*, European Ash, in Kennedy Street between the Botanic Gardens Depot and French Street. They have been heavily pruned and detract from the Gardens. In Martin Street there are some *Prunus serrulata* cvs., Flowering Cherry, which are trivial compared with the mature plantings of the Gardens. The worst intrusion are the powerlines.

On the other side of the road from the Gardens all of the streets have plantings except for French Street. In Kennedy Street there are *Sorbus aucuparia*, European Ash, which are appropriate and in good condition. In Martin Street there are *Prunus serrulata*, Flowering Cherry, which are in good condition but are not as appropriate as a larger tree would be. The idiosyncratic bush roses - in concrete rings - outside the State Offices are too eccentric to lose. In Thompson Street there are more *Prunus serrulata*, Flowering Cherry, but in poor condition with gaps.

The most definite entrance to the Gardens, and the one which should remain so, is the set of cast iron gates at the corner of Thompson and French Streets. The second most important is at the corner of French and Kennedy Streets. The third, which is rivalled by the entrance near the toilets, is opposite the Lutheran Church. A much stronger link should be created between the Botanic Gardens and the Ornamental Tree Planting Reserve, now known as Victoria Park, in Martin Street and to a lesser extent with Kennedy Oval.

On one of the power poles in Thompson Street opposite the toilets in the Gardens there is a sign commemorating the "Jaycee Yulunga Streets and Garden Competition Winner South Zone". Also in Thompson Street on the other side of the road from the Gardens, there is the best example of bluestone guttering and crossovers in this area and possibly anywhere in Hamilton. The view out of the area from Thompson Street to the south is well terminated by distant planting. All the streets are happily empty of much of the paraphenalia found in metropolitan suburbs. For a detailed list of materials see Appendix 8.7.

**History**

In some ways this part of Hamilton, because of the Police Camp which became the government office area, can claim to be one of the oldest in the region. It is only rivalled by the site of the original inn on the Grange Burn to the north-west of the city.

The Hamilton Botanical Gardens is one of many municipal Botanical Gardens, which were established in Victoria in the mid to late 19th century. A Botanical Gardens was planned for Hamilton at least from the 1860s. A large recreation reserve set aside in the original township plan became the site of the present Botanical Gardens. ([[282]](#footnote-282)) William Ferguson, Victorian Inspector of Forests, is said to have prepared a plan in the 1870s. However the Botanical Gardens were not laid out and planted until the early 1880s when William Guilfoyle, Curator of the Royal Botanical Gardens of Melbourne and a dominant figure in garden design, was asked to draw up a new plan for Hamilton. ([[283]](#footnote-283)) In 1883 an artificial lake was created ([[284]](#footnote-284)) and, by 1895, the Botanical Gardens precinct was described as `one of the beauty spots of the colony' ([[285]](#footnote-285))

The area around the Botanical Gardens became a prestigious residential area and many prominent townsmen chose to build their homes there, including J P Hamilton, Police Magistrate, at 24 Thompson Street (1873) and Dr David Laidlaw, Medical Superintendent at the Hamilton Hospital, whose residence, Eildon, built from the designs of Ussher and Kemp, at 34 Thompson Street, was acquired in 1939 by the Napier Club, a Hamilton women's social club. ([[286]](#footnote-286)) Kilora in Kennedy Street was built for the editor of the Hamilton *Spectator*.

The town's earliest and most notable state school, Hamilton State School No. 295, built in 1876 on the site of an earlier timber national school (the earliest school in Hamilton) also stands within the Botanical Gardens precinct at 42 Gray Street. ([[287]](#footnote-287))

**Statement of Significance**

This area has regional significance because of its associations with the Hamilton Botanical Gardens, regarded during the last century as `one of the beauty spots of the colony'. In a sense Hamilton started officially with the Police Camp in what was to become Martin Street. Like Church Hill, this became a prestigious residential area and was a focus for many prominent business and professional men who built fine residences there. It is the site, too, of the town's earliest state school, which replaced an earlier timber national school, the town's first school building.

**Recommendations**

To conserve and enhance the special character of the Botanic Gardens area it is recommended that:

i nothing should be allowed to intrude on the Botanic Gardens nor dominate the existing planting,

ii nothing should compromise the views out of the Botanic Gardens including the existing skyline,

iii no new buildings should be taller than one storey in the streets surrounding the Botanic Gardens,

iv the variety of fences and hedges around the Botanic Gardens should be maintained and there should be no new footpaths adjacent to the Botanic Gardens,

v adjacent to the Botanic Gardens, the row of *Sorbus aucuparia*, European Ash, in Kennedy Street and the *Prunus serrulata* cvs., Flowering Cherry, in Martin Street should be removed and there should be no street trees planted adjacent to the Gardens,

vi on the other side of the road from the Gardens, the row of *Sorbus aucuparia*, European Ash, in Kennedy Street should be retained and should be the model for street tree planting in the other streets,

vii traditional paving and guttering should continue to be used,

iix a strict policy of minimal signage be followed,

ix no non-residential uses should be allowed to compromise the essentially residential character of the area,

x wherever possible the intrusion of powerlines should be minimised if they cannot be removed,

xi the views out of the area should be enhanced by appropriate planting.

**5.2.3 UC1 Area C Gray Street Commercial (Level 2)**

**Description**

The character of the Gray Street Commercial area is dominated by the strict street grid. Its main axis is Gray Street which soon took precedence in a commercial sense over the lower lying Lonsdale Street. It has remained the centre of Hamilton ever since. It had been almost completely built up by the 1900s, certainly to the street frontages but was not nearly so developed at the rear of the sites, access from the main streets being limited. This means that even now there are large areas, mostly devoted to carparking, behind the facades in Gray, Thompson, Lonsdale, Brown and Cox Streets.

Since the 1900s there has been steady redevelopment with a particularly important legacy surviving in the buildings from the 1930s. The most important change was prompted by the Council in the 1960s and is now generally regretted by everyone. The Council adopted a policy of removing post-supported verandahs. The early views of Hamilton which survive in photographs show clearly how important they were in creating the character of the commercial streets. It is important to distinguish between the original post-supported verandahs in front of buildings constructed before the First World War and the "authentic" cantilevered verandahs of the building constructed in the thirties and later.

The next phase of re-development was the cladding of the 1980s. There are many buildings surviving, probably quite intact, behind new parapets and first floors faced with sheet steel used as a cheap way to modernise them. The other important change to have occurred over the years is the modernization of shop fronts. Each of the streets still enjoys a healthy variety of periods and therefore styles but many of the original shopfronts have been replaced by inappropriate alternatives. There are other superficial changes to buildings all of which can be attributed to the desire to modernize.

The early photographs show that there were no trees in Gray and Thompson Streets originally. The streets then were unmade and either dusty or muddy depending on the season. The gutters were wide spoon drains and were built up with bluestone pitchers. Paving seems to have varied but one photograph taken outside the Victoria Hotel shows bluestone flags on the gutter half of the footpath area. The other half beside the buildings must have been unsealed. It has been said that concrete flags were laid at one time. Asphalt would have been used at a later stage and was probably the material which was replaced by the present brick paving.

The new brick paving is now everywhere in the Gray Street Commercial area. It serves to unify the area. While its advantages were clear when it was first laid down some of its disadvantages are now revealing themselves especially the bad wear-and-tear. The paving is matched by brick planter boxes in Gray Street which are filled with low shrubs. These are generally well maintained and successful. There are *Platinus X acerifolius*, Planes, in the roadway which are in good condition and contribute significantly to the quality of the streetscape. They provide much needed shade, a restful atmosphere and a sense of scale. They continue the traditional planting of the residential parts of Gray Street. Elsewhere in the Gray Street Commercial area the plantings, *Pittosporum eugenoides* `Variegata', are in tubs and are not successful.

More than any other area in Hamilton the Gray Street Commercial area is filled with street furniture. Much of it seems necessary for our late twentieth century lifestyle centred, as it is, on the motor car. Even though there is a fashion to remove cars and pedestrianise commercial areas, their presence does provide not just access but also a sense of vitality and even competition with the pedestrians. The key is to establish a balance or an equal chance - usually by handicapping the car.

The municipal buildings form a small sub-group within the area. The street is planted with *Platinus X acerfolius*, Planes, which create a special atmosphere with their dappled light. One of the most serious losses to the Gray Street Commercial area was the demolition, more or less without real reason, of the first Town Hall in Gray Street next door to the Post Office. This left a gap in the streetscape which must be filled. It is rarely appropriate to reconstruct buildings but in this case, considering the sensitivity of the adjacent buildings and the excellent records which survive, reconstruction is a valid option. ([[288]](#footnote-288)) Such a reconstruction could be flexible in its internal disposition.

**History**

Hamilton was the first inland town in the Western District to hold land sales. Soon after the drawing-up of a first 1850 Township plan ([[289]](#footnote-289)), land in what is now Hamilton's main commercial area, was subdivided and sold. Blocks along Lonsdale, Kennedy, Cox and Thompson Streets were sold in 1851 and along Gray and Brown Streets were sold in 1852. ([[290]](#footnote-290)) Hamilton developed as the main service centre for the agricultural and pastoral industries of the Western District region and, from an early date, a commercial centre was formed, clustered around Gray Street. In 1859 there were already some stores, a local newspaper (forerunner to the *Hamilton Spectator*), saddlers, watchmakers, bakers, butchers, plumbers, blacksmiths, a wood yard, an auctioneer and several hotels. ([[291]](#footnote-291)) There were also three doctors, two solicitors and a chemist, Dr William Stevenson, whose 1866 or earlier house, `Lynwood' survives at 30 Gray Street. ([[292]](#footnote-292))

The area became the location of many shops and offices, of some notable banks, municipal government offices, a 1961 Regional Library and Art Gallery, and of an early church, the Free Presbyterian Church (1857) in Brown Street

Surviving examples of 19th century commercial buildings in the area include the 1876 Post Office at 57 Gray Street; George Gill's chemist's shop at 152 Gray Street, which forms a striking contrast with the Moderne style Robson's Pharmacy at 160 Grey Street. Nearby, at 138 Gray Street, stands the former Thompson's Stores, a two-storey bluestone building constructed c1872 on the site of the famous Thomson's Iron Store. The National Australia Bank at 131 Gray Street (the former C.B.C) constructed in 1867, one of Hamilton's most notable commercial buildings, is a splendid example of the work of A.L. Smith, whose office designed a number of buildings for the Colonial Bank and the Bank of Victoria. ([[293]](#footnote-293))

Important 20th century buildings in Hamilton's commercial centre include the former Miller's Department Store at 121 Gray Street, a skilful remodelling of an earlier structure by the firm Seabrooke and Fildes, and the Regional Library and Art Gallery (1961) in Brown Street, the latter housing one of the richest and most unusual collections for a provincial Victorian gallery.

**Statement of Significance**

The Gray Street Commercial area is of regional significance both for its architecture and its historical association. It has almost always been the centre of Hamilton and therefore the Hamilton district. It has seen all the changes the City has been through in its history. The streets, and especially Gray Street, have a remarkable collection of buildings from the later nineteenth century and the 1930s.

**Recommendations**

To conserve and enhance the special character of the Gray Street Commercial area it is recommended that:

i post-supported verandahs be reinstated according to the age of the building and based on the photographic evidence available,

ii the cladding which disguises the original facades be removed,

iii replace, in the long term, brick paving with either bluestone flags, concrete flags or asphalt (hot mix),

iv extend the street tree planting of Gray Street into neighbouring streets,

v review the emphasis placed on access to Gray Street by car from the rear of the shopping centre and refocus the vitality of the area,

vi review the pedestrian links between Gray Street and the carparks,

vii reconstruct the original Town Hall.

**5.2.4 UC1 Area D Hospital Hill (Level 3)**

**Description**

The other hill in Hamilton, this area focuses on the Hamilton Hospital at its crest and on the Catholic Church, the Uniting Church and the Masonic Temple where it joins the Melville Oval area. The area is roughly triangular. Its main axis is Lonsdale Street. The area includes Bree Park. The western boundary is Alexandra Parade and the eastern boundary is the railway line.

Generally the quality of the housing stock is less than that of Church Hill but still good with some very good individual buildings, the best typically being on the brow of the hill. The Federation house at 138 Lonsdale Street is the most distinctive in the area and its tower acts as a landmark. The fully planted garden consists of a range of mature woody shrubs. The garden at St Mary's Convent at 23 Dinwoodie Street is typical of the post Second World War Period with a special formality which reflects the building's style. There was little of special interest in the other private gardens of Hospital Hill, the gardens being typical of their period and true to the style of the houses. No notable trees were identified in private gardens. There is an avenue of *Picea abies*, Norway Spruce, in Dinwoodie Street near Sedgewick Street which is an unusual species to find in Hamilton let alone to find it used as a street tree.

The most important trees in the Hospital Hill area are in two avenues adjacent to the Uniting Church complex. The *Washingtonia robusta*, Mexican or Washington Palms, are already included on the Significant Trees Register. They must be seen in association with the palms in Melville Oval and in the garden at 6 Dryden Street. The unusual avenue of interplanted *Ulmus X hollandica*, Dutch Elms and *Eucalyptus citriodora*, Lemon Scented Gums, create a strong sense of axis along Lonsdale Street and link the Melville Oval area with the Hamilton Hospital.

Bree Park differs from other reserves in Hamilton in being largely planted with natives. The most dominant native species is *Eucalyptus ficifolia*, Red Flowering Gum planted in an avenue from one corner to the other. The most important single native is the *Acacia elata*, Cedar Wattle, a tree of large proportions but in poor condition. Other native trees noted were *Eucalyptus botryoides*, Bangalay Gum, *Grevillea robusta*, Silky Oak and *Acacia baileyana*, Cootamundra Wattle. The park had been substantially planted with *Acacia baileyana*, Cootamundra Wattle, but these were taken out due to poor health in the 1940s. The most dominant exotic species is *Pinus radiata*, Monterey Pine which is in an avenue near the Hamilton Hospital. Other exotic trees noted were *Quercus robur*, English Oak, *Cupressus macrocarpa*, Monterey Cypress, and *Acer pseudoplatanus*, Sycamore.

While there are patterns in the planting, no overall design can be determined. The character of the park is open and informal. The grass is rough, in contrast to the manicured lawns of the Botanic Gardens, but in poor condition. The paths are gravel and are also in poor condition. A simple, traditional post and rail fence delineates the boundaries. Play equipment, possibly for the use of people visiting the hospital, is located on the Foster Street side.

Cox Street requires special mention for its very low streetscape amenity. It suffers from the same blight as Lonsdale Street, being on the major through route for traffic. There is no planting and the quality of the building stock, apart from a few houses, is poor. This must create a bad impression on people passing through Hamilton.

Generally views are not generated in the same way as those generated by the street grid in the Church Hill area. There are some dramatic views out of the Hospital Hill area especially towards the Grampians. The view over Hamilton Lake is less dramatic and is compromised by the railway line. The worst view is along Foster Street towards the railway line which is terminated by a large industrial building with oversized lettering.

**History**

The land east of Brown Street was sold in stages in the 1850s, in the 1860s and even in the 1880s. Those parts of the Hospital Hill which lie close to the centre of Hamilton were developed early but the further reaches only saw the Hamilton Hospital for many years on one rise and the Hamilton and Western District College on the next. The area was always predominantly domestic but was graced by some religious buildings, such as St Mary's which was started in the mid-1860s and the former Wesleyan Church which dates from 1907. St Mary's has been extended twice and altered at other times. The Freemasons' Temple was also built early in the twentieth century to the design of Worshipful Brother Frank Hammond. The foundation stone was laid in 1915. ([[294]](#footnote-294))

The Hamilton Hospital started in the early 1860s and has continued to develop ever since adding a new main building on the foundations of the old in 1890, a fever ward in 1897, an extension to the main building for the new female nurses early in the 1900s which was also designed by Hammond and several other major buildings throughout the twentieth century. The hospital played a key role in the eradication of tuberculosis with its TB Chalet built in 1947. The specially designed building was one of several sanatoria around the state of a similar design and appears to have been the first built. The Hamilton Hospital has also had a major influence on the street layout by assuming some road reservation for hospital purposes.

Much of the Hospital Hill area was developed during the interwar period with typical bungalows. These were the homes of the children who filled the nearby private and public schools especially after the Second World War. The area is now a consolidated suburb of Hamilton representing its middle class values.

**Statement of Significance**

The Hospital Hill area is of local significance for the collection of important buildings, including several landmarks, and for Bree Park. The spire of St Mary's rivals the spires of Church Hill. Like Church Hill, this area is another important residential part of Hamilton. It includes the home of Reg Ansett, a modest Californian bungalow at 12 Learmonth Street, and reflects his relatively humble beginnings. The Hamilton Hospital includes a wide range of purpose built buildings from different periods, the most dominant of which is the multi storey Princess Margaret Nurses Home. It is the tallest building in Hamilton.

**Recommendations**

To conserve and enhance the special character of the Hospital Hill Area it is recommended that:

i the existing street plantings which date from before the Second world War be retained and extended in a comparable manner,

ii traditional paving and guttering continue to be used including the absence of footpaths in some streets,

iii a strict policy of minimal signage be followed,

iv no non-residential uses should be allowed to compromise the essentially residential character of the area,

v wherever possible the intrusion of powerlines should be minimised if they cannot be removed,

vi the views out of the area should be enhanced by appropriate planting,

vii the landscaping of Bree Park should be continued and consolidated,

iix Cox Street should be given special attention to improve its streetscape to better reflect the character of Hamilton and its importance as a through route.

**5.2.5 UC1 Area A Melville Oval (Level 3)**

**Description**

The focus for this Conservation Area is obviously the oval. The land, originally reserved for market purposes, was too swampy. About the turn of the century there were moves to improve the area. The beautification scheme included ground works, extensive planting and the construction of buildings, gates and a fence. The beautification scheme has been eroded over the years by ad hoc "improvements" most of which were the removal of plantings and to accommodate increased traffic.

Within the oval's grounds there are several notable trees. The most striking are the *Washingtonia robusta*, Mexican or Washington palms. These trees are landmarks and relate to the significant avenue of *Washingtonia robusta*, Mexican or Washington Palm, in Alexandra Aveune, one in the garden of The Bungalow, 8 Dryden Street, and to others elsewhere in the town. There are various other trees some of which are in very poor health, particularly the *Calodendrum capense*, Cape Chestnut, the only example found in Hamilton. On the other hand the *Waterhousea floribunda*, Weeping Myrtle, which is next to the Brown Street fence, is in good condition and could be used as a species for further planting. There are also two *Quercus robur*, English Oaks, which are reasonable. Improved planting along this side of the oval would benefit the streetscape. Because of the overhead powerlines the planting should be inside the Oval fence.

On the other side of the Oval, there is a drinking water fountain erected by the Caledonian Society in 1910 for children, no doubt prompted by the beautification scheme. It is surrounded by several trees; *Quercus palustris*, Pin Oak; *Prunus cerasifera* 'Nigra', Purple Cherry Plum and *Aesculus hippocastanum*, Horse Chestnut, the most notable tree in this part of the Oval. Other trees which are notable are a *Eucalptus ficifolia*, Red Flowering Gum; the *Acmena smithii*, Lilly Pilly and *Arbutus unedo*, Strawberry Tree, either side of the Thompson Street memorial entrance gates.

The trees mentioned above almost certainly date from the beautification scheme at the beginning of this century. The have a considerable collective significance. Their conditions are almost all good. Their retention is paramount.

In a sense the oval is based on Lonsdale Street which seems to have been narrowed for the sake of the oval. This flat area is now used for fire training and hose drying. There is an avenue of *Ulmus X hollandica*, Dutch elms, outside the fence with angle parking in between them. See the schedule of street trees for comments on their size and condition and for recommendations on their management. The cream brick public toilets are now the major feature of this section of the park. There is no street tree planting on the opposite side of the road which has become something of a take-away food "strip".

Avenues of trees in Lonsdale Street stretch away from the oval in both directions. On the east the elms continue and are interplanted with *Eucalyptus citriodora*, Lemon Scented Gums. To the west there is a significant tree, a *Eucalyptus globulus* subsp. *bicostata*, Eurabbie. ([[295]](#footnote-295)) This tree which is extremely old and the only one left of an avenue which stretched as far as Kennedy Street may have been sent to Hamilton by Baron Ferdinand von Mueller from the Botanic Gardens in Melbourne. Close by there are four *Phoenix canariensis*, Canary Island Palms, which would date from early this century and are likely to be part of the beautification of Melville oval.

Traffic is a major issue in this part of Lonsdale Street being between two roundabouts and on the through route from east to west of the town. Its improvement as an avenue would ameliorate the blight caused by the traffic. The roundabouts, if they are to be permanent, could be better designed. This part of the city does not show off Hamilton to its best advantage which is all the more ironic since the Tourist information Bureau is located under one of Hamilton's most significant trees.

The land rises away from the oval towards the Shire Hall in Market Place and St Ronan's at 5 Dryden Street. The Manor House, also in Dryden Street, has enjoyed the view down and across the town since 1862. The most dominant building in this Conservation Area is the former Alexandra Ladies College. Its curtilage has been seriously compromised by the construction only a few years ago of several two storey units. The units could not be described as good infill architecture. Two memorials, one to Major Mitchell and one to the soldiers who fell in the Boer War complete the picture. The latter is associated with two *Quercus robur*, English Oak. ([[296]](#footnote-296)) This whole residential area now forms a backdrop to the Melville Oval Conservation Area. The radial pattern of streets is an important characteristic of the area which distinguishes it from the rest of Hamilton. The planting in these streets is mediocre and does not date from the beautification scheme. Bluestone gutters survive.

**History**

This area takes its name from the sporting precinct which became the chief recreational reserve of the town and was described in 1929 as `one of the best outside the metropolis'. ([[297]](#footnote-297)) It was planned originally as a Market Square but was never used for that purpose. ([[298]](#footnote-298)) The Hamilton Grandstand and Band Rotunda (since relocated to the Botanic gardens) at the Melville Oval are examples of a Federation era recreation complex and illustrate the importance of sport and recreation in this typical Victorian country town. The name of the oval has historical associations with its developer, W H Melville, barrister, pastoralist, sportsman, and well known Hamilton Councillor and townsman. ([[299]](#footnote-299))

Notable buildings in the area include the Shire of Dundas offices, a reminder of Hamilton's earliest days when the town was a member of the Dundas Road District prior to the formation of the municipality. It is the site, also, of the former Alexandra College for Ladies in Milton Street, opened in 1874 from the designs of W H Ellerker, who also designed Hamilton Boys' College. ([[300]](#footnote-300)) Alexandra College, guaranteed to `turn out gentlewomen' ([[301]](#footnote-301)) was taken over the Presbyterian Church in 1954 and in 1962 amalgamated with Hamilton College. In 1972 it became the Alexandra House Reception Rooms. ([[302]](#footnote-302)) In Brown Street there is a memorial to Major Mitchell, the first white man to pass through the future site of Hamilton. There is also a Boer War Memorial.

**Statement of Significance**

The Melville Oval has local significance because of its historical associations as Hamilton's chief recreational reserve, planned originally as a Market Square but never used for that purpose. The early twentieth century beatification scheme was a major municiple achievement and commemorates one of Hamilton's most distinguished servants and citizens, William H Melville. The Edwardian grandstand adds grace and dignity to the reserve.

The Oval illustrates the importance of sport and recreation in this typical Victorian country town. Notable buildings in the area include the Shire of Dundas offices and the former Alexandra College, a companion girls' school to Hamilton and Western District College for Boys, with which it was amalgamated in 1862. Nearby plantings support the wide range of notable trees within the Oval reserve.

**Recommendations**

To conserve and enhance the special character of the Botanic gardens Area it is recommended that:

i the existing original planting within Melville Oval should be retained, any missing trees replanted and its theme extended,

ii the various monuments and memorials within Melville Oval should be retained and properly conserved,

ii the various monuments and memorials outside Melville Oval should be retained and properly conserved with their associated planting,

iv the variety of fences around Melville Oval should be reduced and any new fence should be either a reconstruction of the original c1910 type or either a high or low level capped corrugated iron fence,

v where security is need a high fence should be used or a low fence with a wire fence behind it disguised by hedges,

vi adjacent to Melville Oval, the row of *Ulmus X hollandica*, Dutch Elms in Lonsdale Street should be retained and there should be similar street trees planted on the other side of the road,

vii street trees around Melville Oval should be traditional,

iix traditional paving and guttering should continue to be used,

ix a strict policy of minimal signage be followed,

**5.2.6 UC1 Area F St Ronan's (Level 3)**

**Description**

The focus for the St Ronan's area is the house of that name at 5 Dryden Street. The large house has brooded over the town since the 1860s and once enjoyed a much larger garden. It sits on the rise above the Shire Hall and Offices. There are several other notable houses and the character of the area is predominantly domestic. The gardens of the houses, while typical of their various periods, are of a high standard. The best garden which still enjoys its original layout and probably some of the first plantings is The Bungalow, 6 Dryden Street. ([[303]](#footnote-303)) It has the notable *Washingtonia* *robusta*, Mexican or Washington Palm, the highest in Hamilton.

The three other notable trees in the St Ronan's area are the *Magnolia grandiflora*, Bull Bay, at the Manor House, 4 Dryden Street; the *Waterhousea floribunda*, Weeping Myrtle, at St Ronan's, 5 Dryden Street; and the *Crataegus X lavallei*, French Hawthorn, at 7 Dryden Street in the rear garden.

The early garden at 32 Collins Street was once well developed and maximised the slope behind the house. Several old *Quercus robur*, English Oaks, close the view at the rear. There are the remnants of an orchard at one side and there may have a vegetable garden on the other side. The gardens associated with the other early buildings in the St Ronan's area have been mostly lost.

The most important road through this area is Pope Street, the main road to the west. It is now a divided highway with plantings typical of the late 1960s reflecting the fashion for natives at that time. Dryden Street is the principle residential street and is planted *Lagunaria pattersonia*, Cow Itch Tree on the north side and *Prunus serrulata*, Flowering Cherry on the south side. The former is a traditional street tree but the latter reflects the push to make Hamilton the "Floral Town" in the post Second World War period. They are out of scale and out of period. Collins Street is planted with *Photinia serrulata*, Chinese Hawthorn, and *Crataegus laevigata*, English Hawthorn, both of which are small trees but these are well formed and, if a small street tree is required, the *Photinia* provides a good model.

Throughout the area the footpaths and gutters are concrete dating from the post Second World War period. There are narrow nature strips. The most important view from the St Ronan's area is across the former Market Reserve which is now the Melville Oval. The view east along Collins Street is soon terminated but the view west is good and looks out across the valley of the Grange Burn and over agricultural land to windbreak trees on the horizon.

**History**

The St Ronan's area is one of the oldest and most important parts of Hamilton, dating from its origin as the Dundas Roads Board and because of its position at the western entrance to the town. Several key buildings add distinction to the area. Firstly there is St Ronan's which was formerly a post office in Gray Street. The materials were puchased and it was rebuilt in 1876 by Sigismund Jacoby, a leading draper and one-time mayor of Hamilton. ([[304]](#footnote-304)) The building had a succession of owners and uses, all important to Hamilton's history. Nearby is the Manor House which was built in 1862 and possibly designed by its first owner, the Shire Engineer. Both these houses had strong medical connections.

Also dating from the Victorian period but rather later are The Academy, a Catholic girls school, and the Baptist Church which are both in Collins Street. The Academy is interesting for both its architecture, again domestic in character, and its history. The Church is a simple example of the Gothic revival which is an unusal choice for this denomination.

The area would have benefitted from the beautification of the nearby Melville Oval before the First World War. It enjoyed some redevelopment in the interwar period including the construction of Mourilyan, at 22 Pope Street, a building which dominates the entrance to the old township because of its size and location. There has been little development since then until a certain amount of renovation on the early cottages, some of which is of dubious quality.

**Statement of Significance**

The St Ronan's area is of local significance for both its architecture and its historic associations. It includes an important collection of buildings ranging in date from the earliest period of Hamilton's settlement to the interwar period and gardens which compliment the significance of the individual buildings. The planting and domestic scale of the St Ronan's area are critical and promote, with the topography, an important view to and from the centre of Hamilton.

**Recommendations**

To conserve and enhance the special character of the St Ronan's area it is recommended that:

i the existing street plantings which date from before the Second World War be retained and extended in a comparable manner,

ii traditional paving and guttering continue to be used including the absence of footpaths in some streets,

iii a strict policy of minimal signage be followed,

iv no non-residential uses should be allowed to compromise the essentially residential character of the area,

v wherever possible the intrusion of powerlines should be minimised if they cannot be removed,

vi the views out of the area should be enhanced by appropriate planting.

**5.3 Conservation Areas (Natural)**

**5.3.1 UC2 Area G Grange Burn**

**Description**

The Grange Burn meanders around the town in a large arc from the north-east to the west after turning south and then north. It is never more than a small stream althoughit has now been dammed and forms Lake Hamilton. The banks vary from open and flat floodplains to quite steep cliffs especially at the southern end of the original township. The Grange Burn area has two characters; the one which is more natural or informal and the other which has been laid out to some design. The latter are reserves which are for deliberate recreation purposes and include Lake Hamilton, the Apex Park, Kennedy Park and Victoria Park. The rest of the creek seems to be left more or less to fend for itself.

It is not possible to say within the scope of this study how much of the existing vegetation along the Grange Burn is remnant and indeed likewise throughout Hamilton. However, there are considerable sections which are overgrown with thickets of elm suckers and other weeds. The formal reserves have quite elaborate plantings. These have now deteriorated but not irretrievably. The relationship between Victoria Park and the Botanic Gardens deserves to be explored in detail.

The most important formal area along the Grange Burn is Victoria Park. High ground on the Martin Street side falls away to the floodplain by the creek. The cliff still shows the scar of the early quarry. The park is edged on the Martin Street side with avenue plantings of alternating *Ulmus X hollandica*, Dutch Elm and *Quercus robur*, English Oak. A path from the top of the hill traverses the Park diagonally down the cliff face. It is planted with *Crataegus laevigata*, English Hawthorn and *Fraxinus excelsior*, English Ash. Other trees include: *Ulmus X hollandica*, Dutch Elm; *Quercus robur*, English Oak*; Acer platinoides*, Norway Maple; *Brachychiton acerifolius*, Illawarra Flame Tree; *Fraxinus excelsior* `Pendula'; and what must be remnant vegetation in *Eucalyptus camaldulensis*, River Red Gum. The most notable exotic is the impressive *Ulmus X hollandica* `Vegeta', Huntingdon Elm at the base of the slope. The Park is in a run-down condition and considerable sensitive tree work is required. The park has also been used to store Council equipment, mostly abandoned, and for the grazing of sheep to keep down the grass.

**History**

The original reason for the settlement at Hamilton, the Grange Burn has played a key role throughout the City's history. It was discovered and named by Major Mitchell who passed through the region in 1836 and probably camped on its banks. ([[305]](#footnote-305)) The Grange Inn overlooked the creek where it was easiest to cross from the west. It watered the out stations of the two main squatting runs in the district. It was the water supply for the Police Camp, the first stable European settlement in the area.

The town used the Grange Burn for its drinking water sometimes with dire consequences. Illness and particularly the outbreak of epidemics was always a frightening possibility. The banks of the Grange Burn were used in the 1870s for the disposal of night soil and other nuisances. A pit on the banks was filled with "several dead horses in varying stages of decay". ([[306]](#footnote-306)) The story of the town's water supply is a long one. Finally about 1900 it was brought in from the Grampians and the pressure was taken off the Grange Burn.

The vacant land along the banks has enjoyed many other uses but mostly it was used for passive recreation. The creek was important in its further reaches for agriculture during the nineteenth century. ([[307]](#footnote-307)) There seems no evidence of market gardening along the banks close to the town. In 1906 land which had been used as a quarry and a temporary tip was finally reserved as an Ornamental Tree Reserve, to be a "beauty spot" according to Frank Hammond, the Town Clerk and Engineer. ([[308]](#footnote-308)) Kennedy Oval was reserved at about the same time.

The creek has been dammed at different times. Lake Hamilton, the largest, is now a major element in the City and is a centre for both passive and active recreation. A small park has been developed near the Ballarat Road by Apex with playing facilities and includes the ubiquitous steam engine. For much of its length the Grange Burn still meanders placidly around the town.

**Statement of Significance**

The Grange Burn is of regional significance for its historical associations and for its landscape value. The creek has played a key role throughout the district's history and has seen some of its most important events. Parts have been beautified and Victoria park has special significance for its design and planting. It is also of significance as a repository and nursery for a full range of remnant vegetation and this is important for other areas in Hamilton.

**Recommendations**

To conserve and enhance the special character of the St Ronan's area it is recommended that:

i that Victoria Park be restored,

ii that further, more detailed study be done to identify remnant vegetation and important exotic plantings,

iii that there should always be a balance between and probably a mixture of native and exotic species,

iv that the Grange Burn be fostered as a repository and nusery for the regeneration of remnant vegetation along the creek and throughout Hamilton,

v that no development should occur which compromises the landscape value of the Grange Burn area, views to and from it and its use for passive recreation.

**5.4 Other Areas of Landscape Interest**

There are other areas within the city which deserve to be monitored for their landscape interest if not significance. Several of these were considered as possible Conservation Areas (Natural) but, for the time being, are not recommended.

First of these is the cemetery. There can be no doubting its historical associations and there is architectural interest in some of the graves. The absence of any landscaping whatsoever is a remarkable characteristic. It would be a positive step to introduce planting to improve the cemetery's appearance. The planting should be traditional in its selection of species, formal in its design and easy to maintain for obvious practical reasons. A good guide to sombre, dark leaved and weeping species and how to them plant is the *Beechworth Cemetery: A Landscape Study*, by R D Spencer, J Dyke and W Warboys of the Royal Botanic Gardens.

Alexandra Parade is another area which could be considered as a Conservation Area at a later stage. The full potential of this broad street seems to have been compromised in the past but not so much that it could not be rehabilitated. Strong avenue planting of exotics to reinforce and continue the present scheme would be appropriate. Patterson Park should be similarly treated.

**6.0 CONSERVATION GUIDELINES**

**6.1 Introduction - The philosophy and objectives behind the guidelines.**

These guidelines are designed for the use of private property owners, especially home owners, and municipal officials alike as an aid to the protection and enhancement of Hamilton's heritage. They recognise and describe the essential nature and distinguishing characteristics of Hamilton's built environment and provide appropriate alternatives for the management of that environment. In particular, they provide a guide to appropriate works for reinstatement, alteration and addition and new infill development in the belief that through them it is possible to improve the quality of the built environment in Hamilton. While they concentrate on domestic architecture the principles and often the details of the Guidelines can be applied to other building types such as shops and offices.

The approach to conservation which is fundamental to these guidelines has been developed by Australia ICOMOS, the local branch of the International Council on Monuments and Sites. Its philosophies, principles and definitions, which are set out in the *Burra Charter*, produced by Australia ICOMOS, are the result of much debate and experience. They can be applied to any heritage site, no matter how humble, to its advantage. While every generation may leave its mark, we are custodians of our heritage for future generations. See Appendix 8.2 for a full copy of the *Burra Charter*.

Without careful management Hamilton could continue to see a steady erosion of its surviving original building stock, comprised as it is of buildings from all eras since European settlement in the Port Phillip area. This erosion works against the interests of all Hamilton residents and its visitors. It is now accepted by most communities that the retention and maintenance of significant building stock, and a sensitive approach to design in areas in which they are found, results in an improved amenity in terms of streetscape coherence, aesthetic effect and heritage value, accompanied by communal pride and rising land values. Tourism certainly goes hand in hand with and benefits from heritage. There is a growing acceptance of the recycling of old buildings as a better alternative to demolition and new construction. With this comes an obligation to ensure that significant buildings are treated in a fashion which is appropriate to their age, style, materials and individual significance. These guidelines are designed to promote and facilitate this process for owners and planners alike.

**6.2 Guidelines**

The guidelines are at two levels. The proposed Amendment to the planning Scheme includes broad guidelines. If applicants comply with these broad guidelines to the satisfaction of the Responsible Authority a permit will either not be required or will be issued by delegation. The implementation of the broadly based guidelines should be through the detailed guidelines provided in this Study, adopted as policy by Council.

The guidelines take the form of a description of the nature of the various styles associated with the main periods of Hamilton's development. This is followed by advice on how to conserve significant or old buildings and how best to make appropriate additions. The authors are indebted to David Harvey, who gave permission for use and modification of his booklet on the conservation of period buildings.

**6.2.1 Description of Building Types**

Building type is generally defined according to function, that is Residential, Commercial, Industrial, Educational, Institutional, Civic and Religious. These are the major building types found in Hamilton, and it is their relative percentage and distribution which defines the character of life in the municipality today. The age, appearance and significance of the individual examples of the these types, and their net effect, defines the heritage character and value of the municipality.

**6.2.2 Description of Building Styles/Periods**

It is vital to the process of conservation that one be able to identify the period and the style of individual buildings, as these provide a basis upon which to determine how to manage the *preservation, restoration or renovation* of each building (See Section 9.2 for a concise definition and differentiation of each of these italicised words). Generally speaking, the one hundred and fifty odd years since first European settlement at Port Phillip can be divided into a number of periods which are each typified by a number of quite specific building styles.

These periods are often difficult to specify precisely, because early or late examples of the representative architectural styles often appear outside the period with which they are aligned. Furthermore, one period may see a continuation or elaboration of a style which appeared in the previous period - in such cases a degree of expertise may be required in order to correctly determine the true date of the building on the basis of site inspection alone. Approximate dates for these periods in Hamilton are:

**Colonial (1835 - c1850)**

**Early to Mid-Victorian (c1851 - c1875)**

**Mid- to Late Victorian (c1875 - 1900)**

**Federation (c1901 - c1918)**

**Interwar (1919 - 45)**

**Post-WWII (1946 - 59)**

The main styles associated with these periods in Hamilton are:

**Colonial:** Colonial (ie verandahed homestead)

**Early to Mid-Victorian:** Georgian, Italianate, Gothic and Free Classical

**Mid to Late Victorian:** Gothic, Carpenter Gothic, Italianate and Free Classical

**Federation:** Anglo Dutch, Arts and Crafts, Bungalow, Romanesque, Queen Anne, Gothic and Federation

**Interwar:** Art Deco, Beaux Arts, California Bungalow, Georgian Revival, International, Moderne, Spanish Mission, Stripped Classical and Tudor Revival

**Post World War II:** Ecclesiastical, International, Post-war Bungalow and Suburban Vernacular

While it is not possible within this Study to give a detailed description of these styles and their evolution, an attempt has been made to illustrate an example from Hamilton of each style from each period in the following section of the Study, which describes the main materials employed in characteristic houses of each period and suggests appropriate measures for their conservation and reinstatement. Further information regarding styles of building can be sought through publications such as Richard Apperly, Robert Irving and Peter Reynolds' *A Pictorial Guide to Identifying Australian Architecture* and other references listed in the Bibliography. (See Section 9.8)

**6.2.3 Research**

Much research has already been done for A, B and C buildings in the Study. The data sheets provide a good springboard for further research. The Hamilton Historical Society, which holds excellent records, and the Heritage Advisor, if one is appointed by the Hamilton City Council, could assist by starting and directing further research. There is now an excellent book to help beginners, *How to Trace the History of Your House*, by Des Regan and Kate Press.

Much can be learned about a building, both its architecture and history, from documentary sources. Simple research can reveal an exact date of construction, a sequence of owners and occupiers, perhaps an architect and builder and the major alterations which have occurred. Title details, municipal records and MMBW records all provide intricate and exact information. Biographical information may be gleaned from these sources and then amplified by further research using Post Office and Sands and MacDougall *Directories*, Probate papers, birth, death and marriage certificates. This research may lead to the descendants of previous owners and occupants who may hold early photographs and even original drawings.

The Hamilton Historical Society has an excellent archive although not yet correctly catalogued. Certain buildings may have their own archives, particularly religious and institutional buildings. Other buildings may belong to a type or group, such as the State Bank Housing Scheme or the War Service Homes, for which limited designs and specifications were used, and on which much sophisticated research has been undertaken.

Research should be systematic, starting with known facts. Information should be recorded carefully. Original records should be copied - the originals might be lodged with a library or archive for safe keeping.

**6.2.4 Preservation and Reinstatement of Materials**

Once a building's period and style have been determined, a step which becomes more important the more drastically and detrimentally a building has been altered, it is possible to start to decide the nature and extent of appropriate reinstatement or alteration. If these alterations are perceived to be insignificant and detrimental, they may be removed or altered to be more appropriate, and the original materials and finishes of the building restored according to the guidelines laid out below. Wherever possible the advice of the Heritage Adviser or that of an architect, particularly someone specialised in conservation, should be sought to complement and perhaps explain these guidelines - this becomes more important the more significant the building, and should be seen as absolutely essential for A, B and C grade buildings.

It should be kept in mind that returning to an original or homogeneous appearance is not always the most desirable approach. Sometimes an old building has been altered so as to assume a significance quite removed from its original status. It may act against the interests of conservation to remove these alterations or to return the building to its original appearance.

Similarly Victorian buildings often have features or elements from later periods such as Federation; these have assumed their own significance, and are generally perceived as complementary to the original building. It would be a mistake to remove these, because they are now part of the building's significance as an historical artefact.

**6.2.5 General Reinstatement Procedures**

Once it has been determined that reinstatement is the desired option there are ways to determine how the building should be treated. First it is important to look in the immediate vicinity for examples of similar buildings of the same type and period which can provide clues about the original appearance of the building. Hamilton was developed in a number of quite specific periods (See Section 2), and building in each of these was generally confined to particular areas. It is common to find an area which was largely composed of Victorian buildings, while nearby there may be another area which is largely Federation and yet another which might comprise 1930s bungalows only. It is therefore reasonably likely that you will find a number of adjacent or nearby buildings which were either originally identical or else which shared many common characteristics.

A careful study of the building itself may reveal original finishes or materials of which one may have been unaware. For example many Victorian buildings were built using a variety of coloured bricks (polychrome construction), but as these became less fashionable, or their tuckpointing began to deteriorate, they were often painted over or even covered with render. A simple but careful scraping of the paint from the surface of a painted wall in a number of places may uncover this variety of colours. Similarly, in the case of a rendered surface, an examination of the eaves or corners of the building may reveal bricks that were not rendered and that show the original polychrome surface to have been original. These later finishes can be removed using techniques outlined below if this is seen to be desirable.

Careful scraping of painted timber elements such as doors and door frames, window and window frames may also reveal original colours, which are always the preferred option for the reinstatement of an old building. One must, however, be careful not to confuse final coats with primers and to make adequate allowance for the weathering of these surfaces (and their corresponding discolouration) when choosing an equivalent to replace them. Most major paint companies now provide heritage colour charts which indicate the colours appropriate to different eras. These can be used to find colours which approximate those originally used on the building.

Examination of the surfaces of the building may also indicate the former presence of elements which are now lost. One example of this is where the fascia of the verandah and the wall immediately below it at either termination, retain the marks or holes where cast iron ornament has been attached. Faint marks can also often be detected on wall surfaces where a verandah has been removed - these are particularly useful, as they show the extent and profile of the original verandah. Original evidence of this kind is the most valuable guide to how a building should be reconstructed.

With any building there are a limited number of elements which determine its appearance and its role within the streetscape. These are the elements which it is most important to analyse, to compare with local examples, and then to reinstate in an appropriate fashion. Some of the elements, as one moves in from the street are:

Fences

Garden Landscaping (terracing, paths, etc)

Verandahs

Facade wall surfaces

Windows

Roofs

Eaves or parapets

Chimneys

These are the aspects of a site and building which tend to make the most immediate visual impact as one walks or drives past a building. The importance of these elements is emphasised if a building is part of a terrace or a row of similar buildings, setting up a rhythm which is broken if any of these elements have been altered or removed. Their reinstatement should take a priority.

There are also elements of buildings which are not immediate in impact but which become more noticeable as one pauses to look at a building or approaches to enter. They generally fall into the area of details, and can be listed as:

Path surfaces

Garden planting (plant species)

Verandah surfaces

Verandah supports (detailing)

Doors and door frames

Windows and window frames

Eaves or parapet ornament

Guttering and downpipes

These may be seen as secondary considerations for a building of low significance, but are absolutely vital if a building is to assume a correct, thorough and appropriately restored appearance.

**6.2.6 Detailed Reinstatement Guidelines for Houses**

This section provides guidelines for the materials and finishes characteristically used for the different elements in the various periods outlined above. The guidelines are written with domestic buildings in mind but are usually applicable to commercial buildings of the same period. It is important to note that the detached house in Australia, and certainly in Melbourne, has changed little in plan over the years. Major changes occurred about 1900 and then after 1945 but most houses are still conventional. They have changed in style rather than in substance. The best introduction to the Australian house is still Robin Boyd's *Australia's Home: Its Origins, Builders and Occupiers*. Further reading is, however, recommended.

The information in this section is enough to enable the identification of a house style and detect inconsistent alterations. Faithful reconstruction can only be done with more detailed information. The guidelines are closely based on the booklet, *A Guide to Altering Old Houses*, by David Harvey and Celia Waters, architects. Their kind permission to reproduce and add to both their text and sketches is much appreciated. Copies of the booklet are available from the municipal offices. Some other sources of information are:

(i) Research as discussed in Section 6.2.3

(ii) Observation of similar houses in the area

(iii) The National Trust's files and various technical bulletins.

(iv) The Conservation Bibliography at the end of this section

**Colonial (1835 - 1850)**

So few Colonial buildings survive in Hamilton that detailed guidelines are unnecessary. Each of the buildings from this time in Hamilton is an A or B Grade building and each deserves a formal Conservation Analysis to be prepared for it. The analysis would lead to a Conservation Plan for the long term management of the site.

**Early to Mid-Victorian (c1851 - c1875)**

The early Victorian house took its detailing and proportions from the public buildings of the early 19th century. The style is formal, sober and classical. Plans are usually symmetrical about the front door though they may follow the asymmetrical Neo-Gothic. Rooms open off a central corridor which is divided by arches separating the more public from the private areas. Kitchens and other service areas may be detached. Early examples are simple. Ornament is limited to windows and eaves. Later ornament becomes complex.

Mid-Victorian houses are formal, their facades composed of simple rectangles with restrained, applied ornament. Terrace types are generally symmetrical, sited close to the street, their facade surface dominant. Plan forms are still simple. Rectangular rooms open off a straight corridor.

**Materials and Colours.**

**Roofs:** slate/corrugated iron over verandahs.

**Walls:** grey stuccoed brick or stone, usually unpainted but maybe limewashed; fair faced brick, always unpainted; weatherboards, always painted or limewashed.

**Floors:** timber or terracotta tiles to verandahs.

**Principal Colours:**

 grey stucco, white window frames with black sashes. Important doors are dark stained, others are painted chocolate. Dark green venetian blinds. White painted cast iron lace. Unimportant woodwork chocolate.

**Interiors.**

**Ceilings:** flat plaster ceilings, wide moulded plaster cornice, central ceiling rose, ornate arches in hallways, all mouldings simple in profile.

**Walls:** flat plaster, painted or papered; some timber panelling in inferior rooms; moulded architraves and high skirtings, all simple and standard in profile.

**Floors:** wide softwood (pine) boards, carpet squares and runners, oil cloth.

**Principal colours:**

 pale ivories, pastel greys. Wall and ceiling contrasting. Finely printed satin wallpapers. Colours became deeper towards the end of the period.

**Elements.**

**a** projecting front room semi-octagonal shape.

**b** verandah (concave or straight profile).

**c** shallow, hipped roof.

**d** chimneys and sometimes a square tower penetrates the roof.

**e** deep eaves corbelling.

**f** stringcourse.

**g** projecting plinth.

**h** large windows, double hung, sometimes with a curved head.

**i** half-round and, later, ogee guttering with circular downpipe (rarely cast iron) supported on scotia mould.

**Proportions:** horizontal**.**

**Composition:** classical, frontal; balanced and restrained; high ratio of solid to void.

**Elements:** square to rectangular.

**a** projecting wing square to slightly vertical rectangle.

**b** main building facade is usually a horizontal rectangle.

**c** whole facade is divided into horizontal bands by the eaves line, string course and plinth.

**d** windows are vertical rectangles often divided into triple lights.

**Ornament.**

**a** cornice moulding and brackets to eaves

**b** cornice to chimneys

**c** mouldings to window head and surrounds

**d** heavy four panelled door, sometimes glazed.

**e** coloured glass sidelights and fanlight to front door.

**f** simple timber bressumer and brackets or cast iron lacework to verandahs.

**Fences and Gardens.**

**Character**: formal, clipped, neat small lawns. Large flower beds.

**Vegetation:** Buffalo grass lawns. Beds of flowers and low shrubs. European not Australian trees. Plants used for their exotic qualities and used in contrast with each other.

**Paths:** straight gravel paths make direct entry.

**Fences:** simply patterned single or double cast iron palisades fixed to bluestone plinths. Timber pickets, palings or even rails.

**Late Victorian (c1875 - c1900)**

**Houses.**

The late Victorian period coincided with a period of great increase in wealth in Australia. Detached house plans were derived from the asymmetrical Gothic type. A straight corridor led through the house with rooms strung asymmetrically along it. Terraced houses were planned symmetrically, with each house mirrored by its neighbour around a lightwell. Detailing was based on the Early Victorian style but was much embellished and more extravagant. It is the style's most dominant feature. There was a rise in fashion for polychrome brickwork.

**Materials and Colours.**

**Roofs:** slate/corrugated iron bullnosed over verandah.

**Walls:** brick - early examples were rendered imitation stone, later examples were of white tuck pointed polychrome brickwork. Weatherboard, sometimes as imitation stone/ashlar.

**Floors:** mosaic/terracotta tiles to verandah or timber boards.

**Principal colours:**

 early examples grey stucco, later examples red yellow brown bricks. Woodwork was painted white, stone, brown or given a dark stain (graining was popular). Dark green or red venetian blinds.

**Interiors.**

**Ceilings:** moulded plaster, pressed metal or timber panelled ceilings with wide deeply moulded cornice. Elaborate central ceiling rose. Ornate arches in hallways. Ceiling papers common.

**Walls:** plaster or timber panelled with deep moulded architraves and high skirtings. Picture rails. Usually papered with several elaborate designs.

**Floors:** narrow timbers, parquetry; in grand houses, carpet squares and runners, oil cloth.

**Principal colours:**

early examples - soft greyed ivories, pastels. Later examples - deeper colours often with red/blue, orange-green frieze. Floral wallpapers to picture rails, frieze papers and textured papers common.

**Elements.**

**a** arcaded verandahs.

**b** projecting decorated party walls.

**c** deep cornice moulding.

**d** high plinth.

**e** heavily decorated parapet above verandah hides low pitched roof

**f** large double hung windows often with arched heads.

**g** ogee guttering supported by scotia or bolection mould and circular downpipes.

**Proportions**: horizontal

**Composition:** classical, frontal; high ratio of solid to void.

**Elements:** rectangular.

**a** strong rectangles are formed by the projecting party walls and horizontal verandah lines (terrace type).

**b** verandah posts and cast iron lace subdivide the facade into smaller rectangles.

**c** whole facade is divided into horizontal bands by cornice, verandah lines and plinth.

**d** one storey house has scale of two storey.

**e** windows are vertical rectangles, sometimes exaggerated.

**Ornament.**

**a** cast iron lace to verandahs and balustrades (late examples imitate timber fretwork and turned timber).

**b** parapet above verandah is stuccoed and decorated with a profusion of label moulds, pilasters, brackets, scrolls, floral motifs, urns, balls often topped by a pediment.

**c** deep bold cornice moulding and friezes.

**d** cornice to chimney.

**e** window head moulding, spiral mullions.

**f** heavy panelled doors with richly glazed sidelights.

**Fences and Gardens.**

**Character:** clipped and neat. Large lawns and small flowerbeds.

**Vegetation:** buffalo grass lawns, beds of flowers. Low shrubs. European not Australian trees. Plants chosen for their exotic qualities and used in contrast with each other.

**Paths:** Straight direct path in patterned mosaic or terracotta tiles.

**Fences:** Elaborately patterned cast iron balusters fixed to bluestone plinth; timber pickets and corrugated iron on timber framing.

**Federation (c1901 - 1918)**

**Houses.**

The Federation house is the antithesis of the Late Victorian house. Its designer's objective was to be quaint and picturesque. It is asymmetrical and is characterised by a complicated, steeply angled roof form. It is essentially a red brick, cream painted render style. There are however cream weatherboard and red corrugated iron versions. It was derived from the English Queen Anne movement.

**Materials and colours.**

**Roofs:** orange, terracotta Marseille tiles; corrugated iron.

**Walls:** smooth red bricks, black and green tuck pointed joints; roughcast render and half timbering to gable ends; roughcast on timber laths; square edged weatherboards sometimes notched to simulate shingles.

**Principal colours:**

 red bricks, cream render, buff cream dark brown/dark green timber windows and other woodwork.

**Interiors.**

**Ceilings:** fibrous plaster sheet ceilings, joints covered with 50mm wide plaster on timber straps. Moulded cornice with painted frieze below. Fretwork trellis to arches.

**Walls:** flat plaster. Timber panelling, often to high level. Picturesque carved fireplaces. Built-in shelves. Paint more popular than wallpaper.

**Principal colours:**

 dark stained timber panelling, cream deep warm beige, some red and green to front rooms. Japanese influence.

**Floors:** timber boards, carpet squares and runners, rarely fitted carpets, linoleum.

**Elements.**

**a** one or two wings project (at right angles to one another) from the front of the house and to the side.

**b** low shadowed verandah curves around between wings.

**c** high pitched, dominating and complicated roof often with turrets and false dormers to give a vertical interest.

**d** tall ornate brick chimneys penetrate roof.

**e** picturesque leadlight casement windows.

**f** ogee guttering supported on bolection mouldings, and circular downpipes.

**Proportions.**

**Composition:** informal, vigorous, with new emphasis on verticality.

**Elements:** fragmented triangles over low horizontal rectangles.

**a** profusion of steeply angled roof planes gives verticality.

**b** lie of eaves, verandah shadows give horizontality.

**c** windows are vertical rectangles usually grouped or bayed.

**d** wings pull horizontally and chimneys vertically from the centre.

**Ornament.**

**a** timber fretwork to verandahs and eaves, rarely cast iron.

**b** terracotta roof ridge capping in fanciful shapes. gable ends and dormers are topped with a terracotta finial often dragons, griffins, kangaroos or emus.

**c** chimneys built in fluted shapes with terracotta pots.

**d** leadlight casement windows.

**NB:** New interest in Australiana as a decorative source and introduction of stylised Art Nouveau.

**Fences and Gardens.**

**Character:** formal neat large lawns. Narrow flower beds.

**Vegetation:** buffalo grass lawns. Beds of flowers and low shrubs. European not Australian trees. Still with an emphasis on different qualities but more dark, rich foliage. Palms become popular.

**Paths:** patterned mosaic or terracotta tiled straight direct path.

**Fences:** elaborately patterned cast iron balusters fixed to bluestone plinth. Timber pickets or corrugated iron on timber framing. Red brick masonry.

**Interwar (1919 - 1945)**

**Houses.**

Interwar development (typified by the California Bungalow) was imported from America. Its designers aimed at giving a rugged yet cosy warm image. It has the feeling of a fortress, excluding nature, but it is built of textured natural materials. The plan form is a compact rectangle with usually two or three bedrooms. More extravagant two storey versions were built for the rich. Forms are simple, surfaces are broad and unbroken.

Other styles gained in popularity in this period also. Spanish Mission, Tudor Revival and Georgian Revival as well as streamlined Moderne and International Modern were used as stylistic overlays to what was generally the basic builders' bungalow - conventional in plan, double or triple fronted and single storey.

**Materials and colours.**

**Roofs:** red, orange and green cement tiles. Terracotta tiles continue to be used

**Walls:** brick, weatherboard, roughcast render or pebble finish to elements such as brick pillars, balustrade, timber shingles and roughcast render. Pebble finish to gable ends. Clinker brick chimney. Rarely roughcast on chicken wire. Square edged weatherboards.

**Principal colours:**

 red bricks, clinker bricks, oil stained dark brown weatherboards. Brown, ivory, green and sometimes even bright red woodwork.

**Interiors.**

**Ceilings:** fibrous plaster sheets with stained timber cover straps to joints. Small cornice, Adam Revival, Art Deco and Spanish Mission styles also popular.

**Walls:** plaster/dark stained plywood panelling to 1.8m high, picture rail at 1.8m. (Note: often art nouveau patterns to glass panels in doors and windows.)

**Principal colours:**

 dark stained timber or natural timber panelling. White walls and ceilings.

**Elements.**

**a** very large gable ends

**b** broad roof planes, main roof pitch not less than 25 degrees. Porch roof not less than 15 degrees

**c** deep front verandah

**d** massive chimney on external wall.

**e** small pokey windows punched in the wall - casement or double hung type - often a bay window to front room.

**f** massive pylons to front verandah

**g** quad guttering supported on quad moulding and circular or square downpipes

**Proportions.**

**Composition:** informal, frontal rectangular plan form with one room thrust forward.

**Elements:** triangular roof form over horizontal rectangles. Elements are thick and massive.

**a** large low roof. prominent gable ends.

**b** horizontal verandah lines

**c** windows are square to horizontal rectangles divided into vertical rectangles by mullions

**d** elements are bold and simple

**Ornament.**

**a** timber shingles, roughcast render and pebble finish to gable ends.

**b** brick walls partly roughcast render or pebble finish

**c** brick or stone capping to balustrade wall

**d** projecting rafters. Curved bressemer to verandah

**e** tapered pylons sometimes topped with timber posts

**f** window, door glass, sidelights usually patterned with Art Nouveau or Art Deco motifs in leadlight. Introduction of steel framed windows.

**Note:** Adam Revival, Art Deco, Tudor Revival and Spanish Mission styles became popular.

**Fences and Gardens.**

**Character:** tangled, twisted and picturesque lines

**Vegetation:** Buffalo grass lawns, clumps of shrubs and bushes. Australian native trees. Less interest in flowers. Standard roses.

**Paths:** twisted flagstone path rambled around garden.

**Fences:** woven wire fixed to timber framing. Trimmed hedge behind low brick wall - finished as in house.

**Postwar (1946 - 1959)**

**Houses.**

In the thirties the simple detached cottage became the most popular house type. This had a simple L-shape with a gable or hip roof. It passed through several phases - 'Streamlined Moderne', 'Art Deco', a postwar Austere style and finally evolved into the 'elongated "L" shape' of the 50s. The early modern home design was based on 'functionalism' as an architectural theory, its features being streamlined horizontality, a lack of decoration and machine inspired styling.

**Materials and colours.**

**Roofs:** cement tiles, terracotta tiles, concrete slab over porches.

**Walls:** face bricks usually with half round tooled joints - red, cream and clinker bricks popular for certain styles.

**Floors:** hand ground terrazzo floor to porch. Timber internally.

**Principal colours:**

salmon, brown, dark manganese, striped tapestry bricks, rounded edged weatherboard, cream woodwork, cream or green steel windows.

**Interiors.**

**Ceilings:** flush plaster with heavy stepped plaster cornice or 50mm scotia mould cornice. Flat central ceiling motifs.

**Walls:** hard plaster. Plain skirting. Picture rails. Note: chromium plated door furniture, taps. Sandblasted plate glass doors and mirrors. Streamlined built-in furniture.

**Principal colours:**

cream, green, apricot and other autumnal tints. Some cherry red, blue.

**Floors:** hardwood boards polished with carpet squares and runners, fitted or wall to wall carpets more common, linoleum, vinyl.

**Elements.**

**a** projecting front room

**b** minimum pitch tile roof. Often hip roof.

**c** boxed eaves gutter finished against corbelled brick gable or returned around gable for 450mm.

**d** flat slab roof to small porch supported on 75mm diameter steel column

**e** large windows, often corner type or small portholes

**f** single external chimney projects through eaves. Quad gutters supported on quad mouldings, with circular or square downpipes.

**Proportions.**

**Composition:**informal. Only complexity around entry and chimney. Corner entry.

**Elements:** horizontal rectangles, low triangles.

**a** low pitched triangular roof

**b** walls are horizontal rectangles

**c** windows are horizontal rectangles divided horizontally with three or four horizontal bars

**d** the whole facade aims toward a streamlined horizontality.

**Ornament.**

**a** boldly modelled verandah

**b** entry doors, front gates decorated with sunrise, quarter circle and other geometric motifs, house numbers emphasised

**c** horizontal lines picked out in cream or green paint or with contrasting brickwork

**d** horizontal transom bars divide windows

**e** portholes, often in 'threes'

**f** modelled chimneys

**NB:** sailing ship, skyscraper and sunset images were popular during last vestige of Art Deco / Streamlined Moderne.

**Fences and Gardens.**

**Character:** showy, neat and trimmed/straight lines.

**Vegetation:** lawns, border plants and decorative trees. Back garden has vegetable plot and fruit trees.

**Paths:** straight concrete or gravel paths. Crazy paving.

**Fences:** low brick fences using bricks and detailing similar to the house. Low cyclone wire and timber plank fences. Having no fence also became popular.

**Shops & Commercial**

Shops and commercial buildings, for the most part, follow the same stylistic changes as the domestic periods detailed above, especially for the first floor and rear elevations. Shop windows are more diverse but still follow a stylistic progression which can be measured by a change in proportions, fenestration and materials.

The facades are always formal and almost always the roof will be hidden behind a parapet at the front and without eaves at the side or rear. Buildings will be built to boundaries. There will have been "modernizations" in the past with new shop windows, for example, replacing what would have been considered old fashioned.

**Materials & colours**

**Roofs**: corrugated iron

**Walls**: treated in some special way in the front at ground floor level and at the side always fair face brick work.

**Floors:** terra cotta mosaic tiles in the doorway.

**Principle Colours:**

depends on period but usually subdued shades except for lettering.

**Interiors.**

**Ceilings:** flat plaster or timber t&g board ceilings, wide moulded plaster cornice, central ceiling rose, all mouldings simple in profile.

**Walls:** flat plaster, painted; some timber panelling in inferior rooms; moulded architraves and high skirtings, all simple and standard in profile.

**Floors:** wide softwood (pine) boards, linoleum or rubber runners, oil cloth.

**Principal colours:**

pale ivories, pastel greys. Wall and ceiling contrasting. Colours became deeper towards the end of the period.

**Elements**

a timber verandah

b large glass shopfront

c timber or metal window frames

d timber or tiled stallboard

e signs and titles

f see other periods for first floor details

**6.2.7 Alterations and Extensions to Existing Buildings**

Changes to an old building should be made in the spirit and character of the original design. It is generally recommended that the forms, materials and fenestration of the new building emulate the original. The details should be simplified versions of, and complimentary to, the originals but not necessarily identical. If the reproduction of details is exact, a most difficult thing to achieve, then this can be misleading and lead to confusion. If the reproduction is an approximation then the effect is merely pseudo-historicism, which soon dates. This is particularly important for additions such as kitchens and bathrooms where they are likely to be filled with new appliances which would look incongruous in pseudo-historic interiors.

Nineteenth century buildings are generally composed of elements such as bay windows, verandahs, columns, projecting party walls and ornament to provide interest whereas twentieth century design incorporates little applied ornament but places greater emphasis on flat surfaces to form the composition. The most important considerations when designing alterations are:

 (i)  **Forms:** roof shape, verandah or porch type, use of parapets, use of curved rather than square corners - these should be similar to and of the same scale as the original

 (ii) **Proportions:** the wall to roof ratio, roof slopes, solid to void ratio and window shapes should be identical

 (iii) **Materials:** textures and colours of materials should match existing

The general complexity should also be consistent with the original building.

When undertaking additions to an A, B, C or D building, in which case a permit must be sought, changes should be made only in the 'view shadow' of the street elevation. The view shadow is that area of the building sheltered from sight of the street and thus its contribution to the streetscape.

When making alterations to an unlisted building in a Conservation or Urban Design Area it is important that the altered building reflect the character of the street. Additions to unlisted buildings in Conservation or Urban Design Areas should therefore conform to the guidelines given in Section 7.3, for infill development. This protects the rhythm of the streetscape by ensuring that altered building respects the character and scale established by adjacent buildings and the streetscape as a whole.

**6.2.8 Fences**

It is important when designing fences to consider which type is most appropriate for a particular style of house. The fence types consistent with each of the seven periods previously described are illustrated above together with a description of their main characteristics. Most suburban timber fences should be less than 1.2m high. Attention should also be paid to the following general observations:

(i) high front fences can spoil the image of a house and its neighbours

(ii) high front fences encourage burglaries

(iii) high front fences do limit street noise but hedges, in association with a low fence of the appropriate type, may be just as effective and are much more sympathetic to traditional streetscapes

**6.2.9 Colours**

A permit is required for painting of listed buildings or of infill in Areas only if the proposed colours do not conform to those recognised as appropriate to the period of the particular listed building or of the streetscape in which an infill is located. A general indication of colours appropriate to the various periods has been given above. Other more specific sources of traditional colours are:

M Lewis & A Blake, *Exterior Paint Colours: a Guide to Exterior Paint Colours for Buildings of the Victorian Period*,. Technical Bulletin 1.1; The National Trust of Australia (Vic)

Traditional/Heritage colour charts, now provided by most major paint companies.

If the proposed colours conform to those indicated as appropriate by these sources then a permit is not necessary. If they do not conform then a permit must be sought. A permit is not required for painting unlisted, existing buildings regardless of whether they are within or outside Areas.

**6.2.10 Summary**

Remember these useful guidelines:

(i) Good building maintenance is good housekeeping

(ii) Keep as much as possible of the building fabric

(iii) Don't hide the original style

(iv) If you have to replace old building fabric, replace it with similar new material

**6.3 Select Conservation Bibliography**

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 *Period Building Restoration*, Trade and Suppliers Directory,(Mount Eagle publications), Melbourne, published annually.

**7.0 BUILDING INFILL GUIDELINES**

**7.1 Introduction - The Philosophy and Objectives Behind the Guidelines**

These guidelines are designed for the use of private owners and municipal officials alike as an aid to the protection and enhancement of Hamilton's heritage. They provide a guide to appropriate works for infill development designed to protect significant streetscapes. Precedents in other places has shown that adherence to such guidelines is likely to result in an improved amenity in terms of streetscape coherence, aesthetic effect and heritage value, accompanied by communal pride and rising land values.

**7.2 Individual Areas**

Many areas in Hamilton have been identified in this Study for their historic, architectural or natural significance. Some share similar characteristics, some are quite distinct. Other areas, not formally identified but potentially of significance, are also similar. Each area has been described with its own outline history and statement of significance. It is important that each area's characteristics are fostered. What may be appropriate in one is not necessarily appropriate in another.

Before using the guidelines, the traditional character of the particular area should be properly understood. These guidelines can also be used for those areas listed in Section 3.3.4 and for sites which are contiguous with individually identified buildings outside Conservation and Urban Design Areas.

**7.3 Guidelines**

The primary criterion for appropriate infill developments is that they should complement the character of the streetscape and the adjacent buildings in terms of building form, articulation, materials, setback and height. It is neither intended nor desirable that new buildings should be built as exact reproductions of period houses - the optimum objective is that infill should be recognisably new and representative to some degree of contemporary design and detailing, while deferring to the existing character of the streetscape and nearby buildings. As discussed in the addition guidelines, Section 6.2.7, these guidelines apply only to those parts of the building which fall within its view shadow - other aspects of the design are regulated by the standard Planning and Building controls which apply to developments both inside and outside Conservation Areas. Put simply, new development should show good manners towards the existing environment.

**Building Form**

The building form of infill development should reflect that of adjacent buildings. Factors which should be taken into consideration include:

**roof type** - hip, gable, skillion, flat

**facade** - single, double or triple fronted facade

**number of storeys**, and their external articulation

The infill should faithfully reflect the dominant character of the street and/or adjacent buildings in terms of each of these factors, as well as those described in detail below.

**Articulation**

The articulation of the building relates to such factors as fenestration (window arrangement), attic storeys, chimneys and verandahs. Infill development should relate to adjacent buildings in these terms.

**Colours**

A permit is required for painting of infill Areas only if the proposed colours do not conform to those recognised as appropriate to the period of the streetscape in which the infill is located. It is recognised that a greater latitude in terms of colour is appropriate for new building, but the overall effect should not be detrimental to the streetscape. A general indication of colours appropriate to the various periods has been given above. Another more specific source of traditional colours is M Lewis & A Blake's *Exterior Paint Colours: a Guide to Exterior Paint Colours for Buildings of the Victorian Period*,. Technical Bulletin 1.1; The National Trust of Australia (Vic.) Traditional/Heritage colour charts are now provided by most major paint companies.

If the proposed colours conform to those indicated as appropriate by these sources then a permit is not necessary. If they do not conform then a permit must be sought.

**Height**

Infill developments should maintain the scale of buildings in their street, and that of adjacent buildings in particular. No new building should dominate because of its height, or be incongruously small. Height is measured as much in storeys as it is by metres - buildings of either one or two storeys usually predominate in a specific streetscape, and this should provide the basis for the scale of the infill development. If the infill is between two double storey buildings then it should be two storeys. If the infill is between two single storey buildings then it should be one storey only. Furthermore no infill may be greater in height than the higher of the buildings on the two adjacent properties with congruent street frontages. This applies even if the infill is on a corner site. An exception may be considered where a recently demolished building on the site has not conformed to these principles.

**Materials**

It is desirable that new buildings should utilise the materials employed by other buildings in the street. This means that if an area comprises mostly timber bungalows with a few brick buildings then the new building should be of timber or brick - aluminium cladding, walls of glass and other materials which are not represented in the existing streetscape should be used with discretion or not at all. They may, however, be used in those parts of the building outside the view shadow of the building. Materials should also be used in an appropriate fashion, ie bricks should be weather struck or flush struck but not raked.

**Orientation**

Infill should almost always address the street directly, with its facade more or less parallel to the line of the street. It is quite rare for buildings built before the Postwar period to be placed at an angle to the line of the street. Certainly in Hamilton there are no Conservation or Urban Design Areas in which this traditional orthogonal alignment is not observed by the majority of buildings. It is therefore extremely important that infill does not break the rhythm of the street through incorrect, diagonal orientation.

**Setback**

Infill developments should conform to the standard setbacks observed in the street, and the setbacks of buildings on contiguous sites in particular. A good rule of thumb is that no new building should be set further forward than the limit described by a line drawn between the near front corners of the adjacent buildings. Nor should a new building sit further back on its site than that neighbour set furthest from the street.

The same principles apply to setbacks from side boundaries, though these are generally regulated by municipal building codes.

**Note: additional storeys**

A building having two storeys may be considered appropriate in a single storey streetscape providing that the overlook and overshadow requirements described in Section 6.2.7. are met The same principle applies in predominantly two storey streetscapes.

1. These are set out in the HBC's general brochure and are explored in detail in Graeme Davison's *What makes a Building Historic*. [↑](#footnote-ref-1)
2. These are set out in the National Trust'sbrochure *Trees of Significance*. [↑](#footnote-ref-2)
3. *Australia. 1:250,000. Topographic Survey. Division of National Mapping. No. SJ54-7. Hamilton, 1984.* [↑](#footnote-ref-3)
4. *Plan of Grange Township*, Henry Wade, surveyor, c1850, Syd.G.2, CPO, Melb. [↑](#footnote-ref-4)
5. Don Garden, *History of Hamilton*, pp 1-5; *The Weekly Times*, 14 Dec 1929. [↑](#footnote-ref-5)
6. *Australian Dictionary of Biography*, vol 2, p 238. [↑](#footnote-ref-6)
7. Garden, pp 8-9. [↑](#footnote-ref-7)
8. Ibid., p 10; Billis & Kenyon, *Pastoral Pioneers of Port Phillip*, p 216. [↑](#footnote-ref-8)
9. Ibid. The new name was after William McKellar who, in partnership with John Moffatt (a former employee of the Clyde Company at Golf Hill, Shelford), bought the station when Lonsdale returned to England in 1853. [↑](#footnote-ref-9)
10. *Allotments in the Parishes of North Hamilton and Warrayure*, Lindsay Clarke, surveyor, 30 Oct 1854. [↑](#footnote-ref-10)
11. Billis and Kenyon, p 38. [↑](#footnote-ref-11)
12. Ibid., p 295. [↑](#footnote-ref-12)
13. Ibid., p 216. [↑](#footnote-ref-13)
14. See Footnote 8. [↑](#footnote-ref-14)
15. Billis and Kenyon, p 151. [↑](#footnote-ref-15)
16. Ibid., p 177. [↑](#footnote-ref-16)
17. Ibid., p 252. [↑](#footnote-ref-17)
18. Ibid., p 245; Garden, p 15; `Paragraphs about People who passed this Way' in the *Hamilton Guardian*. An alternative spelling, Affrench, has been suggested for Acheson's surname but the more common has been adopted for this Study. [↑](#footnote-ref-18)
19. Garden, p 15. [↑](#footnote-ref-19)
20. Plan of the Town of Hamilton 1850, Featr 5U, CPO, Melb. [↑](#footnote-ref-20)
21. Garden, p 29. [↑](#footnote-ref-21)
22. Ibid. [↑](#footnote-ref-22)
23. *Australian Dictionary of Biography*, vol 2, p 89. [↑](#footnote-ref-23)
24. Garden, p 29. [↑](#footnote-ref-24)
25. See Footnote 18. [↑](#footnote-ref-25)
26. Garden, pp 30-35. [↑](#footnote-ref-26)
27. Ibid., pp 36-37. [↑](#footnote-ref-27)
28. Ibid., *Hamilton National School*, Hoddle, Surveyor, CEM 153, PRO, Melb. [↑](#footnote-ref-28)
29. *Township of Hamilton. Parishes of North and South Hamilton*, H 45 (3) current township plan. [↑](#footnote-ref-29)
30. Garden, p 39. [↑](#footnote-ref-30)
31. Ibid. [↑](#footnote-ref-31)
32. Ibid., see the Parish Plan for dates of first purchase. [↑](#footnote-ref-32)
33. *Plan of Allotments Situated on the Grange Burn*, Henry Wade, surveyor, c1853, Featr 74, CPO, Melb. [↑](#footnote-ref-33)
34. *Plan of the Present Road between Hamilton and Cavendish*, Henry Wade, surveyor, August 1853, OR H5, CPO, Melb. [↑](#footnote-ref-34)
35. *Plan of Suburban Allotments South of Hamilton*, R Meikle, 2 Oct 1854, Sale 198, CPO, Melb. [↑](#footnote-ref-35)
36. *Country Lands in the Parishes of South Hamilton and Yulecart*, Lindsay Clarke, surveyor, 27 July 1859, H31,CPO, Melbourne; *Allotments in the Parishes of North Hamilton and Warrayure*, Lindsay Clarke, surveyor, 30 Oct 1854, H44, CPO, Melbourne. [↑](#footnote-ref-36)
37. Garden, p 45. [↑](#footnote-ref-37)
38. Ibid., pp 46-48. [↑](#footnote-ref-38)
39. Ibid. [↑](#footnote-ref-39)
40. *Hamilton, Victoria. Wool Capital of the World*, Hamilton Spectator print, 1970s. [↑](#footnote-ref-40)
41. See above. [↑](#footnote-ref-41)
42. Garden, passim. [↑](#footnote-ref-42)
43. See 1850s sale plans. [↑](#footnote-ref-43)
44. Garden, p 101. [↑](#footnote-ref-44)
45. Ibid., p 107. [↑](#footnote-ref-45)
46. Ibid., passim. [↑](#footnote-ref-46)
47. Ibid., p 65. [↑](#footnote-ref-47)
48. *The Victorian Tourist's Guide*, Melbourne, 1895, p 108. [↑](#footnote-ref-48)
49. Garden, p 141. [↑](#footnote-ref-49)
50. The Croxton run was taken up by a Scot, Donald Kennedy (1810?-64), in 1843; Garden, pp 24,166; *Leader* 4 Sept 1909, includes map showing closer settlement estates in the Hamilton area. [↑](#footnote-ref-50)
51. Garden, p 193. [↑](#footnote-ref-51)
52. Ibid., passim. [↑](#footnote-ref-52)
53. Ibid., p 236. [↑](#footnote-ref-53)
54. *Hamilton Spectator*, 26 April 1902. [↑](#footnote-ref-54)
55. Garden, p 125. [↑](#footnote-ref-55)
56. *Hamilton Spectator*, 7 June 1928; Garden, p 245. [↑](#footnote-ref-56)
57. Garden, pp 57-58. [↑](#footnote-ref-57)
58. Ibid., pp 58-59, 63. See Section 6 (Education) and Section 7 (Religion). [↑](#footnote-ref-58)
59. Conversation with a spokesperson of the Shire of Dundas, March 1991. See Section 5 (Transport). [↑](#footnote-ref-59)
60. Garden, pp 66-68. [↑](#footnote-ref-60)
61. *Hamilton Spectator Almanac*. [↑](#footnote-ref-61)
62. Garden, p 81. [↑](#footnote-ref-62)
63. Garden, passim. See Section 6 (Education) and Section 7 (Religion). [↑](#footnote-ref-63)
64. *Hamilton Rate Books*; *Hamilton Spectator*, 27 June 1874, 31 October 1874. [↑](#footnote-ref-64)
65. Ibid., 15 March 1876. [↑](#footnote-ref-65)
66. *Hamilton Rate Book*, 1889 No 308. [↑](#footnote-ref-66)
67. Garden, passim. See Section 5 (Transport). [↑](#footnote-ref-67)
68. *The Australasian Sketcher*, 23 December 1876, pp 150-151. [↑](#footnote-ref-68)
69. Ibid. [↑](#footnote-ref-69)
70. Ibid. [↑](#footnote-ref-70)
71. Garden, p 126. See Section 11 (Sport and Recreation) [↑](#footnote-ref-71)
72. *The Australasian Sketcher*, 16 July 1881. [↑](#footnote-ref-72)
73. `At Hamilton' in `Picturesque Victoria' (a series), in the *Argus*, 28 March 1885. [↑](#footnote-ref-73)
74. Ibid. [↑](#footnote-ref-74)
75. See section 9 (Industry). [↑](#footnote-ref-75)
76. Garden, pp 132-33. [↑](#footnote-ref-76)
77. *Illustrated Australian News*, 1 Dec 1893. [↑](#footnote-ref-77)
78. Ibid. [↑](#footnote-ref-78)
79. The *Weekly Times* 1895.See Section 11 (Sport and Recreation). [↑](#footnote-ref-79)
80. Garden, p 166. [↑](#footnote-ref-80)
81. Ibid., p 167. [↑](#footnote-ref-81)
82. *Hamilton Rate Book*, 1904, No. 338a. [↑](#footnote-ref-82)
83. Ibid., 1902, No. 343. [↑](#footnote-ref-83)
84. See Section 9 (Industry). [↑](#footnote-ref-84)
85. See Section 10 (Communications). [↑](#footnote-ref-85)
86. See Section 6 (Education). [↑](#footnote-ref-86)
87. See Section 5 (Transport), Garden, pp 167-169, 179. [↑](#footnote-ref-87)
88. Ibid., pp 180-181. See Section 11 (Sport and Recreation). [↑](#footnote-ref-88)
89. *The Australasian*, 2 May 1901. [↑](#footnote-ref-89)
90. Garden, pp 214-215. [↑](#footnote-ref-90)
91. Ibid., p 220. [↑](#footnote-ref-91)
92. Ibid. See Section 11 (Sport and Recreation). [↑](#footnote-ref-92)
93. Ibid., pp 200-201. See Section 8 (Health). [↑](#footnote-ref-93)
94. Ibid., pp 204-205. [↑](#footnote-ref-94)
95. See Section 5 (Transport). [↑](#footnote-ref-95)
96. Garden, passim. [↑](#footnote-ref-96)
97. See above. [↑](#footnote-ref-97)
98. *Portland Guardian*, 17 September 1858. [↑](#footnote-ref-98)
99. Ibid. p74. [↑](#footnote-ref-99)
100. Ibid. pp 60-61. [↑](#footnote-ref-100)
101. *Picturesque Australia*, ed. E.E.Morris, 1889 (facsimile copy, p 442) [↑](#footnote-ref-101)
102. Garden, p 82. [↑](#footnote-ref-102)
103. *Hamilton Standard*, 22 December 1923. [↑](#footnote-ref-103)
104. Garden, passim. See section 2.9 (Industry), Section 2.10 (Communications) [↑](#footnote-ref-104)
105. Ibid. p 97, *Hamilton Spectator*, 11 March 1937. [↑](#footnote-ref-105)
106. Ibid. [↑](#footnote-ref-106)
107. Ibid. passim. [↑](#footnote-ref-107)
108. Ibid., p 205. [↑](#footnote-ref-108)
109. Garden, passim, *Age*, 23 March 1930 (article titled `Metroplolis of Far Western District') [↑](#footnote-ref-109)
110. See Footnote. 26 [↑](#footnote-ref-110)
111. Garden, p 238. [↑](#footnote-ref-111)
112. Ibid. pp 35-36. [↑](#footnote-ref-112)
113. Ibid. [↑](#footnote-ref-113)
114. Ibid. [↑](#footnote-ref-114)
115. Ibid. p 42. [↑](#footnote-ref-115)
116. Ibid. pp 87-88 (with illustration), *Australasian Sketcher*, 28 October 1876 (illustration), *Hamilton Spectator*, 30 November 1876, *Vision and Realisation*, Vol 2, p 21. [↑](#footnote-ref-116)
117. Garden, p 43. [↑](#footnote-ref-117)
118. Ibid. p 64. [↑](#footnote-ref-118)
119. *Hamilton Spectator*, 14 July 1860, 1 December 1861, 5 February 1864. [↑](#footnote-ref-119)
120. Garden, p 87. [↑](#footnote-ref-120)
121. *Argus*, 23 March 1885. [↑](#footnote-ref-121)
122. *Illustrated Australian News*, 1 December 1893. [↑](#footnote-ref-122)
123. Garden, p 89. [↑](#footnote-ref-123)
124. Ibid. pp 89-90, *A Brief History of Hamilton District and Alexandra College* (See early engravings and plan showing evolution of the buildings 1871-1965). [↑](#footnote-ref-124)
125. Ibid. [↑](#footnote-ref-125)
126. *Weekly Times*, 4 May 1895. [↑](#footnote-ref-126)
127. *The First 100 Years*, St Andrew's Presbyterian Church, Hamilton, 1954; Garden, pp 224, 238. [↑](#footnote-ref-127)
128. Ibid. pp 90-91 [↑](#footnote-ref-128)
129. *Argus*, 28 March 1885. [↑](#footnote-ref-129)
130. Garden, p 238. [↑](#footnote-ref-130)
131. Ibid. pp 89-90. [↑](#footnote-ref-131)
132. Ibid., p 152; *Hamilton Spectator*, 13 April 1882, 11 November 1882, *Australasian*, 14 April 1906 (illus). [↑](#footnote-ref-132)
133. Garden, p 239. [↑](#footnote-ref-133)
134. Ibid. [↑](#footnote-ref-134)
135. Ibid. [↑](#footnote-ref-135)
136. *Vision and Realisation*, Vol 2. p 132. [↑](#footnote-ref-136)
137. Ibid., p 133. [↑](#footnote-ref-137)
138. Ibid. p 137, 138. [↑](#footnote-ref-138)
139. Garden, p 239. [↑](#footnote-ref-139)
140. Ibid. [↑](#footnote-ref-140)
141. Ibid. [↑](#footnote-ref-141)
142. See Section 2.4 (Evolution of the Town), Section 2.6 (Education). [↑](#footnote-ref-142)
143. Garden, pp 64,230. [↑](#footnote-ref-143)
144. Ibid. p 43. [↑](#footnote-ref-144)
145. Ibid. p 63. [↑](#footnote-ref-145)
146. Ibid. p 82. See Section 2.4 (Evolution of the Town) [↑](#footnote-ref-146)
147. Ibid. p 84. [↑](#footnote-ref-147)
148. Ibid., *Hamilton Spectator*, 9 May 1862. [↑](#footnote-ref-148)
149. Ibid., 29 October 1870. [↑](#footnote-ref-149)
150. Ibid., 9 May 1868. [↑](#footnote-ref-150)
151. Ibid., 8 June 1870, 10 September 1870. [↑](#footnote-ref-151)
152. Ibid., 13 May 1890. The cottage is outside the City. [↑](#footnote-ref-152)
153. *Argus*, 28 March 1885. [↑](#footnote-ref-153)
154. *BEMJ*, 20 February 1897. See Section 2.4 (Evolution of the Town). [↑](#footnote-ref-154)
155. *Hamilton Spectator*, 9 January 1900. [↑](#footnote-ref-155)
156. Garden, p 126. [↑](#footnote-ref-156)
157. Ibid., p 166. See Section 2.4 (Evolution of the Town). [↑](#footnote-ref-157)
158. Ibid., p 170. [↑](#footnote-ref-158)
159. Ibid. Now known as 41 McIntyre Street. [↑](#footnote-ref-159)
160. *Australian Architectural Index*: Clegg and Miller (Vernon) [↑](#footnote-ref-160)
161. Garden, p 170. [↑](#footnote-ref-161)
162. Ibid., p 171. [↑](#footnote-ref-162)
163. Ibid., p 222, 231; HSA DP 758. [↑](#footnote-ref-163)
164. Ibid. [↑](#footnote-ref-164)
165. See section 2.6 (Education) [↑](#footnote-ref-165)
166. Garden, p 29. [↑](#footnote-ref-166)
167. *Hamilton Rate Book 1866*, No. 207. [↑](#footnote-ref-167)
168. Garden, p 172, *Hamilton Rate Book 1876*, No. 238 (also known as the Tower House). [↑](#footnote-ref-168)
169. Ibid. and National Trust File No 5367. [↑](#footnote-ref-169)
170. Garden, p 223. [↑](#footnote-ref-170)
171. Ibid. p 92. [↑](#footnote-ref-171)
172. *Hamilton Rate Book 1874*, No. 122 (Edward Howard Jackson, chemist - brick shop). [↑](#footnote-ref-172)
173. Garden, p 92., *Hamilton Spectator*, 6 July 1861, 22 April 1864, Hamilton and District Base Hospital Reserve File, RS 3454, *Argus*, 8 March 1864. [↑](#footnote-ref-173)
174. Garden, Ibid. [↑](#footnote-ref-174)
175. Ibid., p 127, *BEMJ*, 30 November 1889, *ABCN*, 28 June 1990 (tender notices). [↑](#footnote-ref-175)
176. Ibid.; *BEMJ*, 28 January 1897 (tender notice - fever ward); *Australasian*, 2 May 1903 (illustration). [↑](#footnote-ref-176)
177. *Hamilton Spectator*, ? May 1905. [↑](#footnote-ref-177)
178. Garden, pp 51, 54, 63, 71 and 77. [↑](#footnote-ref-178)
179. *Hamilton Spectator*, ? June 1906, 3 January 1907. [↑](#footnote-ref-179)
180. Garden, p 171. [↑](#footnote-ref-180)
181. Ibid., p 215. [↑](#footnote-ref-181)
182. Ibid., p 238. [↑](#footnote-ref-182)
183. Hamilton Sewerage Authority, Drainage Plan No. 2935 [↑](#footnote-ref-183)
184. HSA DP No.2209. [↑](#footnote-ref-184)
185. Garden, pp 60, 71, 74 and 155. [↑](#footnote-ref-185)
186. Ibid., p 215. [↑](#footnote-ref-186)
187. Ibid. [↑](#footnote-ref-187)
188. Ibid., p 238. [↑](#footnote-ref-188)
189. See Section 2.7 (Religion) [↑](#footnote-ref-189)
190. Garden, p 58. [↑](#footnote-ref-190)
191. See Section 2.8 (Health) [↑](#footnote-ref-191)
192. Garden, p 72. [↑](#footnote-ref-192)
193. Ibid., p 82. See Section 2.5 (Transport) [↑](#footnote-ref-193)
194. Ibid. pp 72, 81-82. [↑](#footnote-ref-194)
195. Ibid. [↑](#footnote-ref-195)
196. Ibid. [↑](#footnote-ref-196)
197. Ibid. p 109, *Hamilton Spectator*, 1 November 1865, 17 January 1866, May 1866. [↑](#footnote-ref-197)
198. Ibid., 14 May 1878. [↑](#footnote-ref-198)
199. Garden, p 135. [↑](#footnote-ref-199)
200. Ibid., p 166. [↑](#footnote-ref-200)
201. See Section 2.3 (Squatting - Wool and Grazing) [↑](#footnote-ref-201)
202. Garden, p 167. [↑](#footnote-ref-202)
203. Ibid., p 178-79. [↑](#footnote-ref-203)
204. See Section 2.5 (Transport) [↑](#footnote-ref-204)
205. Garden, p 167. [↑](#footnote-ref-205)
206. See Section 2.5 (Transport) [↑](#footnote-ref-206)
207. Garden, p 216. [↑](#footnote-ref-207)
208. HSA DP No. 4199 (77 Kennedy Street) [↑](#footnote-ref-208)
209. *Age*, 23 March 1940. [↑](#footnote-ref-209)
210. Garden, p 230. [↑](#footnote-ref-210)
211. Ibid., p 229. [↑](#footnote-ref-211)
212. Ibid., p 243. [↑](#footnote-ref-212)
213. Ibid. [↑](#footnote-ref-213)
214. Ibid., p 245. [↑](#footnote-ref-214)
215. Ibid., p 243. [↑](#footnote-ref-215)
216. Its original name was much longer - *Hamilton Spectator and Grange District Advertiser.* [↑](#footnote-ref-216)
217. Garden, pp 59, 74-76. [↑](#footnote-ref-217)
218. *Hamilton Rate Book 1873*, No.175 (Shop and Printing Office. NAV 100 pounds); *Hamilton Rate Book 1877*, No.173 (Brick Offices of *Hamilton Spectator*. NAV 100 pounds) [↑](#footnote-ref-218)
219. Ibid., 1871, No.252 (`House' written in with NAV of 8 pounds); 1872, No.244 (House allot. NAV 50 pounds). [↑](#footnote-ref-219)
220. HSA DP No.569. [↑](#footnote-ref-220)
221. *Australasian Sketcher*, 23 December 1876 (p 150-1) [↑](#footnote-ref-221)
222. Garden, p 76. [↑](#footnote-ref-222)
223. *Australasian Sketcher*, 16 July 1881. [↑](#footnote-ref-223)
224. Garden, p 167. [↑](#footnote-ref-224)
225. Ibid., p 118. [↑](#footnote-ref-225)
226. See Section 2.9 (Industry). This was Harrison Gummow. [↑](#footnote-ref-226)
227. *Hamilton Spectator*, 5 November 1910. [↑](#footnote-ref-227)
228. Garden, p 178. [↑](#footnote-ref-228)
229. *Hamilton Spectator*, 11 April 1931, 31 October 1931, 5 July 1934. [↑](#footnote-ref-229)
230. *Weekly Times*, 4 May 1895. [↑](#footnote-ref-230)
231. Garden, pp 35, 41, 62 and 114. [↑](#footnote-ref-231)
232. Ibid. [↑](#footnote-ref-232)
233. *Argus*, 4 April 1885. [↑](#footnote-ref-233)
234. *Weekly Times*, 14 December 1929. [↑](#footnote-ref-234)
235. *Australasian*, 2 May 1901, p 979. [↑](#footnote-ref-235)
236. Garden, p 115. [↑](#footnote-ref-236)
237. Ibid. [↑](#footnote-ref-237)
238. Ibid. [↑](#footnote-ref-238)
239. Ibid., pp 41, 114. [↑](#footnote-ref-239)
240. Ibid., pp 62, 114. [↑](#footnote-ref-240)
241. Ibid. [↑](#footnote-ref-241)
242. Ibid., pp 128, 172. [↑](#footnote-ref-242)
243. Ibid. [↑](#footnote-ref-243)
244. Ibid., pp 183, 221 and 223. [↑](#footnote-ref-244)
245. *Weekly Times*, 28 December 1929. [↑](#footnote-ref-245)
246. Garden, p 223. [↑](#footnote-ref-246)
247. *Hamilton Spectator*, 10 November 1955, December 1955. [↑](#footnote-ref-247)
248. Garden, p 231 and Francis Punch personal conversation. [↑](#footnote-ref-248)
249. Ibid., p 233, *Mayoral Reports* 1976-77. [↑](#footnote-ref-249)
250. *Argus*, 4 April 1885. [↑](#footnote-ref-250)
251. *Illustrated Australian News*, 1 December 1883. [↑](#footnote-ref-251)
252. Watts, P., *Historic Gardens of Victoria*, O.U.P., 1983, p 54. [↑](#footnote-ref-252)
253. Garden, pp 40, 74. [↑](#footnote-ref-253)
254. Watts, p 43. [↑](#footnote-ref-254)
255. Garden, p 126, *Hamilton Spectator*, 29 October 1881, 25-27 January 1882, 22 November 1883, 8 December 1883, [↑](#footnote-ref-255)
256. Garden, pp 231, 243. [↑](#footnote-ref-256)
257. Ibid. [↑](#footnote-ref-257)
258. Ibid. [↑](#footnote-ref-258)
259. Ibid, p 181. [↑](#footnote-ref-259)
260. The front door of Hamilton College should be compared with Knight & Kerr's Mannerist entrance to D'Estaville, 7 Barry St, Kew 0f 1858. [↑](#footnote-ref-260)
261. Sutherland, A, *Victoria & Its Metropolis*, Vol 11B, p 516. [↑](#footnote-ref-261)
262. For a detailed biography see the *Australian Dictionary of Biography*, Vol 6, p 257. [↑](#footnote-ref-262)
263. For detailed biographies on the men and an analysis of their work see Timothy Hubbard Pty Ltd, *The Esplanade Hotel*, Submission to the AAT, 20/2/89. [↑](#footnote-ref-263)
264. Ibid, Vol 1, p 515. [↑](#footnote-ref-264)
265. This is the earliest example known to the authors of what is now a standard detail. [↑](#footnote-ref-265)
266. Reg Williams daughter, Mrs Peg Christie, provided verbal and documentary evidence of the architects' and her father's activities in Hamilton. [↑](#footnote-ref-266)
267. The photograph is held by the Hamilton Historical Society. [↑](#footnote-ref-267)
268. Foundation stone at corner of the building. [↑](#footnote-ref-268)
269. These appear in the HSA Drainage Plan of 1938. [↑](#footnote-ref-269)
270. *ADB*, Vol 7, p 510. [↑](#footnote-ref-270)
271. Minutes of the Association held by the Hamilton Historical Society. [↑](#footnote-ref-271)
272. Conversation with Mr Ray Middleton. [↑](#footnote-ref-272)
273. The scrap book is still held by the City of Hamilton and spans about thirty years. [↑](#footnote-ref-273)
274. Based on system outlined in *Urban Conservation in the City of Melbourne*, pp 26-28. [↑](#footnote-ref-274)
275. *Argus*, 28 March 1885. [↑](#footnote-ref-275)
276. Garden, p 82. [↑](#footnote-ref-276)
277. *BEMJ*, 20 February 1897. [↑](#footnote-ref-277)
278. Garden, p 170. [↑](#footnote-ref-278)
279. Garden, passim. [↑](#footnote-ref-279)
280. Ibid., p 172. [↑](#footnote-ref-280)
281. Ibid., p 84. [↑](#footnote-ref-281)
282. *Plan of the Town of Hamilton*, 1850, Featr. 5U, C.P.O., Melbourne. [↑](#footnote-ref-282)
283. Watts, p 54. [↑](#footnote-ref-283)
284. Ibid., pp 43, 126; *Hamilton Spectator*, 8 December 1883. [↑](#footnote-ref-284)
285. *Weekly Times*, 4 May 1895. [↑](#footnote-ref-285)
286. Garden, p 223. [↑](#footnote-ref-286)
287. *Australasian Sketcher*, 28 October 1876. [↑](#footnote-ref-287)
288. The original drawings are held by the Hamilton Historical Society and many photographs show the building. [↑](#footnote-ref-288)
289. *Plan of the Town of Hamilton*, 1850 Featr 5U, C.P.O. Melbourne. [↑](#footnote-ref-289)
290. Garden, p 39. [↑](#footnote-ref-290)
291. Ibid., p 58. [↑](#footnote-ref-291)
292. Ibid. [↑](#footnote-ref-292)
293. *Australian Heritage Commission Register.* [↑](#footnote-ref-293)
294. Foundation stone. [↑](#footnote-ref-294)
295. The precise identification of this specimen is uncertain until more material can be examined. It is most likely subspecies *bicostata* but this subspecies intergrates with subspecies *pseudoglobulus*, Victorian Eurabbie, within which this specimen might fall. It is not *E. globulus* subsp. *globulus*, Tasmanian Blue Gum. [↑](#footnote-ref-295)
296. This was a popular view in early twentieth century postcards held both at the Hamilton Historical Society and in the Picture Collection at the State Library of Victoria. [↑](#footnote-ref-296)
297. Garden, p 183, 221, 223. [↑](#footnote-ref-297)
298. Ibid. [↑](#footnote-ref-298)
299. Ibid., pp 122-3. [↑](#footnote-ref-299)
300. Ibid., pp 89, 224, 238. [↑](#footnote-ref-300)
301. *Argus*, 28 March 1885. [↑](#footnote-ref-301)
302. Garden, p 238. [↑](#footnote-ref-302)
303. The present owners hold a photograph of the house which must have been taken soon after its construction and which shows the original garden being laid out. [↑](#footnote-ref-303)
304. Ibid, p 86-7. [↑](#footnote-ref-304)
305. Garden, p 7-9. [↑](#footnote-ref-305)
306. Ibid, p 113. [↑](#footnote-ref-306)
307. Ibid, p 109. [↑](#footnote-ref-307)
308. Correspondence in `Victoria Park' Reserve File held at State Offices, Hamilton. [↑](#footnote-ref-308)