

HERITAGE PLACE

NAME OF PLACE: COLERAINE HERITAGE PRECINCT

ADDRESS/LOCATION OF PLACE: Glenelg Highway COLERAINE

STUDY NUMBER: 401

HERITAGE OVERLAY NUMBER:

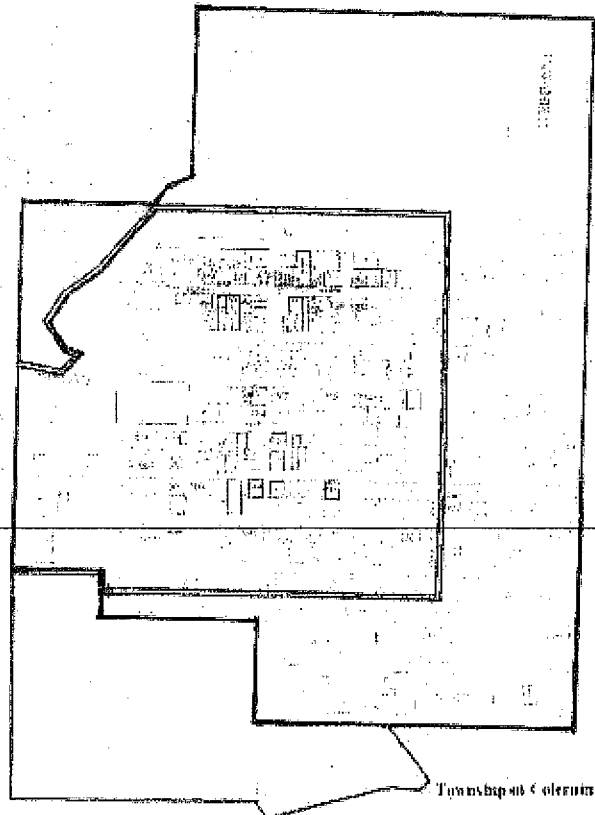
PRECINCT: COLERAINE

LOCAL GOVERNMENT AREA: Southern Grampians Shire

ACCESS DESCRIPTION:

CFA 430J; VicRoads 228; Located on the Glenelg Highway kms west of Hamilton.

SIGNIFICANCE RATING: Local



Coleraine Heritage Precinct: Red = Heritage Overlay * Green = Significant Landscape Overlay

Image Date:

EXTENT OF LISTING:

To the extent of: 1. All the buildings and infrastructure constructed before 1954 including not only the places specifically identified as typical or outstanding examples of their type, but also those which contribute in a minor way. 2. All the land, both public and private, which is included within the precinct boundaries defined by the red and green lines on the plan of the Coleraine Heritage Precinct.

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PHYSICAL DESCRIPTION:

The grid of the township of Coleraine is aligned parallel with Bryant's Creek and is therefore set on a rigid north-south orientation. The earliest formal subdivision of the township provided for town allotments in twenty sections, and suburban allotments beyond. The sections, for the most part, include ten standard allotments of 50,000 square feet or two roods (4,644 square metres). These allotments increase in size further from the town centre, ranging from little more than one acre (.407 hectares) to six acres (2.428 hectares). The main streets are Whyte Street (Melbourne - Adelaide Road) and Winter Street (Portland Road). Whyte Street still crosses Bryant Creek at the same point where the original river ford was located. The 1856 plan shows reserves for the Church of England (where the Catholic Church was built) and a Cultivation Paddock. The practicalities of the plan can be traced back to the subdivision for towns in the colony of New South Wales promulgated by Governor Darling in the 1820s and adopted, more or less, by the colonial government of Victoria. The theory behind the plan can be traced back as far as the colonial towns and cities of the ancient Roman Empire.

The intersection of Whyte and Winter Streets became the major intersection because of its central location and as the intersection of the major routes. The Koroite Inn, built in 1846 was located on the south east corner of this intersection prior to subdivision, and may have influenced the precise alignment of the streets.

The introduction of the Hamilton-Coleraine railway line in the early twentieth century was an intrusion on some of the eastern allotments of the township. A substantial area was allocated to the line and the station ground, including a large water pool for re-filling the engines. The station has been restored, and is operated as a tourist information centre, although the railway tracks have been removed.

Several large public open spaces were reserved on three sides of the township. Queens Park, located to the north of the township, over Bryant's Creek comprises about 90 acres which was planted out with a variety of Australian and European trees (mainly *Quercus robur* [English Oak]) in celebration of Queen Victoria's jubilee in 1887. The park fell into disuse and a sporting oval, grandstand and tennis and netball courts were built adjacent to the creek in the early twentieth century. Although Queens Park is largely abandoned, Silvester Oval continues to be a popular local recreational ground. The Coleraine Pastoral and Agricultural Showgrounds are located west of the township, over Bryants Creek. They consist of a large oval, corrugated iron display sheds, undercover sheep yards and several corrugated iron booths. The showgrounds are still used for active recreation as well as the annual Pastoral and Agricultural Show. The other public open space is a large town common, now the Peter Francis Points Arboretum located to the south of the township, on the crest of the hill.

Many substantial buildings survive. The churches, and the residences associated with them, are all in the central south of the township. The residential density of the township is low to medium in the centre and lower on the outskirts. The shops that survive extend west down Whyte Street from the central civic area. The banks of Bryant's Creek have been beautified and have facilities for picnicking. The main road bridge across Bryant's Creek dates from the 1960s.

A number of English Elms (*Ulmus procera*) were planted to beautify Whyte Street in the late nineteenth century. Most trees were removed in the 1960s, but those few trees that survive provide a reminder of how Whyte Street once appeared. Efforts to beautify the streetscapes have been made in the twentieth century. Most of the streets running parallel with Whyte Street have been planted with street trees.

Other Notable Houses-

Tippett's Butcher's and Residence, 108 Whyte Street, Coleraine RSL Clubrooms, 17 Winter Street, Coleraine
Araucaria *bidwillii* (Bunya Bunya Pine), 83-85 McKebergy Street, Coleraine.
Timber Residence, 26 Glenelg Highway, Coleraine.

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Timber Residence, 105 McKebery Street, Coleraine
Dental Surgery (former), 89a Whyte Street, Coleraine
Nash House (Former), 109 Church Street, Coleraine
Methodist Church (Former), 26 Winter Street, Coleraine
Store and residence, 57 Whyte Street, Coleraine
Timber House, 91 McConochie Street, Coleraine
Wisharts Department Store (former), 99 Whyte Street, Coleraine
Marienfels, 79 McConochie Street, Coleraine
Warralong, Coleraine-Balmoral Road, Coleraine

HISTORY:

Coleraine is the most substantial township in the Southern Grampians Shire after Hamilton. It is characterised by the number of fine, architect designed buildings, particularly those dating from the nineteenth century. The town was laid out with a formal grid which enhances its claim as an important nineteenth century town. The main commercial thoroughfare, Whyte Street is of particular interest. It appears to be fixed in the later nineteenth century, as though commercial interests began to fade at that time, as the larger towns of Hamilton and Mt. Gambier expanded, drawing a wider hinterland. To the detriment of smaller towns. Many of the early industries in Coleraine have no physical fabric above or below ground to show that they existed after their usefulness declined. These include brick making kilns and pits, located on the banks of Bryant's Creek, flour mills, a brewery and abattoirs.

Several factors combined to trigger the establishment of the service centre that became the township of Coleraine. Firstly, Major Mitchell's comments on the area were very favourable, when he passed through in 1836 (The land was considered to be ideal for grazing sheep with an abundance of reliable springs and water pools). Secondly, there were large and eventually successful squatting runs in the immediate vicinity from the late 1830s. Thirdly, it was the crossing point for travellers on the main Adelaide-Melbourne Road and a major route from north to south. It was the central point where several large pastoral holdings met.

Like many other settlements, Coleraine began with the establishment of an inn on the banks of the Koroite (Bryant) Creek in the 1840s. As early as 1846, a Mr. Bell had seen the commercial potential which the crossing offered, and established The Koroite Inn near the crossing. The following year, Bell erected a store adjacent to the Inn, and a Mr. Bowen, a blacksmith opened for business (Troeth, 15). The Koroite Inn played an important role in the provision of accommodation and meals for those travelling the Melbourne-Adelaide Road. When the town was surveyed, settlement pressures soon followed and more hotels were established to supply the growing needs of the many settlers and itinerant workers in the area. These hotels acted as the first social and recreational places within the township, they were used to hold meetings, deliver church services, hold petty sessions for court and hosted travelling entertainment's.

Hotels have played an important part in the history of Coleraine. The earliest were the Koroite Inn (1846), the Shamrock (1850s), the Coleraine Inn (1858) and the Blackhorse Inn (1865). The population of Coleraine was 667 people (319 male, 348 female) in 1881, and they were able to support 7 different hotels (Troeth, 36).

Coleraine was surveyed by Lindsay Clarke in 1852 and the first allotments were sold in May and September of that year. By 1854, the majority of allotments on the newly surveyed Whyte Street (previously the Adelaide-Melbourne Road) were purchased, and a post office and school were established. Small suburban land allotments were sold in 1854. At about this time, the budding township was painted by Joseph Clarke, who painted several scenes while he stayed in the area. Clarke became one of Australia's premier landscape artists. Coleraine attracted a number of prominent artists over the next century, including Louis Buvelot. The scene depicted in Buvelot's award winning painting 'Waterpool at Coleraine' is still intact on the site of the former Koroite

A map of Coleraine in 1856 shows the surveyed township surrounded by a circular race course. This is one of

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the many courses of Great Western Steeplechase, a notoriously demanding horse race held annually over a shifting course around the town. Horse racing was a very popular recreational pursuit in the Western District in the mid 19th century, and large crowds flocked to local race meetings held in the growing towns of the region (Kiddle, 463). The most famous of these race meetings was the Great Western Steeplechase held at Coleraine. Kiddle writes "it was the nearby town of Coleraine which boasted 'the prettiest and fairest' steeplechase course in all Australia. This was laid out by Cuthbert Featherstonhaugh and Tom Clibborn and was originally four miles. There were forty-two post and rail fences of strength and height similar to those which had horrified Trollope. Featherstonhaugh and Clibborn were two amongst the famed gentlemen-riders of the Western District for it was the day of the 'gentlemen', not the jockeys." (Kiddle, 464). The steeplechase attracted gentleman riders from all over the Western District, most notably the much-loved poet and horseman Adam Lindsay Gordon (Kiddle, 464). Adam Lindsay Gordon is remembered as a folk hero for his fearless horsemanship through the memorial cairn located east of the township on the highway. The race itself is commemorated by Gordon's poem celebrating the Great Western Steeplechase at Coleraine, and the continuing running of a small scale steeplechase at Coleraine each year.

The earliest squatting runs in the Coleraine area included Muntham, Konong Wootong, Hilgay, Koroite and Mount Koroite. These were all set relatively close to the new township and influenced it directly. Labour was recruited from the town, shopkeepers and tradesmen provided goods and services, and the various banks and churches represented institutions beyond the township. The squatters did not use all the services provided. Schools, for examples, although fostered by the squatters, were not necessarily used by them to educate their children.

Storekeepers were critical for the beginning of the town. Mr. Bell had established the first store in Coleraine, adjacent to the Koroite Inn. This was followed by Messrs. Bowen's store the following year. The Bowens sold to George and Thomas Trangmar, who arrived from Portland in 1852. The Trangmar's Store flourished and became an essential part of the Coleraine Township. Not only did it provide their services as general merchants, selling produce and general goods, it also housed the first post office and National Bank. Lesser's store was established at the western end of Whyte Street in 1859. Both stores serviced the large pastoral properties surrounding Coleraine, trading in household goods and merchandise. Gradually, a settlement began to develop. By the end of 1859, Coleraine boasted two hotels, a blacksmith, Trangmar's Store and Lesser's Store (which still stand today, although substantially altered), a shoemaker, a carpenter, doctor and about twenty cottages (Troeth, 17).

Official communication came through the post office. The Coleraine Post Office was opened in November 1854 in a building adjoining Trangmar's store in Whyte Street, and the first post master was George Trangmar (The Argus 22/11/1854, 5). When service expanded to include electric telegraph in 1866, the post office moved to a small brick building on the site of the current Post Office. A new building was designed by the Victorian Public Works Department, and built by James Nation and Co. of Flinders Lane Melbourne in 1874 (Trethowan). The Coleraine Post Office continues to provide its original service.

The police were the other official presence in the township. Mounted Constable Isaac Gray was the first police officer in Coleraine. He had served as a mounted constable with the gold escort between Ballarat and Geelong, in Balmoral and finally in Coleraine. The Coleraine Albion reported that the appointment of 'such a constable must be the greatest possible boon to our rising population; and under his active supervision, we will hope to see crime in this locality speedily diminish' (CA 6/11/1860). While establishing a police camp within the township, Gray rented premises from Mr. McKebery. As there was no lock up, prisoners were attached to a large log (Emerson, 5). The current police station is a modern building on the southwest corner of McLeod and Henty Streets, although it is likely that there was an earlier police complex with a station and lockup located elsewhere. The police paddock, used for grazing horses, was located on the creek bank north of Turnbull Street.

The Court House, located in the very centre of the township dates from 1870. Prior to its construction, cases

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were held in the rear rooms of the Koroite Inn and the Coleraine Hotel. Michael Challinger notes that most of cases heard in the Court House were for drunkenness which "even by nineteenth century standards was rife in Coleraine" (Challinger, 55). The present courthouse is attributed to Charles Barrett, a clerk of works and draftsman in the Public Works Department in the early 1870s, and built by Thomas Walder and Co. of Ararat (Troeth, 76). The courthouse was closed in the early 1980s and is now home to the Coleraine Historical Society.

By 1865 the official Government Gazetteer, produced by F. F. Bailliere, described Coleraine as "a postal town in the parish of Coleraine, and electoral district of Dundas and Follett. It is situated on the Koroite Creek, and on the main road between Melbourne and Adelaide. The Wannon River is about 6 miles S., and the Glenelg river 18 miles W. ... A mail coach runs twice a week between Redruth and Casterton, via Coleraine; there is no conveyance to Digby, Merino, or Balmoral. With Melbourne the communication is by coach to Ballarat, via Hamilton and thence by rail; or by coach to Portland, via Casterton and thence by Steamer. The distance from Melbourne by the former route is 205 miles. Coleraine has a court of petty sessions, a post and money order office, a book club and a cricket club. The hotels are the Koroite Inn, Coleraine and Black Horse Inn. Coleraine is under the control of a shire council." (Bailliere, 95). It advised that the population was 284 persons. In the same year, the Hamilton Spectator reported that "It is pleasing to observe the gradual progress of Coleraine. It is certainly going ahead ... But Coleraine is no longer a township. It is a town! And it must be at not distant date a town of considerable importance. During the past twelve months many improvements have taken place. We see new buildings in every direction." (Byrne & Dean, 15).

The construction of the commercial district, focused on Whyte Street during the 1860s, formalised the service role of the township. This was reinforced by the construction of civic buildings and banks built in the 1870s in a particular cluster around the intersection of Whyte and Winter Streets. These buildings in particular include the Mechanic's Institute (1869), National Bank (1870), Court House (1871), Post and Telegraph Office (1874), and the Bank of Victoria (1874). This period of development occurred in conjunction with the separation of the new Shire of Wannon from Glenelg and Dundas Shires, with Coleraine as the administrative centre. Shire Offices and Council Chambers were erected in Whyte Street in 1874, which re-inforced the service role of the town (Troeth, 22).

Particular individuals emerged as leaders of the community, working hard and long for its advancement. Not surprisingly, some of them were the owners of the squatting runs. Bryant's Creek (known earlier as Koroite Creek) was named after the first European settler in the Coleraine Valley, John Bryant (or Bryan). He established the Koroite run in 1836-7, which was located on the flats between the Creek and what is now the Coleraine Showgrounds. Bryant was moved off the land after the arrival of Edward Henty, who claimed all of the Coleraine Valley as part of his great pastoral run, Muntham. Whyte Street, the main commercial thoroughfare is named after the Whyte Brothers, who took up the vast Konongwootong Run, north west of the current township. It is interesting to note that the earliest pastoralists were not as involved in the development of the township as those who came later, when the largest runs were subdivided in the later 1840s.

John McConochie took up Konongwootong Creek run, north of Coleraine in 1845. He was Justice of the Peace, a member of the Wannon Shire Council for over 10 years and in his obituary, described as "one of the foremost leaders in the district ... a member of the Church of England and an ardent supporter of the establishment of a railway in Coleraine." (CA 18/06/74, 3). Also a keen horticulturist, McConochie was one of several pastoralists who established the Coleraine and district Horticultural Society, and the Coleraine Pastoral and Agricultural Society.

William Swan, of West Konongwootong (now known as Konong), Arthur Pilleau of Hilgay and William Young, of Mount Koroite were other important early pastoralists who made significant contribution to the early development of Coleraine.

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Townspeople, particularly merchants, worked hardest for the community. The two most prominent early merchant families were the Trangmars and the Lessers. George and Thomas Trangmar of Trangmars Store in Whyte Street were responsible for starting Coleraine's commercial industry. The Trangmar family were at one time, the owners of the oldest family held general store in Victoria (McGaffin, 37) and went on to own substantial pastoral and commercial interests throughout the district. George Trangmar was a magistrate, member of the Shire Council, Shire President, local post master, District Coroner, and Registrar of Births Deaths and Marriages (HS, 24/04/1919 'Obituary of George Trangmar'). He was also a founding member of the Coleraine Pastoral and Agricultural Society and the secretary of the Great Western Steeplechase. Abraham Lesser began a general merchants business from two stores in Whyte Street in 1859, known as 'Lessers Stores'. The Lessers were perhaps the first Jewish family in Coleraine, and the only interments in the Jewish section of the Coleraine cemetery prior to 1900. The stores flourished, and the Lesser's became a prominent and well respected family. Abraham became Justice of the Peace, a Wannon Shire Councillor and money lender. His son, Leon continued and expanded Lesser's Stores. Leon is credited with having the first architect designed house built in Coleraine (Stubbings in Forth (ed.), 84). 'Fairview' still stands, located on the corner of Gage and Church Streets. Leon Lesser was also made Justice of the Peace. He was keenly involved in a variety of local clubs and committees including the Coleraine Race Club Committee and the Freemasons Society. He was elected a standing member of the committee of management for the Coleraine Mechanics Institute for 20 years (1908-1928) (ibid.).

Regular entertainment and recreation had been provided from 1869 through the first Mechanics Institute and Library, another institution supported by the squatters and the townspeople. This was continued through development of different social clubs, meeting rooms, and the building of a new Mechanic's Institute and Library in the 1890s.

The foundation of the various churches was an important step in the 'civilization' of the area. Land was reserved for the major denominations and each strived to build a church as quickly and as well as possible. Almost all the early churches, built between 1850 and 1870 were reconstructed later in the nineteenth century. Although a Catholic congregation was active in the township of Coleraine as early as 1849, the Anglican Church was the first to erect a formal place of worship. In 1853, The Rev. F. T. Cusack Russell was granted one acre for a church and two acres for a denominational school, and a building to serve as a church, school and teacher's residence was constructed. This building stood intact until 2002, when it was demolished.

The second Anglican Church, Holy Trinity, was built in 1865. Reverend F. T. Cusack Russell laid the foundation stone, and several important families donated stained glass windows. A particularly fine window, the one in the apse, is a memorial to the life's work of Rev. Russell donated by the local merchant, George Trangmar.

The original Catholic Church was constructed in 1860 on the corner of Church and Winter Streets. This can be seen as the first single function denominational building constructed in Coleraine. It was replaced by the current St. Joseph's Catholic Church, on the corner of McKebery and Read Streets in 1888.

The next church to be built was the Presbyterian Church, in 1866, which was replaced by the current St. Andrews in 1890. Prior to the construction of the Presbyterian Church, services had been undertaken in the Anglican School Hall. Despite a steadily growing number of Catholics, St. Joseph's Catholic Church was not erected until 1888.

The establishment of a school was one of the first objectives of everyone in the town. As mentioned, the first school was established in the Anglican hall. The two storey building contained a residence of several rooms on the second floor for the head teacher, and a large room at ground level functioned as church and school for the Church of England (as well as other denominations on occasion) and meeting place for many local societies. The school room was used as a church on Sundays until 1866 when the new Holy Trinity Church opened on the

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opposite corner of Henty and Church Streets. John McDonald was appointed head teacher in 1857, and the first classes were held on July 01 of that year, with an enrolment of 20 children. The school became a National School in 1857 when the National Schools Board took over from the Church of England. Due to changes in legislation, funding for denominational schools was no longer available, leading to the school being known as Common School No. 135 by 1872.

In 1873 the Trustees requested a new school building, which was denied, although the Returning Officer for the Shire of Wannon estimated that there were approximately 270 children in Coleraine by 1874 (ibid.). The school was unable to accommodate such a large number of children, and the District Inspector called for tenders to construct a new Primary School. As a temporary measure, an additional room was added to the original building in 1876, and the building continued to be used as a school upto 1878.

In 1878, a new school building was constructed in Henty Street and the Common School was relocated, and renamed, becoming State School 2118. The advent of railways in the Western District was much anticipated and created a strong political activism. The location of the lines, stations and sidings could make or break the viability of a community of whatever scale. Hamilton was particularly concerned that it should become a railway hub and be on the main line to South Australia and Adelaide. The main business of the railways was transportation of passengers and primary produce. The produce became increasingly diverse as the nineteenth century progressed. Importantly, key new industries such as butter factories in smaller towns such as Coleraine were located close to railway transport. But even in the 1880s, much wool, the Western District's principal product, was still transported by wagon to ports on the coast for export. "By the end of the century, wool cartage had been mainly taken over by the Railways, but the issue of freight charges and whether it was cheaper to transport via Melbourne, Geelong or Portland was constantly on the minds of people in the Hamilton district" (Garden, 136).

The Coleraine Railway League was formed in 1879 along with other railway leagues to establish rail services in the district. In December 1884 a railway extension from Hamilton to Coleraine was announced, with work commencing in 1887. Work then began on the station building, commencing in January 1889. The line was opened on 20 November 1888. In 1895, the export of rabbits in ice packed railway trucks from the Coleraine railway station commenced, giving a boost to the local economy, which had been affected by the depression. But it was a mixed blessing for pastoralists whose land could catch fire in the summer from sparks from the engines.

The Cyclopaedia of Victoria (544), written in 1903 describes the arrival into Coleraine by the railway: "The aspect of Coleraine, approached from Hamilton by rail, is charming. The train seems as if about to make an abrupt halt against a cluster of small hills, but suddenly a bend in the line turning sharply round the base of a conical eminence reveals the pretty little township lying in an amphitheatre of green hills., with level summits for the most part, and laid out in rectangular blocks."

The introduction of dairying in the later nineteenth century, and subsequent building of a butter factory in 1892 boosted the economy of Coleraine as agricultural decline and a statewide depression began to affect many small towns. "Dairying has likewise been tried with some measure of success, and the Coleraine and Western District Butter Factory, established in 1902, is a thriving undertaking, and gradually extending its operations. It is fed by three creameries, and produces 150 tons of butter annually, all of which is exported to the London market, where it realises the highest price." (Cyclopaedia of Victoria, 544).

At a time when people were traditionally moving from smaller areas to the larger metropolitan centres, Coleraine's population increased by 18 %, from 667 to 807 between 1881 and 1901 (ABS, in Troeth, 24). However, falling woolprices affected pastoralists, which in turn, affected many of the pastoralist dependent services within the town.

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Compulsory acquisition of some pastoral properties for closer settlement commenced in 1909, and after the First World War, soldier settlement. Initially, the increased density of population brought new trade to Coleraine, resulting in the construction of some small shops and the State Savings Bank at 59 Whyte Street, built in 1920. The State Savings Bank had been founded by the State government in response to the failures of the private banking sector, particularly after the crisis of confidence in the early 1890s. The State Savings Bank was the major lender for modest housing and closer land settlement after the First World War. By 1939 the Coleraine branch could boast "there are approximately 1,700 depositors--having balances to their credit totaling 77,250 pounds." (CCC, 6). The overall lack of success of the closer and soldier settlement schemes eventually resulted in a decline in rural population which further inhibited the growth of the town. Unusually, two of the largest buildings in Whyte Street, the Coleraine and the National Hotels (which replaced earlier nineteenth century hotels) were constructed during the 1930s depression.

Along with the decline in rural population from failed agricultural pursuits, the loss of many young men from Coleraine and district in World Wars One and Two compounded the decline in the township between 1901 and 1945. These conflicts are commemorated by two avenues of honour on the Hamilton Highway, west of the township, and by a conventional war memorial, located at the centre of the township in front of the court house

The period after the Second World War saw Coleraine's growth equal to that of the earliest days of development. Solider settlement commenced again, and the population of the township increased by 28% between 1947-1966 (ABS, in Troeth, 24). In the same period, occupied dwellings increased by 50% from 289 to 438 (ibid.). The growth in population and services was celebrated with the construction of a new municipal Shire Offices in Whyte Street in 1961, which affirmed Coleraine's role as an important service and administrative centre.

Growth declined after 1954, as economic factors forced many small landholders and soldier settlers from the land, reducing the rural population and therefore demand for services within the township. Over the past five decades, the town has gradually reduced to play only a minor service role in the district. Hamilton now serves as the major regional centre for the provision of goods and services, further compounded by the amalgamation of the Wannon, Dundas and Mount Rouse Shires in the 1990s to form the Shire of Southern Grampians, administered from Hamilton.

THEMATIC CONTEXT:

Theme 2 Peopling Australia

Theme 3: Developing local, regional and national economies

3.5 Developing primary production

3.5.1 Grazing stock

3.5.2 Breeding animals

3.5.3 Developing agricultural industries

Theme 5: Working

5.8 Working on the land

Theme 6 Educating

6.2 Establishing schools

6.5 Educating people in remote places

Theme 8 Developing Australia's cultural life

8.12 Living in and around Australian homes

8.14 Living in the country and rural settlements

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INTEGRITY:

Good degree of integrity

STATEMENT OF SIGNIFICANCE:

What is significant?

The township of Coleraine is located on the Hamilton Highway, 30.0 km west of Hamilton. The town developed at the road crossing of Bryant's Creek, particularly for traffic between Adelaide, Melbourne and the southern ports of Portland and Port Fairy (Belfast) from the early 1840s. Traditionally, Coleraine has been an important service centre for the surrounding pastoral properties. The great pastoral runs of Muntham and Konongwootong surrounded Coleraine prior to their subdivision in the 1840s. After the subdivision of Konongwootong, the township began to develop, servicing pastoralists, farmers and later closer and soldier settlement schemes. The first buildings were hotels and stores to serve the large pastoralists and the people who were travelling between Adelaide and Melbourne. Merchants were particularly influential in the development of early Coleraine. George and Thomas Trangmar established 'Tragmar's Store' near the intersection of the Portland and Melbourne - Adelaide Roads 1852, and in 1859 Abraham Lesser started Lesser's Stores at the western end of Whyte Street. Both the Lesser and Trangmar families were particularly important over several generations in Coleraine. Some pastoralists were also important to the development of the town, particularly the Pastoral and Agricultural Societies. William Moodie was important in the development of the P & A Society, as well as being involved in the Shire of Wannon. Adam Turnbull, of Mount Koroite run was a pastoralist as well as the first President of the municipality. It is important to note that the earliest squatters who held vast tracts of land, such as Edward Henty of Muntham, the Winter-Cookes of Murndal and the Whyte Brothers of Konongwootong did little to advance the small hamlet of Coleraine in its early days, nor did they contribute to community life. The division of some of the great runs in the mid 1840s led to smaller (still vast) squatting runs being taken up. Many of the 'secondary' squatters were involved in the community life and advancement of the township. One example of involvement is the organising of the Great Western Steeplechase from 1857 onwards, and subsequent development of the racing club. The steeplechase became an annual fixture, a notoriously demanding race held over a shifting course around the town. The race was made famous by poet Adam Lindsay Gordon, who competed in the race several times, memorialising it in his poem 'The fields of Coleraine'. By the mid 1860s the town could boast substantial public buildings such as a National School, three hotels, two general merchants, a number of brick cottages and three churches. ~~The first churches to be built were the~~ Anglican and Catholic, representing the dominant denominations in the area. The township serviced the surrounding squatting runs not only in a commercial and mercantile sense, but also for social purposes. This is clear from the annual Coleraine Show which continues today. In 1872, Coleraine became the civic administrative centre of the newly formed Shire of Wannon. This had an impact on the architecture, development and commercial district of Whyte Street, as well as influencing the direction of the town on a social and economic level. The population increased, more fine buildings were constructed and trade was brought to the town. Efforts were made by the townspeople and squatters to develop and beautify the town in the later nineteenth century. Three large public open spaces were set aside, and street tree plantings commenced in Whyte Street. Industrial and transport development was lobbied for, and eventually Coleraine was linked to Hamilton by rail. The arrival of the railway was relatively successful in the promotion of the town. Although it did support other industries such as the rabbit freezing and the butter factory, ultimately, it made the larger towns such as Hamilton more accessible. This led to a changing focus for the provision of goods and services to the people of Coleraine. The town has been influenced by the breaking up of large estates, at the end of the nineteenth century and after the two World Wars. However, the town's population has declined in parallel with a reduction in other local services. This is a general trend across the state and is due to a combination of factors, not least the decline of the wool industry and an increased mobility. In the later twentieth century, one of the public open spaces, the town common, was planted out with Australian native plants in an effort to 'beautify' the landscape. This has developed over the past forty years into a nationally significant arboretum, the Peter Francis Points Arboretum which is now the largest collection of Eucalyptus species in the world.

HERITAGE PLACE

NAME OF PLACE: COLERAINE HERITAGE PRECINCT

ADDRESS/LOCATION OF PLACE: Glenelg Highway COLERAINE

STUDY NUMBER: 401

HERITAGE OVERLAY NUMBER:

How is it significant?

The township of Coleraine is of historical, social, cultural and architectural significance to the community of Coleraine and the Shire of Southern Grampians

Why is it significant?

The township of Coleraine is of historical significance as one of the oldest permanent urban settlements in the Shire, of social significance as the focus for the community in the Coleraine area. Coleraine is of cultural significance as the recreational focus for the pastoral hinterland of the township for recreational activities such as sports, racing and the annual Pastoral and Agricultural Show. It is of architectural significance as a planned town including a typical range of buildings including public facilities and utilities, churches, commercial buildings and private residences. Of further architectural significance is the range of fine architect designed buildings which date from the late nineteenth century in Whyte Street.

COMPARISON:

408 Balmoral heritage precinct Henty Highway Balmoral
402 Branxholme heritage precinct Henty Highway Branxholme
409 Byaduk heritage precinct Hamilton-Port Fairy Road Byaduk
407 Cavendish heritage precinct Henty Highway Cavendish
406 Dunkeld heritage precinct Glenelg Highway Dunkeld
405 Glenthompson heritage precinct Glenelg Highway Glenthompson
403 Peshurst heritage precinct Hamilton Highway Peshurst
404 Tarrington heritage precinct Hamilton Highway Tarrington

ASSESSED BY: AEN

ASSESSMENT DATE:

06-Apr-04

EXISTING LISTINGS:

HERITAGE STUDY RECOMMENDATIONS:

Include in VHR Include in RNE Include in Local Planning Scheme

No Recommendations for Inclusions

REFERENCES:

Author	Title	Year	Page
Malcolm Troeth	The Cultural Landscape of Coleraine	1988	76-77
Bruce Trethowan	The Public Works Department 1851 - 1900 An Architectural History, Research Report	1975	
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Cuthbert Fetherstonhaugh	After many days: being the reminiscences of Cuthbert Fetherstonhaugh	1918	
Department of Lands and Survey	Township of Coleraine (Parishes of Coleraine and Konong Wootong County of Dundas)	1955	
Department of Lands and Survey	Township of Coleraine (Parishes of Coleraine and Konong Wootong County of Dundas)	1955	
Department of Lands and Survey	Township of Coleraine (Parishes of Coleraine and Konong Wootong County of Dundas)	1873	
Department of Lands and Survey	Township of Coleraine (Parishes of Coleraine and Konong Wootong County of Dundas)	1955	
Department of Lands and Survey	Township of Coleraine (Parishes of Coleraine and Konong Wootong County of Dundas)	1955	
Department of Lands and Survey	Township of Coleraine (Parishes of Coleraine and Konong Wootong County of Dundas)	1955	

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G. McGaffin	The Wannon Shire Centenary 1872-1972 : A brief History of the Shire of Wannon	1972	14-15
G. McGaffin	The Wannon Shire Centenary 1872-1972 : A brief History of the Shire of Wannon	1972	50
L Byrne and M R Dean	A History of Coleraine Racing 1857-1985	1985	9-11
Mardi Stiglich	personal communication September 2002	2002	
Margaret Kiddle	Men of Yesterday	1961	
Michael Challinger	Historic Courthouses of Victoria	2001	66