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City of Coburg  
Heritage Conservation and  
Streetscape Study

GUIDELINES FOR PUBLIC WORKS  
IN HERITAGE CONSERVATION AREAS

MARCH 1991

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## 5.0 SURVEY AND ASSESSMENT OF CONSERVATION AND URBAN DESIGN AREAS

### 5.1 Introduction

The whole of Coburg 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 ten years (see Section 3.2). Fourteen Conservation Areas (Built form) and two Urban Design Areas 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 individually. Therefore each Conservation Area has been graded for its streetscape significance on a scale from 1 to 3.<sup>1</sup>

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.

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.

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<sup>1</sup> Based on system outlined in *Urban Conservation in the City of Melbourne* pp26-28.

## 5.2 Conservation Areas (Built Form)

### Area A Balmoral Ave Level 2

#### History

The La Rose Estate, bounded by Bell, Reynard, Reynolds and Rose Streets, was one of Coburg's few large farms of the 1860s. It formed part of Arundel Wright's property, purchased at the second Coburg land sales in 1839.<sup>2</sup> It was sold to various people until Farquhar McCrae bought the land in the 1840s. McCrae was a member of the significant and influential McCrae family, the most famous member being Georgiana McCrae. He built La Rose (c1841-42), the farmhouse now known as Wentworth house.<sup>3</sup>

On McCrae's death in 1852 the land was sold to the Robertson family who had leased the farm from 1844.<sup>4</sup> They extended the house in the 1860s. In 1886 the widow Robertson sold the La Rose Estate to the notorious speculators Munro and Baillieu. The subdivision became one of the scandals of the boom years as the estate was sold from one part of the Munro and Baillieu group to another whenever money was needed.<sup>5</sup> In the 1890s there was still a large proportion of unsold allotments which became part of a 1923 subdivision. This comprised 565 house and shop allotments, of which three-quarters were sold.<sup>6</sup> Delays in commencing the West Coburg tramline left allotments still unsold even after further auctions in 1926, particularly around what is now Gallipoli Parade, however it would appear that Balmoral Ave was developed following the successful sales of 1923.

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2 Broome, p 34.

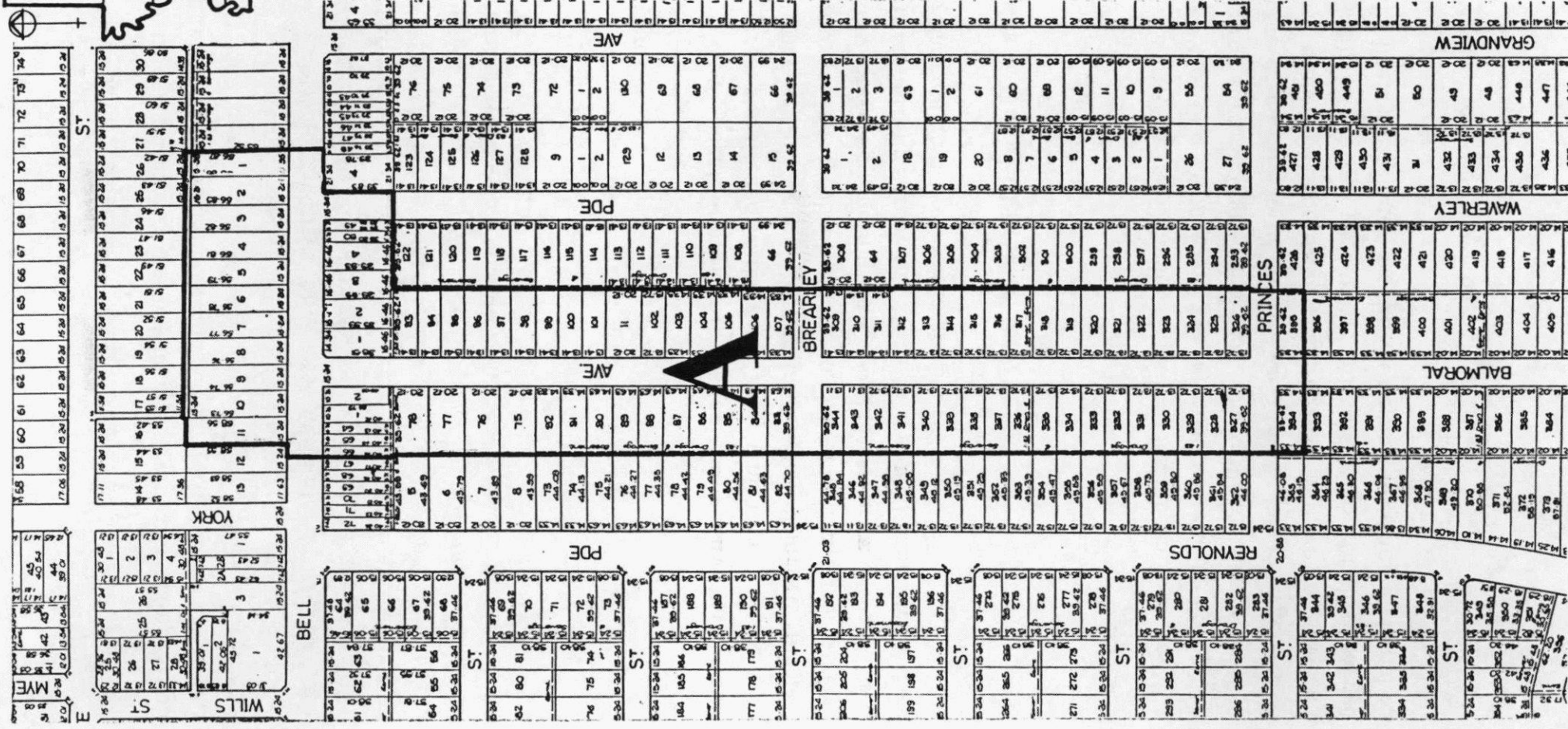
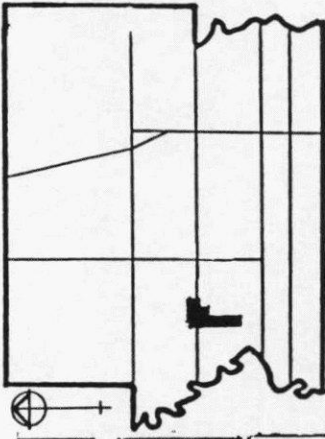
3 Ibid, p 44.

4 Ibid, p 44.

5 Michael Cannon, *The Land Boomers*, pp 187-192.

6 Broome, p 208.





## Description

Balmoral Ave is a significantly homogeneous street comprising single storey, double fronted brick and timber bungalows. Most houses are largely intact and only one new house, a two storey villa at 54 Balmoral Ave, disrupts the rhythm of the street as first built. The private gardens, almost all appropriate for their houses and well maintained, are a major contributing factor in the street's significance. Most fences are original or appropriate, with the most common types being brick, wire and timber, or wrought iron. The street has concrete footpaths, kerbs and gutters and street plantings of *Tristania*, *Prunus x Bliniana* and *Melaleuca*. Most houses have vehicle crossings of concrete with garages set far back from the street.

## Statement of Significance

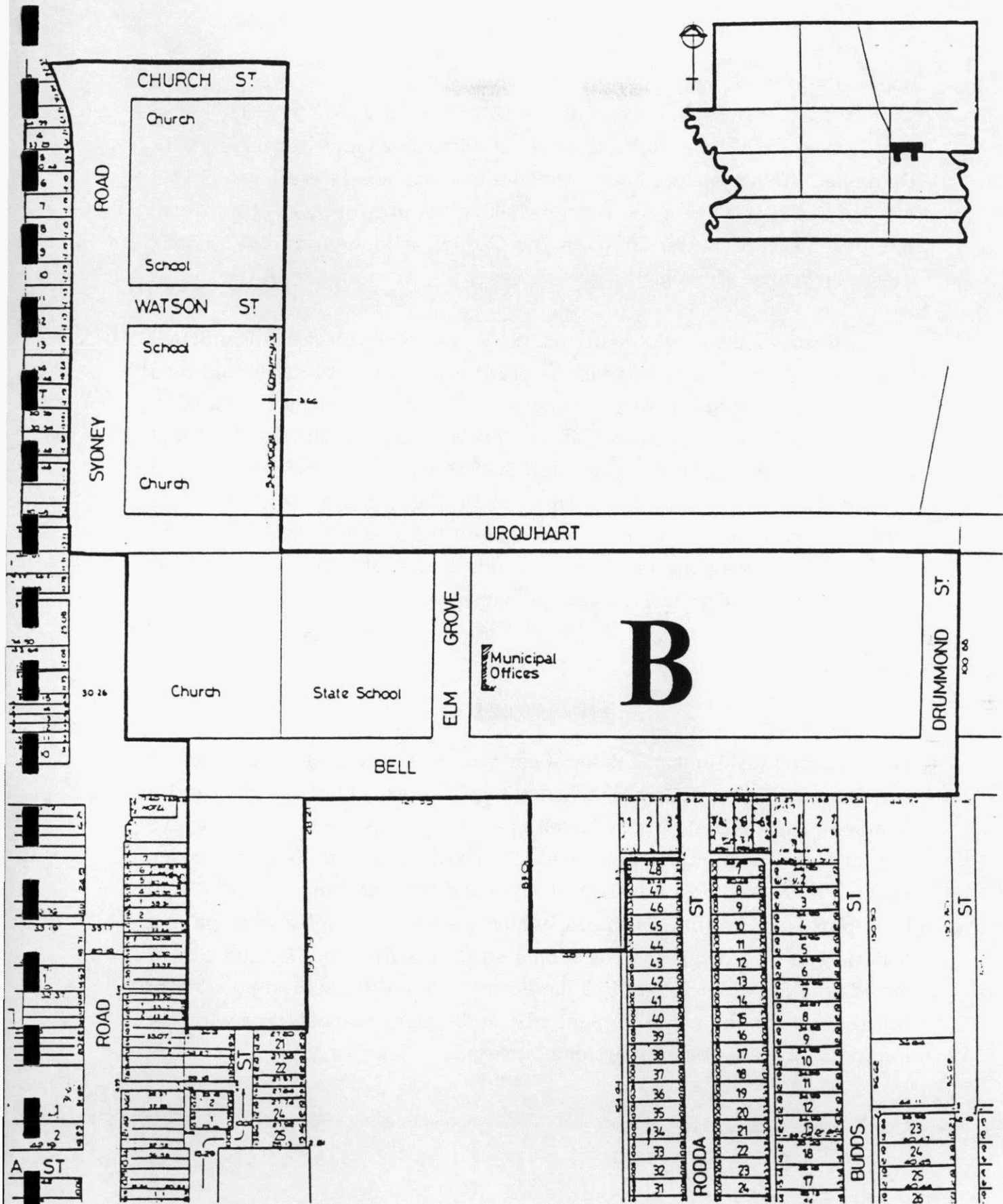
Balmoral Ave is of local significance as an unusually intact and homogeneous street subdivided in the early 1920s which has its origins in the earliest history of Coburg and the infamous subdivisions of the late nineteenth century. It is probably the second best collection of diverse twentieth century domestic buildings in Coburg after Turner Street. Their dates of construction range from the 1930s to the 1950s and, with their gardens, they retain a high degree of integrity.

## Area B Church & Municipal Reserve Level 2

### History

The area now occupied by the Catholic, Uniting and Anglican churches was set aside in 1848-9 for this purpose and was intended to form the hub of the village reserve for surrounding farmlands. The original survey of 1840 established this reserve as the focus for the Parish of Jika Jika, a large area to the north and east of Melbourne which was assumed to have an agricultural destiny. The further survey and subdivision of this reserve appears to have been precipitated by the Wesleyan's need for a chapel to





Area B Church & Municipal Reserves Level 1

house the growing community in the area. The Wesleyans were granted land in May 1848 and the rest of the land was surveyed in 1849.<sup>7</sup> The Anglican church was built in 1849, of bluestone, and consecrated in December. This has since been dramatically extended. A Wesleyan chapel was built in 1849-50, and this remains behind the present bluestone church. A bluestone church was built on the Catholic allotment in 1852-5 to a design by Samuel Jackson.<sup>8</sup>

The position of these allotments on the corner of Sydney Road and Bell Streets maintained the prestige of the precinct as the focus of the area, even after a large proportion of the reserve had been relinquished to form a penitentiary.<sup>9</sup> The Pentridge District Roads Board established their first offices nearby in Bell Street in 1866 and in 1922 the newly proclaimed City of Coburg built the present Town Hall in the same vicinity.<sup>10</sup> The establishment of public gardens, schools and the Truby King Baby Health Centre all enhanced the importance of this centre, and the opening of the new Municipal Offices in 1984 has maintained it.

### Description

The Church and Municipal Reserve contains a heterogeneous collection of buildings including churches, schools, public offices, the City Hall and a number of associated private dwellings. It is shaped by the respective alignments of Sydney Road and Bell Street and the proximity of Pentridge Prison. There is almost no street planting and the area suffers greatly from the oppressive volume of traffic which passes by it. Various paving materials are used but the traditional surface is asphalt. In Elm Street, outside the old municipal offices there is evidence of flagstones, possibly of concrete, under the asphalt. Similarly, kerbs and channels vary with the traditional material being bluestone pitches.

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7 See Section 2.5 of this report.

8 Ibid.

9 See Section 2.4 of this report.

10 Broome, p 93.

## Statement of Significance

The Church and Municipal Reserve is of state significance as part of the beginnings of Coburg (then called Pentridge) and as one of the earliest village reserves. It is one of the few such reserves to have survived in metropolitan Melbourne in anything like its intended state. It is comparable to the St Kilda Town reserve and the Brighton Reserve, the former established by Government survey, the latter by private subdivision. Of these reserves it remains the most intact, and it gains significance from the adjacent prison and parklands. All of the individual buildings are of significance. It remains the focus of the City.

### Area C Clarendon Street Level 3

#### History

The land now identified as Clarendon Street was originally part of Farquhar McCrae's 323 acre purchase, Moreland farm, at Coburg's second land sales in October of 1839.<sup>11</sup> McCrae was a member of the significant and influential McCrae family, the most famous member being Georgiana McCrae. It was subsequently part of the Moreland Estate subdivision auctioned, after McCrae's death, on January 6, 1858. The Sthern section of the Clarendon Street precinct falls into the Maybank Estate subdivision,<sup>12</sup> auctioned 11 February 1888. This must have been largely unsuccessful, as, with the exception of a few properties such as 6 and 18 Clarendon Street, the land does not appear to have been developed until the 1920s.

The area centres around the Catholic church and presbytery of St Fidelis, which, when built in 1937-38, were the first church buildings on the site. They thus post-date much of the development of the area. Only superficial changes have occurred to the buildings in the street.

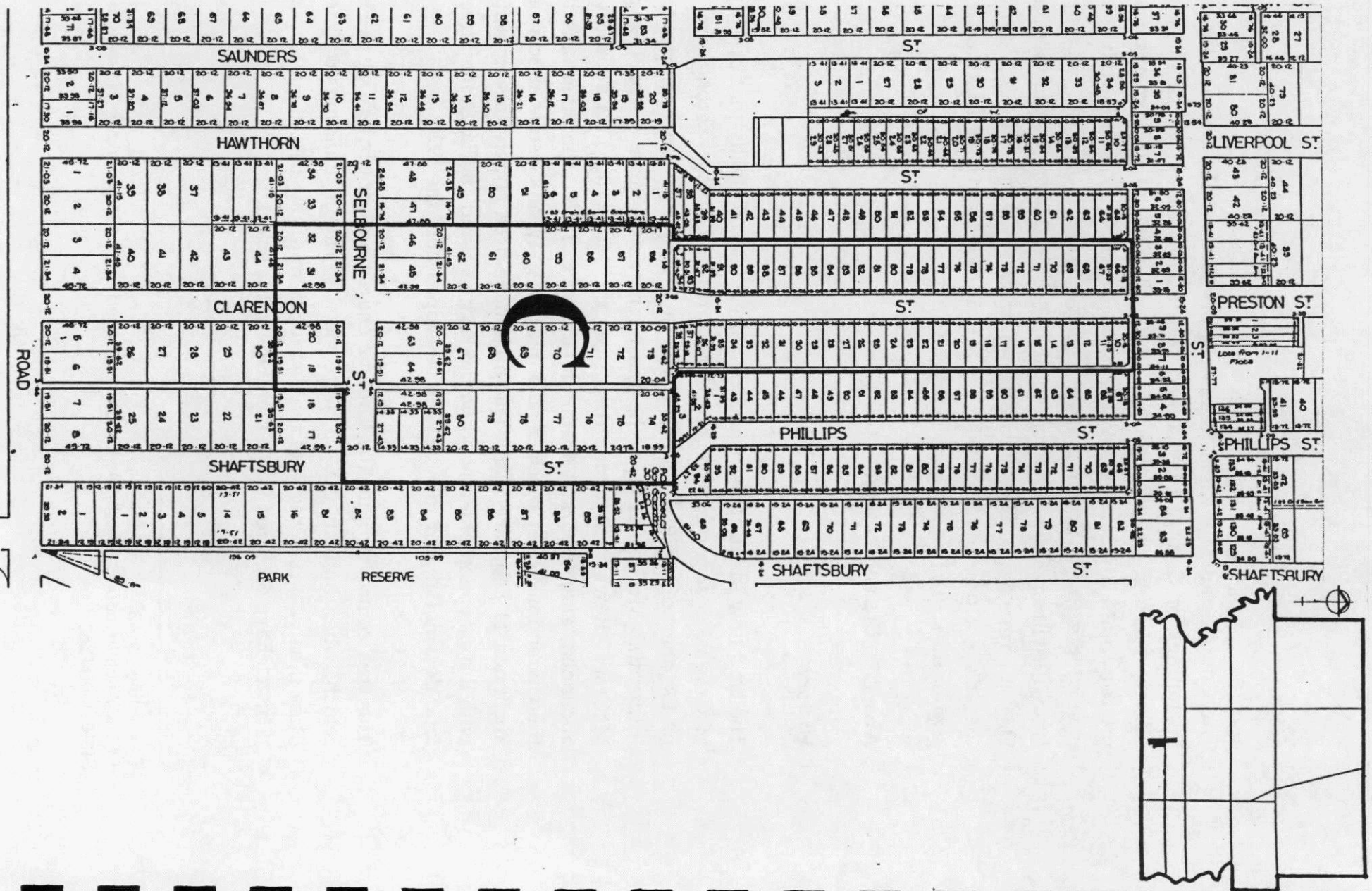
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11 Ibid, p 43.

12 Auction notice, Maybank Estate, auctioned 11.2.1888, Vale & Houghton Collection, State Library.



Area C Clarendon Street Level 3





## Description

The Clarendon Street Conservation Area comprises sections of Clarendon Street, Shaftsbury Street and Selbourne Street. Centred about the St Fidelis complex, it contains a scattering of nineteenth century houses between the Interwar bungalows which give the area its predominant character. The street planting is mature and, while not necessarily traditional, are probably appropriate for their short lifetime. They include *Tristania*, wattles and young natives. The lanes to the rear of the houses are of interest as part of the oldest fabric of the subdivisions. They are still paved with bluestone pitchers. The pattern of subdivision is tight and very few houses have vehicle crossings. The footpaths are concrete although this would not have been the original paving surface, asphalt being more traditional. The kerbs and channels are concrete and these were probably bluestone pitchers originally.

## Statement of Significance

The Clarendon Street Conservation Area is significant for the homogeneity of its Interwar bungalow housing. This character is complemented rather than diminished by the presence of a small number of Victorian buildings, as these are of minor local significance and observe the same setbacks as the bungalows. The St Fidelis complex is of individual significance and contributes to the social character of the area as well as providing a focus for the streetscape. Placed on top of a hill, the church is the most prominent landmark in western Coburg. The street planting is mature and appropriate and the bluestone lanes to the rear of the houses are of local significance as part of the oldest fabric of the subdivisions.

## History

Dale Ave was originally part of Thomas Walker's property purchased at Coburg's first land sales in August of 1839.<sup>13</sup> The property changed hands many times with some subdivision into small farms and some attempts at residential subdivision. Most of the area surrounding Dale Ave remained as small farm acreages with pockets of subdivided residential land. In 1952 Dale Ave was known only for its poorly tended streets.<sup>14</sup> Broome describes an incident where taxis refused to brave the muddy Dale Ave even to take a boy with a broken leg to hospital.<sup>15</sup>

The most interesting Dale Ave buildings are the so-called Railway prefabricated houses discussed in Section 2.6, which were built subsequent to the Second World War. These include at least nos. 15, 21, 22, 23, 24, 25, 27, 30 and 32. They complement the other types of mass and prefabricated housing found elsewhere in Coburg. They must be compared with those in Lorensen Ave, Merlynston which are associated with the local railway station. The Victorian Railways imported at least 1,500 of these for their own use and apparently many more for other government departments. It is not known if those in Dale Ave were for railway workers or for the Housing Commission of Victoria, but it seems likely that they were.<sup>16</sup>

## Description

Dale Street is composed mostly of single storey prefabricated timber houses and timber and brick bungalows. Most of these houses are intact or have undergone only minor additions. The street planting, of *Melaleuca* and *Prunus x Blineaia*, is mature and appropriate. All streets in the area have

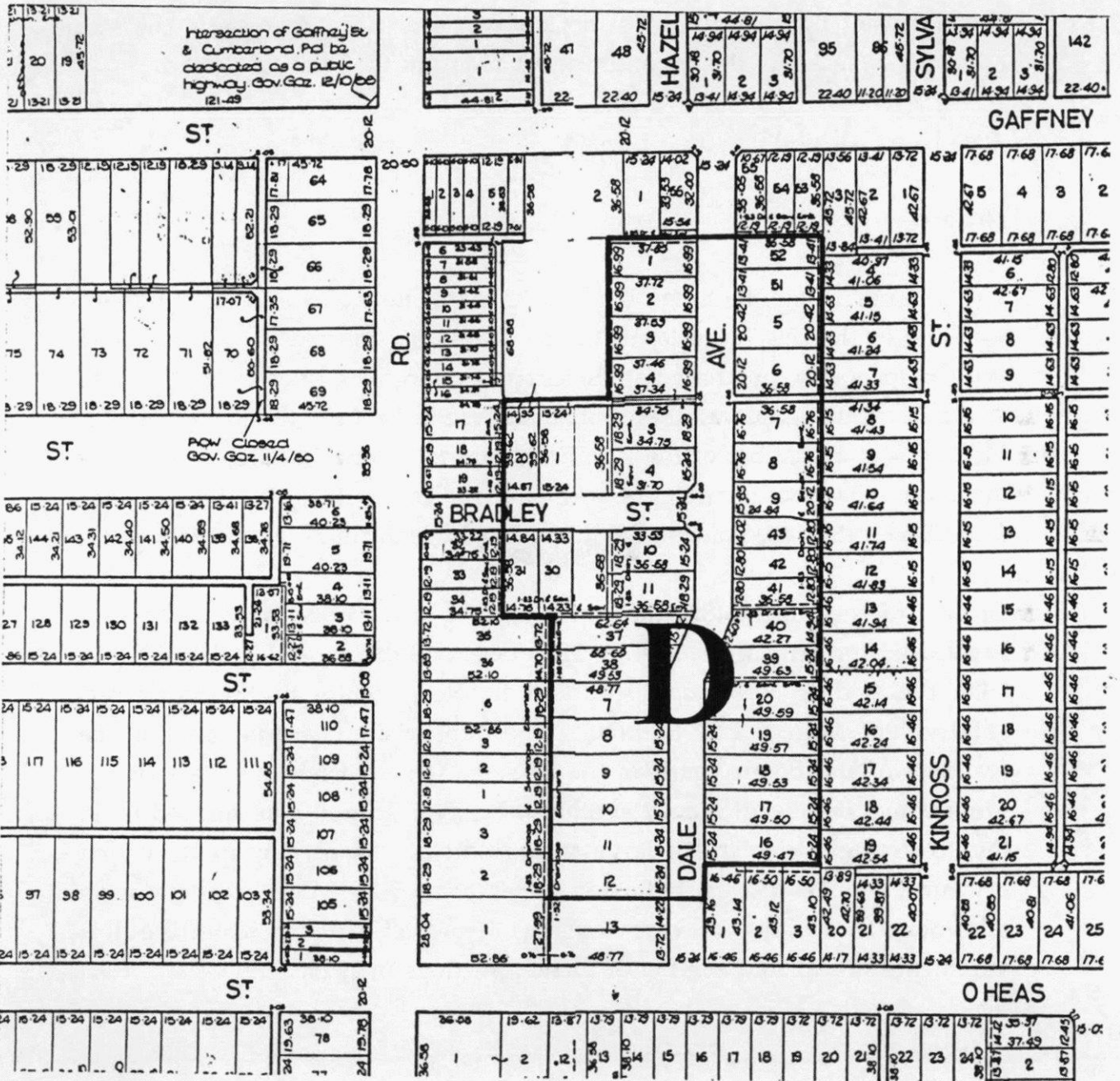
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13 Broome, p 34.

14 Ibid.

15 Ibid, p 306.

16 L J Harrison, *The Victorian Railways to '62*, p 148, does not indicate that any of the houses imported by the Railways were used by the Commission, though they were certainly distributed across Victoria with the S E C, the State Rivers and Water Supply Commission, the Melbourne Harbor Trust and the Commonwealth Government.





nature strips of grass. The footpaths, kerbs and channels are all in concrete. Most houses have vehicle crossings in concrete.

### Statement of Significance

The houses in Dale Ave are of local significance as the best collection of prefabricated timber buildings in Coburg. The Area represents the less advantaged sector of the community in Coburg in the Postwar period.

### Area E Gallipoli Parade Level 1

#### History

The La Rose Estate, bounded by Bell, Reynard, Reynolds and Rose Streets, was one of the few large farms of the 1860s. It formed part of Arundel Wright's property, purchased at the second Coburg land sales in 1839. It was sold to various people until Farquhar McCrae bought the land in the 1840s. McCrae was a member of the significant and influential McCrae family, the most famous member being Georgiana McCrae. He built the La Rose farmhouse c1841-42. This is now known as Wentworth house.<sup>17</sup>

On McCrae's death in 1852 the land was sold to the Robertson family who had leased the farm from 1844.<sup>18</sup> They extended the house in the 1860s. In 1886 the widow Robertson sold the La Rose Estate to the notorious subdividers Munro and Baillieu. The subdivision became one of the scandals of the boom years as the estate was sold from one part of the Munro and Baillieu group to another whenever money was needed.<sup>19</sup> In the 1890s there was still a large proportion of unsold allotments which became part of a 1923 subdivision. This comprised 565 house and shop allotments. Delays in commencing the West Coburg tramline left allotments still unsold even after further auctions in 1926.<sup>20</sup>

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17 Broome, p 44.

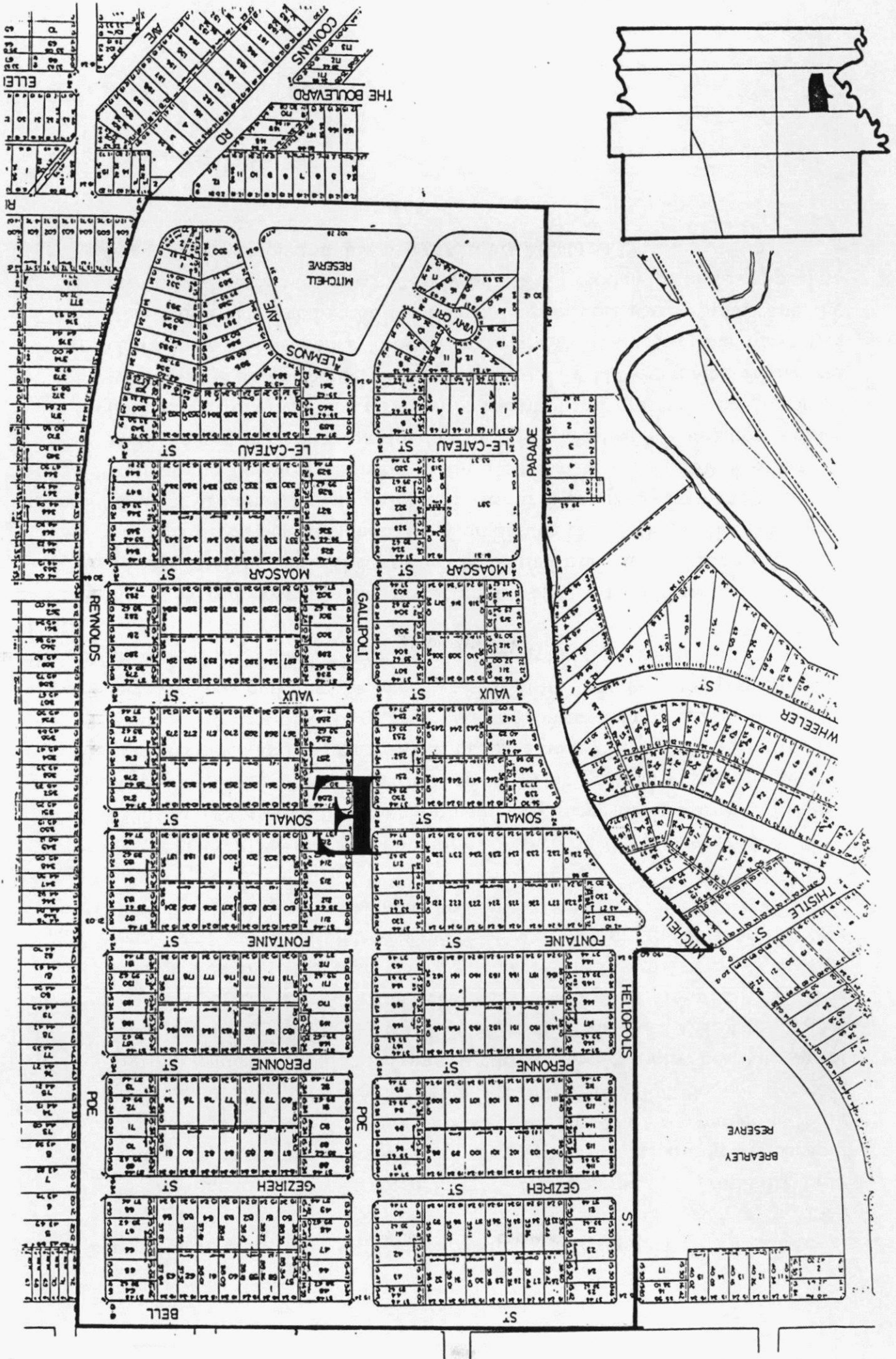
18 Ibid, p 44.

19 Cannon, pp 187-192.

20 Broome, p208.



Area E Gallipoli Parade Level 1



In 1919 the War Service Homes Commission compulsorily acquired 12 hectares of land west of Reynolds Parade. This land had previously formed 300 allotments in the La Rose Estate. The Commission gradually built houses on the estate and sold them to returned men, charging the cheaper than normal rate of 5 per cent. In the '20s the streets were renamed to recall the glory of the first AIF's campaigns, including Gallipoli, Somali, Perrone, Gezireh, Moascar, Heliopolis and Lemnos.<sup>21</sup> Robert Irvine, best known for his construction of the Nicholson Street tram sheds, built 178 of the homes constructed in the area in the 1920s. He was a joiner from Scotland who employed mainly local men. In 1933 he became Mayor of Coburg.<sup>22</sup> By 1930 there were several hundred Commission homes on the former La Rose Estate but 100 blocks remained at least until the 1940s.

Construction throughout Coburg slowed down during the depression of the 1920s and '30s and little development took place in this area until 1940 when land sales began in earnest again. This precinct appears in a 1940 auction notice and is described as being "situated in the Most Progressive Area in the City of Coburg". A 1941 auction notice points out the salient fact that 1500 buildings had been erected in the locality in the previous five years with 250 superior homes being built in the past twelve months.

After World War 2 the government began initiatives to develop prefabricated houses. This precinct benefitted from the development of the prefabricated 'Beaufort home'. Combining the skills of the Victorian Housing Commission, the architect Arthur Baldwinson and the technical staff of the Beaufort Division of the Department of Aircraft Production, these houses went into production in 1946. Most of the Beaufort homes built in Victoria over that time can be found in this precinct. The prototype was a two bedroom house, based on a two foot grid, with a steel frame and clad with zincanneal sheet pressed to imitate weatherboard. The amount of steel required proved to be too demanding on post war supplies and the project was terminated prematurely in 1947,<sup>23</sup> though examples appear to have been assembled in this area of Coburg as late as 1953.

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21 Ibid.

22 Ibid.

23 See Section 2.7.



## Description

The Gallipoli Parade Conservation Area primarily comprises a mixture of War Service and State Bank houses from the Interwar period. This original, single storey stock is complemented by various post-war bungalows, including Beaufort steel houses.<sup>24</sup> Two storey intrusions and inappropriate alterations are isolated and generally unobtrusive. The street planting, of *Melaleuca* and *Prunus x Blineaia*, is mature and appropriate. All streets have nature strips of grass with concrete kerbs and channels. Most houses have vehicle crossings of concrete with garages well set back from the street. The footpaths are of concrete.

## Statement of Significance

Gallipoli Parade and the surrounding streets are of state significance for the number of Beaufort homes, post-World War II prefabricated houses, still surviving. Most of the Beaufort homes, constructed almost entirely from metallic materials, remain in good condition and are generally unaltered. The area also contains many State Bank homes and War Service Homes from the Interwar period. It is a special example of a 1920s subdivision with its origins in the earliest history of Coburg. The street names glorifying the 1st AIF campaigns in the Great War reflect the mood of pride and patriotism in Australia in the Interwar period.

Area F    Glencairn Ave    Level 2

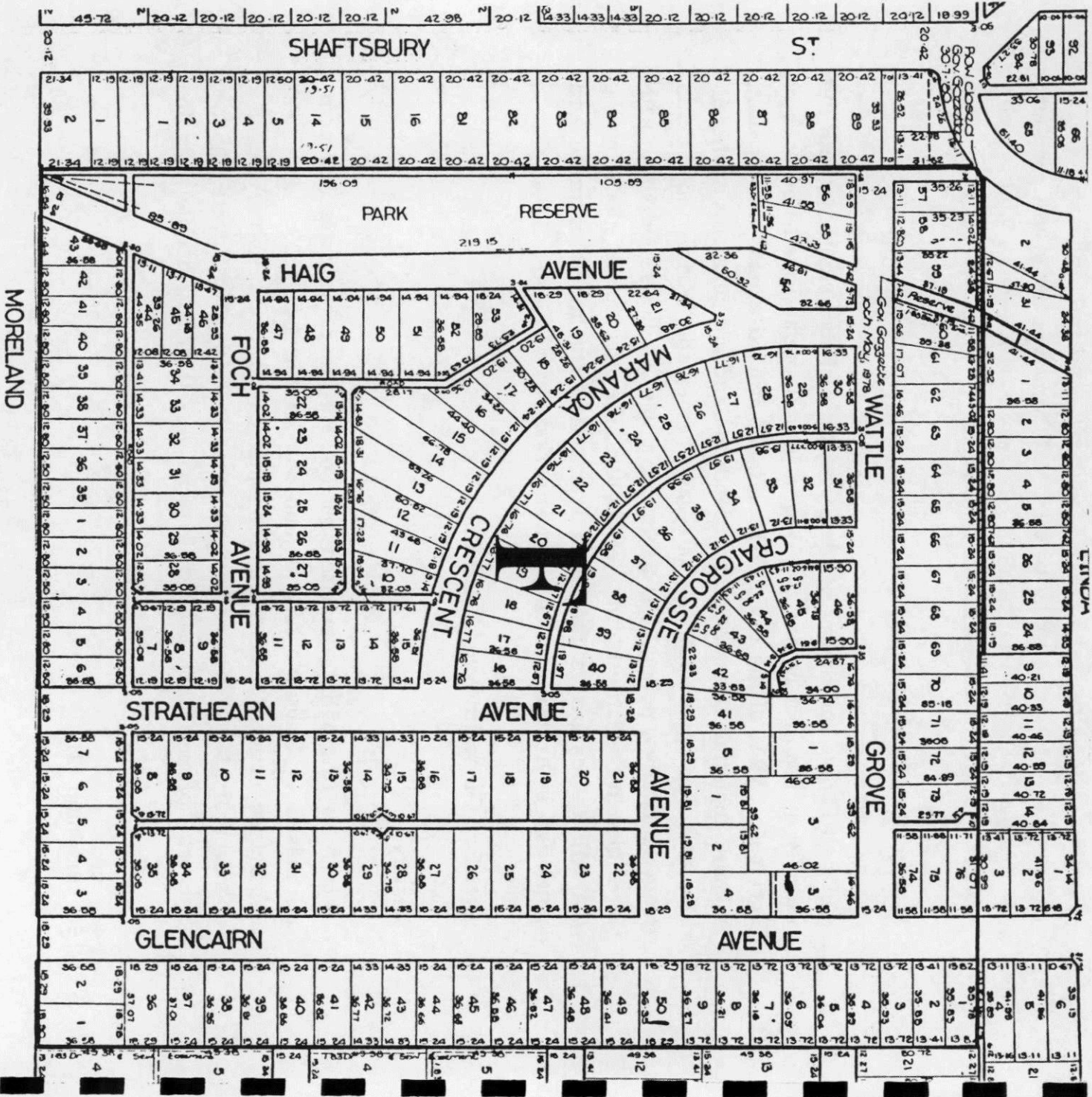
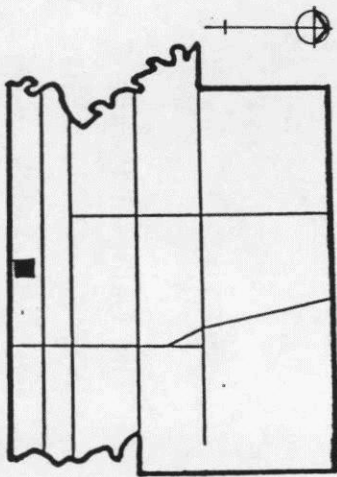
## History

This Area originally comprised part of Farquhar McCrae's 323 acres purchased at Coburg's second land sale in October 1839. This was subdivided as the Moreland Estate on January 6, 1858. On February 10, 1859 and February 14, 1860 two adjacent blocks were bought by Robert Mailer.<sup>25</sup> The total property consisted of 35 acres less than half a mile from the

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24    Ibid.

25    Broome p 137.



Area F Glencairn Avenue Level 2



eastern end (Sydney Road) and forming a square between the north and Sth boundaries of the Moreland Estate (Reynard Street and Moreland Road). Mailer, a Scottish merchant, built himself a ten roomed bluestone cottage in 1859-60 and named it Glencairn. It remained in the Mailer family until 1953, with alterations in 1882 and 1911.<sup>26</sup>

Mailer subdivided part of the estate into fifty blocks in 1912, with lots along Maranoa Crescent, Craigrossie Ave and Strathearn Ave.<sup>27</sup> Mailer, still in the house he had built in 1859, offered twenty pound prizes for the best kept gardens in the future homes, an attitude which must have contributed to shaping the present mature plantings. The remaining areas, along Wattle Grove, Glencairn Ave, the Sth side of Maranoa Crescent, Foch Ave, Haig Ave and Moreland Road were subdivided in 1920. The majority of allotments appear to have been developed in the Interwar period with single storey bungalows, though a few earlier and later buildings are interspersed. In the last few decades a number of new houses and two storey extensions have intruded upon the predominantly bungalow character of the area, particularly around Maranoa Crescent.

### Description

The Glencairn Conservation Area comprises mainly single storey bungalows of timber and brick grouped around the original homestead, Glencairn. It enjoys an undulating topography which allows for a variety of house forms. Two storey houses are interspersed amid the bungalows - several of these date from the 1912 subdivision, whereas the rest are from the postwar period. The street plantings are mature and appropriate and include significant eucalypts. All streets have grass nature strips. The Area retains its bluestone gutters, mostly free of intrusive crossings, as well as its access from the lanes to the rear of properties. Many of the lanes are paved with bluestone pitchers. Where crossings do occur garages traditionally are well set back from the street.

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26 Ibid, pp 64-66.

27 Ibid, pp 179-180.

## Statement of Significance

The Glencairn Conservation Area is of local significance as an early twentieth century subdivision centred about Glencairn, the original homestead. While Glencairn is of individual significance, the area as a whole is notable for the homogeneity of its houses and the maturity of its garden and street plantings. The Glencairn Area represents the more affluent suburban development in Coburg between the wars.<sup>28</sup>

### Area G    Gordon Street    Level 3

#### History

Gordon Park subdivision was first auctioned in 1884 by Fraser & Co. Such was the optimism of these boom time auctioneers that the advertising for Gordon Park promised that "buyers can double their money by selling within six months".<sup>29</sup> This was not to be the case. By 1899 the subdivision contained 146 unsold building allotments from an original subdivision of 155 lots. Little further development took place in the area until the post war building boom of the 1920s, when the majority of the houses in the area were built.

#### Description

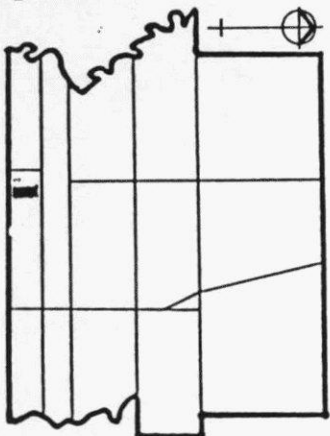
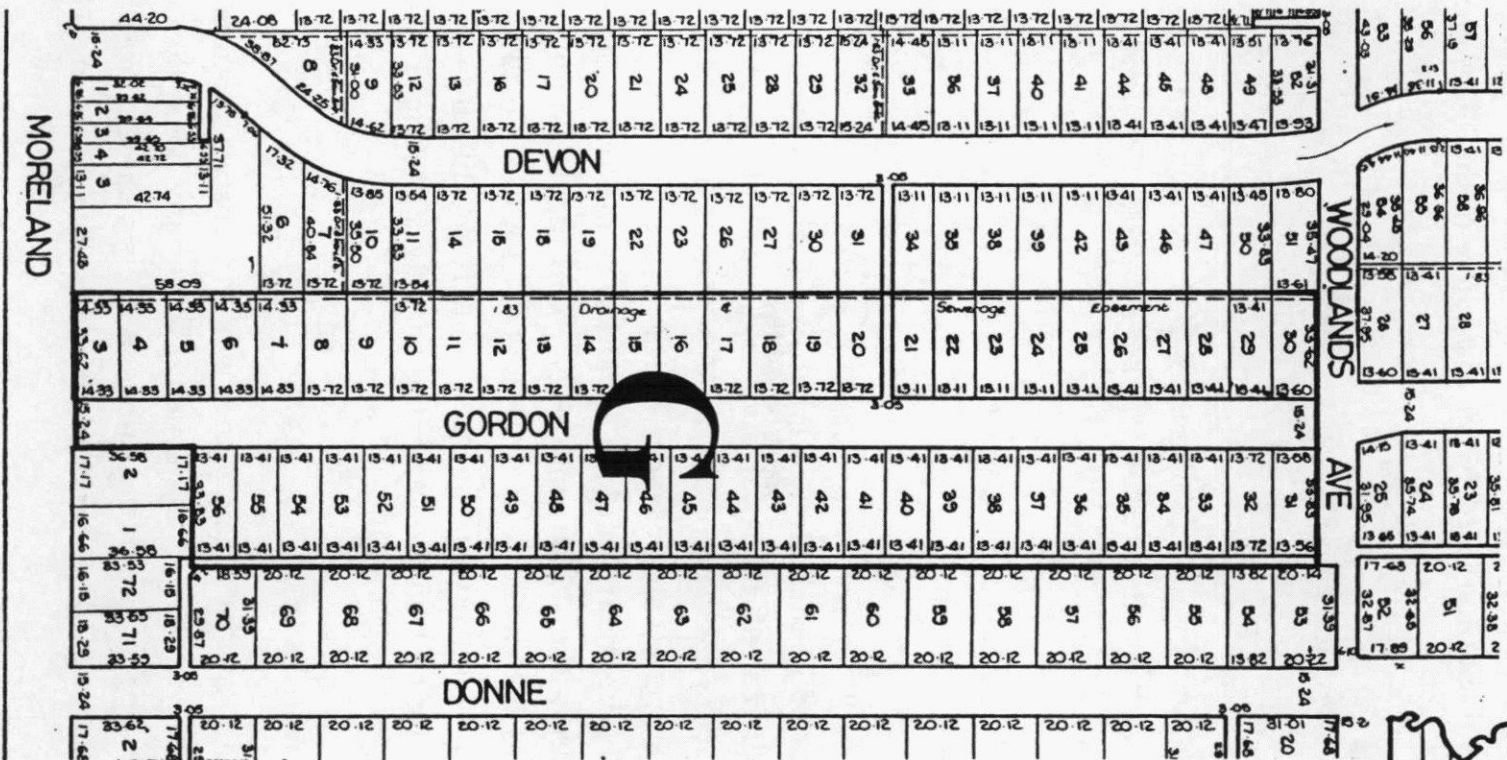
Today Gordon Street is an interesting precinct of houses built mostly in the 1920s. The houses include a few red brick and white rendered Californian Bungalows combined with many weatherboard versions of the same. The street has a feel of suburban solidity and 1920s working class prosperity. Setbacks are standard with 40-50 foot (12-15 m) frontages. Some properties retain their original cyclone wire fences, most others being in low brick. There are some intact 1920s gardens, the most notable of these being at No. 37. Few houses have vehicle crossings. The kerbs and channels are bluestone pitches. The footpaths are concrete but were probably asphalt

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28    Threats to its character prompted the first calls for conservation planning controls in Coburg.

29    Auction Notice, Vale & Houghton Collection, State Library, 13 December 1884.

Area G Gordon Street Level 3





originally. The street planting of *Prunus ssp* with some young natives is only adequate and could be improved by the introduction of trees more typical for the Interwar period. The new housing in the street, including Nos. 4 and 19, is not too intrusive or disruptive of the 1920s character of the Area.

### Statement of Significance

The Gordon Street Area is of local significance for its relatively homogeneous and intact 1920s houses, their gardens and the streetscape. Gordon Street represents the less affluent suburban development in Coburg between the wars.

Area H    Melville Road    Level 3

### History

The northern end of Melville Road, between Bell Street and Reynard Street, was originally called Imperial Ave and was subdivided by Munro & Baillieu as part of their notorious La Rose Park Estate c1888.<sup>30</sup> While this confirmed the present street layout, it was unsuccessful in terms of the sale of individual allotments and the majority of the street blocks were not developed until the 1920s and '30s. This gave Coburg Council the opportunity to widen the road to 80 feet (24.2 m) in the 1920s.<sup>31</sup> The vast majority of the houses in the area date from this time, with a large proportion being built in the years immediately after World War II.

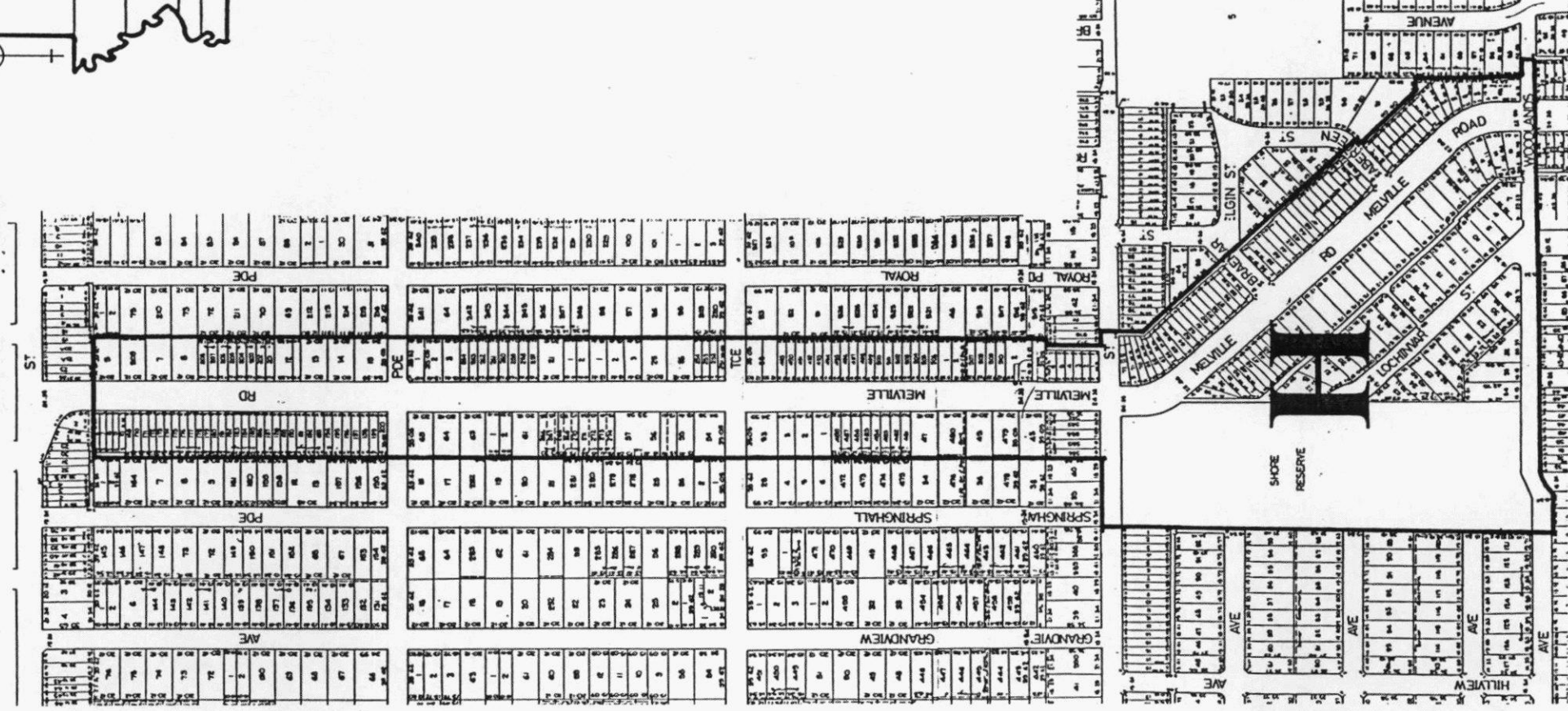
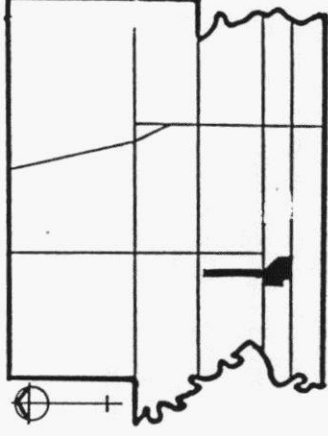
### Description

Melville Road comprises mainly Interwar and Postwar houses of one and, rarely, two storeys. Their homogeneity, with many being the same as their neighbours except for minor variations, is the principle characteristic of the Area. Most of the gardens are original and well maintained. The footpaths

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30    Auction notice, Vale & Houghton Collection, State Library.

31    See Section 2.3 of this report.



Area H Melville Road Level 3



and the kerbs and channels are of concrete. The street planting can only be described as adequate and deserves a more formal treatment for such an important road. The Area suffers to some extent from the traffic including the trams in Melville Road.

### Statement of Significance

Melville Road is of local significance for its relatively homogeneous and intact 1930s and '40s houses, built after the construction of the tramline in the '20s. Despite superficial differences, most of the houses are based on a limited number of designs. While few of the buildings are individually remarkable, their homogeneity reflects well the rapid suburban development of this part of Coburg after the Depression.

### Area I    Moreland Station Level 3

#### History

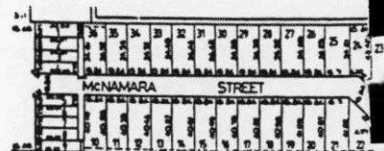
This land formed part of Farquhar McCrae's Moreland Estate, (named after his father's plantation in Jamaica). It was purchased at Coburg's second land sales in October 1869. In 1858 the estate of the late Farquhar McCrae was subdivided into 77 allotments of various sizes, including 39 farms of five to fifty acres.<sup>32</sup> Alexander Cameron was the purchaser of the portion of the land that is now immediately adjacent to the railway. The subdivision which occurred on Cameron's death indicates a schematic plan of a 10 room stone house with stables and coachhouse. This is the site of the now demolished Moreland Hall, the residence of well known Coburg Councillor Pigdon during the 1880s.

With the construction of the railway between 1882-1884 land speculation flourished along the proposed train route.<sup>33</sup> On the 6th December 1884, Gemmel, Tuckett & Co. advertised the auction of "51 Valuable allotments in the Moreland Estate Brunswick" (sic). At this time Station, Jessie, Hall

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32    Broome, p 68.

33    Ibid, p 142.



EDUCATION DEPARTMENT

MURPHY STREET

DUNSTAN

JACKA STREET

MALCOLM STREET

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1571

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U.S. Department of Justice  
 Government Printing Office  
 1964

**Area J    Newlands Estate    Level 1**



## History

The Newlands area was originally farmland, used primarily for grazing of dairy cattle. By 1857 it accommodated 140 residents.<sup>35</sup> At this time it was not considered part of the Pentridge (as Coburg was then known) district, as the Merri Creek formed a natural border between the two. However, in 1861 the residents petitioned for inclusion and were admitted. In the 1870s and '80s the area became popular for market gardens, which could take advantage of the river frontages along the Merri. Most of these were less than 20 acres, though some were larger. Not all the land was under cultivation - the pioneer Pentridge gardener John Cole cultivated only 10 of his 70 acres at East Coburg in 1875, and earned other income from 6 houses and 2 quarries.<sup>36</sup>

The boom in the '80s saw Newlands little affected - the lack of public transport access meant it was not considered a prime development area at the time. It retained its rural associations into the first decades of the twentieth century and had quarries still in operation into the 1920s. Slaughterhouses continued to be tolerated at this time because of the area's fundamentally rural character and because the depression years of the 1890s had made council cautious of closing any successful business.<sup>37</sup> This led, however, to pollution of the creek, and during the 1920s there were an increasing number of objections to poultry farms, piggeries, wandering cattle and Daniel Mehegan's abbatoir in what is now Jacksons Parade. Fear of diphtheria, and a number of confirmed cases, were the major triggers to the outcry.

Nevertheless, this rural character was reflected in the names given the first subdivisions planned for the area in the early 1920s. A contemporary municipal booklet described the area as the "sanitorium of the North", and this was clearly the image that was desired by the subdividers of the

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35    Broome, p 63.

36    Ibid, pp 127-128.

37    Ibid, p 165.

and Florence Streets were named, the latter three ending at the edge of the land belonging to Moreland Hall.<sup>34</sup>

The subdivision was into small allotments typical of the time. Moreland Road gained a row of terraces, one of the few in Coburg, and Station Street and the neighboring streets were quickly populated by small detached houses with rear access from lanes.

### Description

The Moreland Station Area represents a nineteenth century subdivision in Coburg focused on the railway station. It contains terraces and small detached villas from the period, most reasonably intact and some of the few blocks of flats in Coburg which, in this case, are quite intrusive. Few of the houses have front gardens. The row of *Cupressus sempervivens* in Jessie Street is particularly important. No houses have vehicle crossings which would be alien to the streetscape. The streets have asphalt paths and bluestone gutters but no street planting other than that found on the Gandolfo Gardens adjacent to the Station. It contains the significant American Cottage, a registered Historic Building.

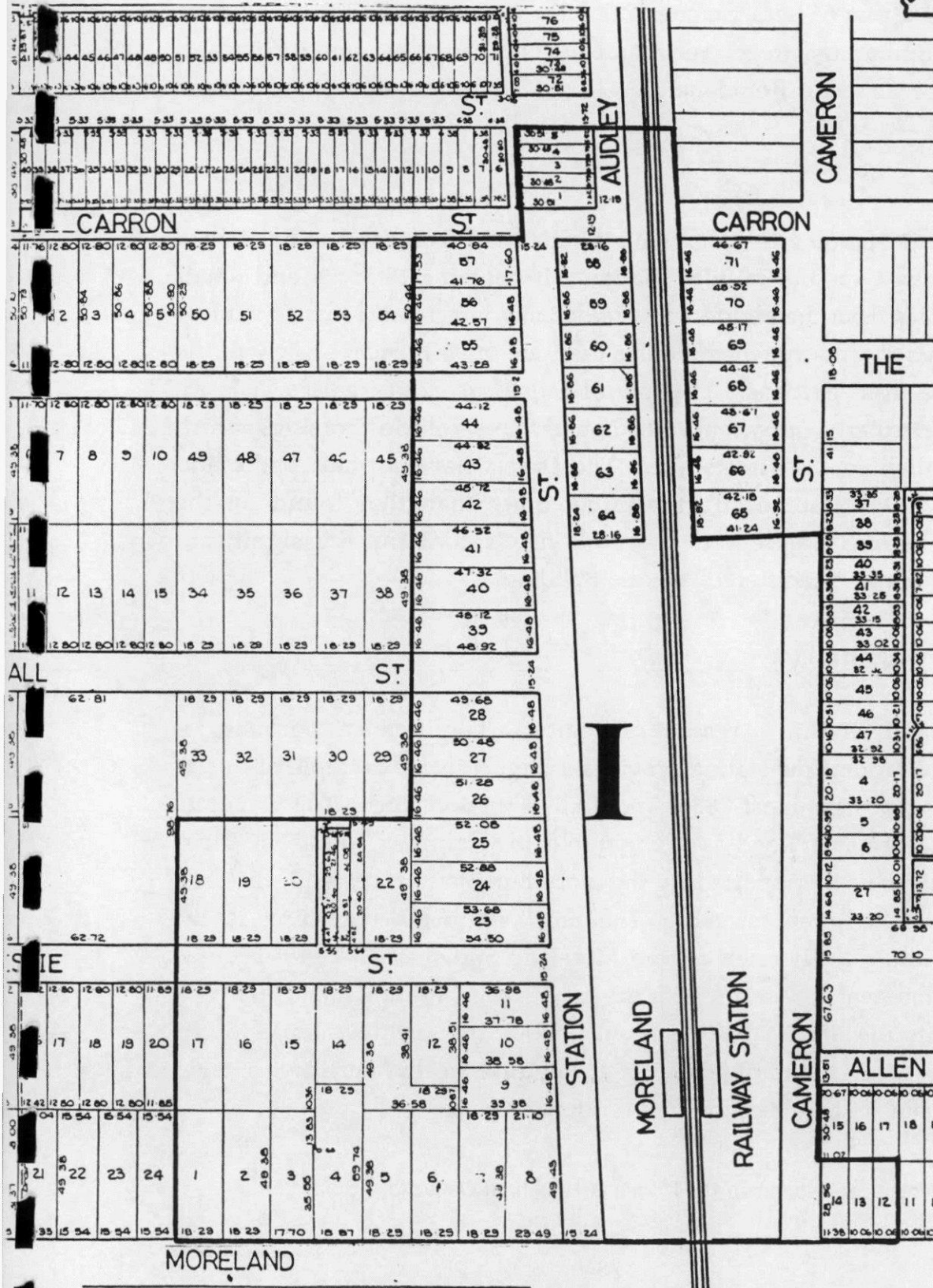
### Statement of Significance

The Moreland Station Area is of regional significance because its development around the station provides a largely intact example of one of Melbourne's northern-most 1880s speculative subdivisions. The elaborate terrace in Moreland Road is comparable to examples found in inner suburbs, and is well supported by the more humble terraces and detached houses in the adjacent streets. The most significant building is the American Cottage. The area around Moreland Station is the best example of the development associated with the new Coburg (now Upfield) Railway line built in the 1880s. It represents about the furthest limit to the expansion of metropolitan Melbourne at that time in that narrow frontages and terrace housing are rarely found north of Coburg.

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34 Auction Notice, 6 December 1884, Vale & Houghton Collection, State Library..





farmlands. The sale of land at this time was sluggish, however, and then badly hit by the Great Depression. It was not until the Housing Commission acquired the Spring Meadows Estate and surrounding undeveloped lands in the early 1940s that subdivision and suburban housing became a reality. The Commissioners clearly had the intention of producing a quality estate with adequate provision for open space, and they rounded off the corners of the streets marked in the earlier Spring Meadows planned subdivision and left the land along the river undeveloped.<sup>38</sup>

The estate, which strictly speaking includes Newlands, Roslyn, Dunville and Spring Meadows Estates, was started in 1943 with the land having been bought a few years earlier. It was largely completed by 1953. Various theoretical influences can be seen in both its overall and detailed planning, the variety of the housing stock and in the landscaping. One of the strongest elements in the overall scheme was the sense of community focus created by the shopping centre and the primary school. These were to be the meeting places for the young families newly arrived on the estate. The shopping centre was strategically located at the centre of the overall development for this reason.

### Description

The Newlands Area, or at least that part west of Elizabeth Street, is characterised by meandering streets many of which run beside or into reserves of open space. Those east of Elizabeth Street are more conventional for their time. The buildings comprise a wide variety of types including three storey walk-up flats, duplexes and detached houses. This variety is unified by a strictly limited range of materials which include red brick, clinker brick, and cream brick, terracotta tile, corrugated asbestos cement sheeting and timber framed windows. Almost no weatherboard is used. The range of details for porches, fences and garages is strictly limited. Even the planting in the private gardens of the Estate is remarkably similar. This uniformity is enhanced by the lack of alteration and addition to the

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38 *Inception of a City*, p 37; *Architecture*, April/June 1945, p 182.



building stock, no doubt for the historical reason that the rate of home ownership was so low.

The footpaths, kerbs and channels are all of concrete. Many houses have vehicle crossings but the opportunity for parking car away from the street frontage is limited. The Street planting is open, mature and limited in its range of species.

### **Statement of Significance**

The Newlands Estate is of state significance as one of the first large scale estates developed by the Housing Commission of Victoria and as a precursor to the inner suburban high rise estates of the 1960s. It is one of the most extensive estates based on the low to medium density housing promoted by the British and American Garden Suburb and New Town theorists. It is one of the best examples of such estates for its high degree of integrity, for the completeness of the estate as a project and for the range of building types within the area.

### **Area K    Pentridge    Level 2**

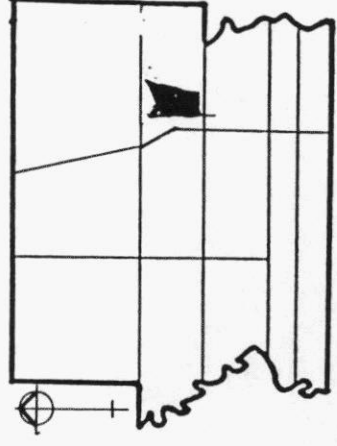
#### **History & Description**

See Section 2.4 of this Study, "The Pentridge Stockade", for a full history of the Pentridge site. The area between Champ Street and Sydney Road has been included in this area because of its close association with the Prison. All of the houses are single storey. The footpaths are asphalt with, for the most part, bluestone kerbs and channels. The street planting is limited. Few of the houses have vehicle crossings and many could not accommodate carparking in the front gardens because of their limited size.

#### **Statement of Significance**

Pentridge Prison is of state significance for the quality of its architecture including both the Main Gate and perimeter wall with its watchtowers and





Area K Pentridge Level 1

also the collection of buildings within the walls. The complex is of historical significance as Victoria's largest and most important penitentiary since it was established in 1850. Many of the houses adjacent to the Main Gate of the prison have been associated with it as the homes of warders.

#### **Area L    Sheffield Street    Level 3**

##### **History**

The area surrounding Sheffield Street was part of John Pascoe Fawkner's 569 acre property purchased at the second Coburg land sales in October 1839.<sup>39</sup> The land was subdivided during the 1880s land boom. On September 19, 1885 the land was sold as part of the Cavemount Estate and construction began on residences in Sheffield Street.<sup>40</sup> Late in the 1880s a row of 19 single storey detached brick and render terraces was constructed, the largest such row in metropolitan Melbourne. In 1890 the council tried to repair problems caused by jerry building during the building boom and in December of that year Dr Carl Dyring, the Shire's Health Officer, condemned 22 houses for poor drainage. These included the terrace row in Sheffield Street.<sup>41</sup> In 1891 a polychrome brick church was constructed for the Baptists. The Baptists moved to a new church nearby in 1918 and the Labor Party took over the premises.<sup>42</sup>

In the post-World War II period Sheffield Street has become home to part of Coburg's migrant community, and this has had an impact upon the housing stock. Many of the houses have been altered, some almost beyond recognition, and the former church has become the Melita Social Club. While this is unfortunate in terms of the original nineteenth century character of the area, it is noteworthy that some of these alterations have become significant in their own right as an expression of the cultural diversity and change in postwar Coburg.

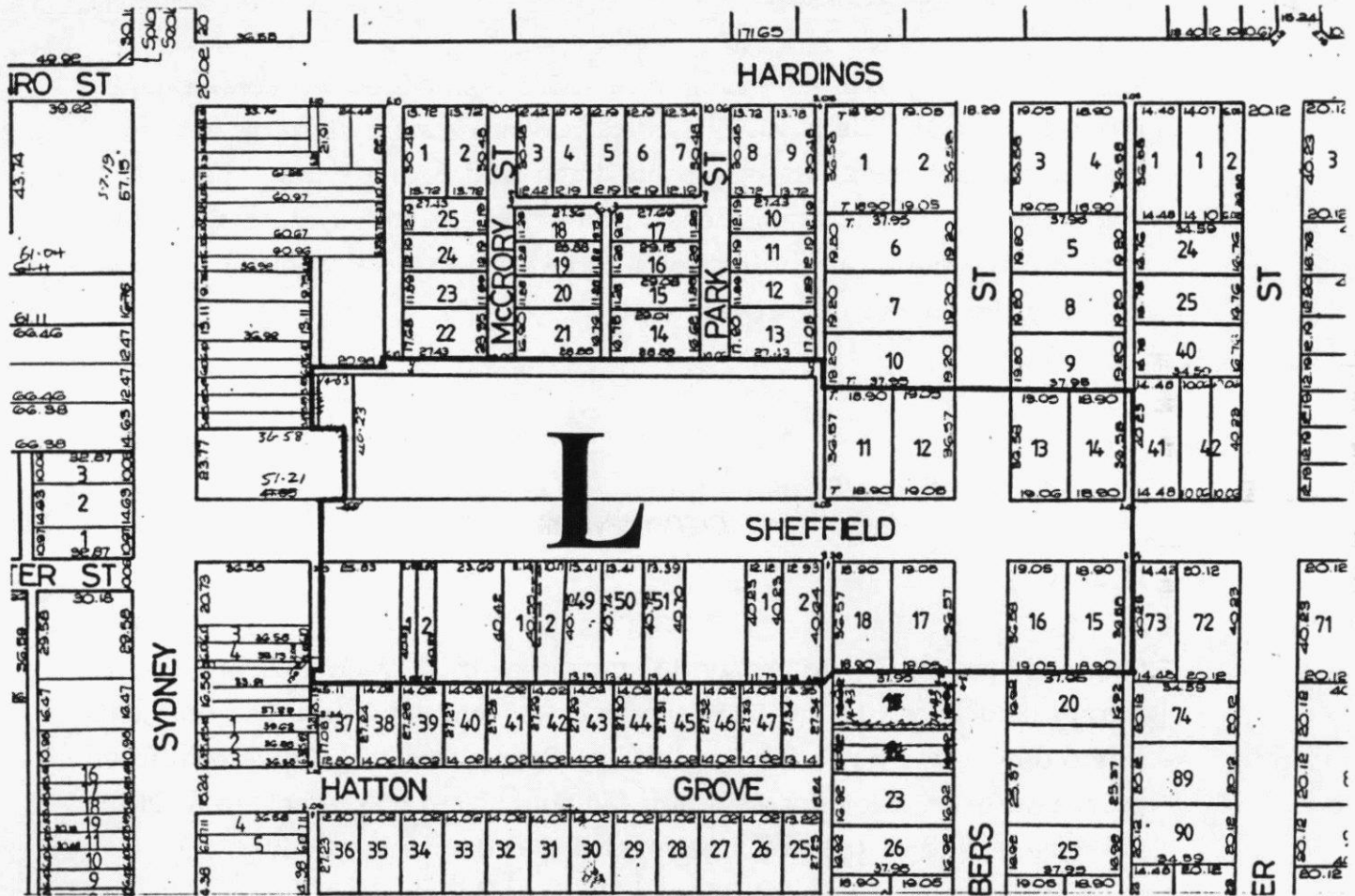
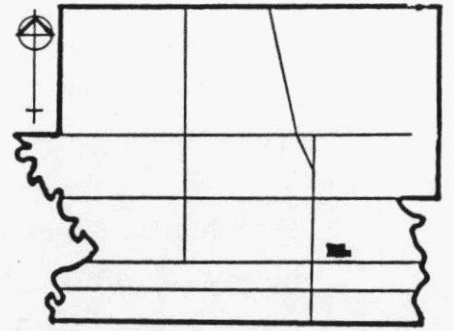
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39    Broome, p 34.

40    Auction Notice, 19 September 1885, Vale & Houghton Collection, State Library.

41    Broome, p 153

42    Ibid, p 148.



Area L Sheffield Street Level 3



## Description

Sheffield Street comprises a row of nineteen detached single storey terrace houses, a former church and a variety of nineteenth and early twentieth century detached houses. While some of these are largely intact, many are run down or superficially altered. Other alterations to the houses have been the addition of often inappropriate new fences and garden planting.

## Statement of Significance

Sheffield Street boasts an example of 1880s boom time workers cottages. Most of the terraces in a row of 19 detached single storey terraces remain in reasonable condition, though some have undergone major changes or inappropriate structural additions. Furthermore, some of these alterations have become significant in their own right as an expression of the cultural diversity and change in postwar Coburg.

Area M    The Grove/Sydney Road    Level 2

## History

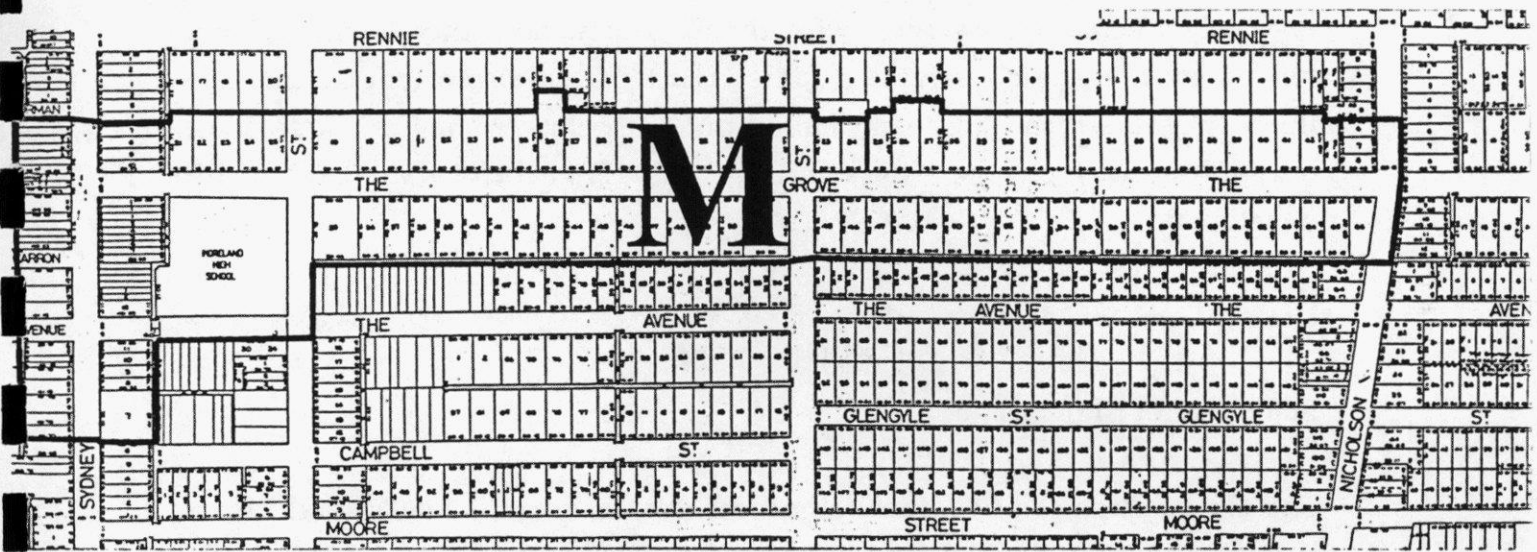
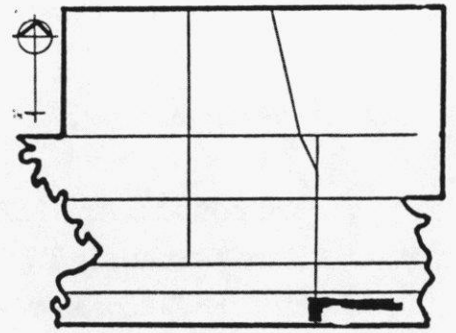
Originally part of Crown portion 135 purchased by W. McKenzie at Coburg's second land sales. In the 1840s the land was subdivided into 14 allotments serviced by a lane down the middle (now Rennie Street).<sup>43</sup> Edward Mitchell purchased half the lots for a price of 450 pounds but was unable to meet the repayments and in 1858, 68 acres passed into the hands of Hugh Rennie.<sup>44</sup> In 1882 Montague Dare and Edward De Carle bought Jean Rennie's 40 acre farm and renamed it The Moreland Park Estate.

The estate, Coburg's most prestigious in the 1880s, was subdivided into 147 residential lots of 19 by 48 metres plus shop allotments on Sydney Road. To

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43    Ibid, pp 34-6.

44    Ibid, p 37.





ensure high quality development a covenant was placed on the land prohibiting the building of hotels and shops or any house valued less than 400 pounds. An 1882 prospectus for the estate offered five house designs by Dare's architect T.J.Crouch.<sup>45</sup> The public notices in the *Argus* between 1884 and 1887 record the progress of building on the estate. Such notices include an early 1885 advertisement by Crouch offered six, seven and eight roomed villas in Moreland Park for sale, by the agents Griffiths & Wilder.

In late 1887 Crouch called for tenders for six large villas and six two storey dwellings for Dare in Moreland Park. These two storey dwellings appear to be the large mansionettes at 23-25 and 45-47 The Grove. By 1890 the estate had 24 houses, 21 of which were owned by Dare. Among the occupants of the estate were bankers, merchants and professional people. The estate boasted a recreation pavilion with tennis courts, now the Bowling Club, tended by the estate's caretaker James Dark. Dark also attended the tree lined streets, which had been planted out with elms.<sup>46</sup> In 1900 there were only 27 houses on the estate but by 1920 The Grove had been fully developed.

## Description

### Statement of Significance

The Grove Area is of regional significance as a notable 1880's land boom subdivision and development of quality homes, many of which stand virtually unaltered. It is also important for the contribution of the leading architects, Crouch and Wilson. The polychrome brick houses are an excellent example of Crouch's residential work. The Grove is still one of Coburg's more prestigious streets, with its mid-twentieth century housing of equal calibre. The mature planting of exotic species and some natives, both public and private, make a major contribution to this quality.

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45    *Ibid*, p 145.

46    *Ibid*, p145-146.



### History

Subdivided in 1887-88 using typical land boom advertising "Many buyers in Bell Street Reserve have sold at LARGE profits, and large profits will result to all holders, as no suburb out of Melbourne presents the same field for bona fide speculation and investment as Coburg, and this Estate is the BEST LAND IN THE DISTRICT"<sup>47</sup> By September 1888 only eleven lots remained unsold.<sup>48</sup> O'Hea Street is named after Father Charles O'Hea, a Catholic priest, Dean then Monsignor at Coburg. He was a local identity for the years spanning 1853-1882.<sup>49</sup>

However, while land speculation was rife in the nineteenth century, Turner Street itself did not evolve until the late 1920s. The 1922 Council booklet *Inception of a City* shows Turner Street with only a few subdivided domestic blocks, and these were not even developed at that stage. Most of the houses date from after the Depression and some are Postwar.

### Description

### Statement of Significance

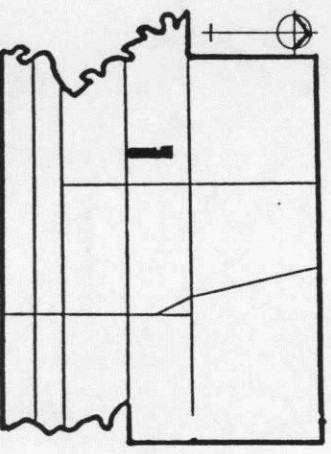
Turner Street and the immediately adjacent area is of regional significance in containing the best collection of diverse twentieth century houses in Coburg - it is probably the best regional example. The Baby Health Centre, the shops in close proximity and the primary schools nearby must be seen as adjuncts to the domestic character of Turner Street. Turner Street, privately developed, should be contrasted with the Housing Commission of Victoria's Newlands Estate.

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47 Auction Notice, Vale & Houghton Collection, State Library.

48 Auction Notice, Vale & Houghton Collection, State Library.

49 Broome, p 138.



## 5.2 Urban Design Areas

### Area O Sydney Road Level 1

#### History

The junction of Sydney Road with Bell Street is one of the oldest in the Metropolitan area, dating from the early 1840s. It marks the centre of the original subdivision of the village of Pentridge in the Parish of Jika Jika. It draws further significance from its proximity to the original Pentridge village reserve. The widening of Sydney Road north of Bell Street indicates the change of status of the road once it had passed Bell Street and its change of direction at O'Hea Street indicates the high ground as it avoided the valley of the Merri Creek.<sup>50</sup> The roads represented the boundaries of the original Crown Grants.

As the hub of Coburg, it has undergone intensive development. This was created not just by the passing traffic on the most important northern route out of Melbourne but also by the provision of public transport as trams in Sydney Road, as buses in Bell Street and nearby with the railway line. It was mixed in character until at least the end of the Second World War, but is now almost exclusively commercial.

The aim of identifying this as an Urban Design Area is to retain those buildings which are of significance and to promote good new design in both the public and private sectors. The area has already started to regenerate through the successful Townscape Advisory Service and the Shopfront Improvement Program. Grants and free professional advice are available to encourage high quality design and to enhance the streetscape.

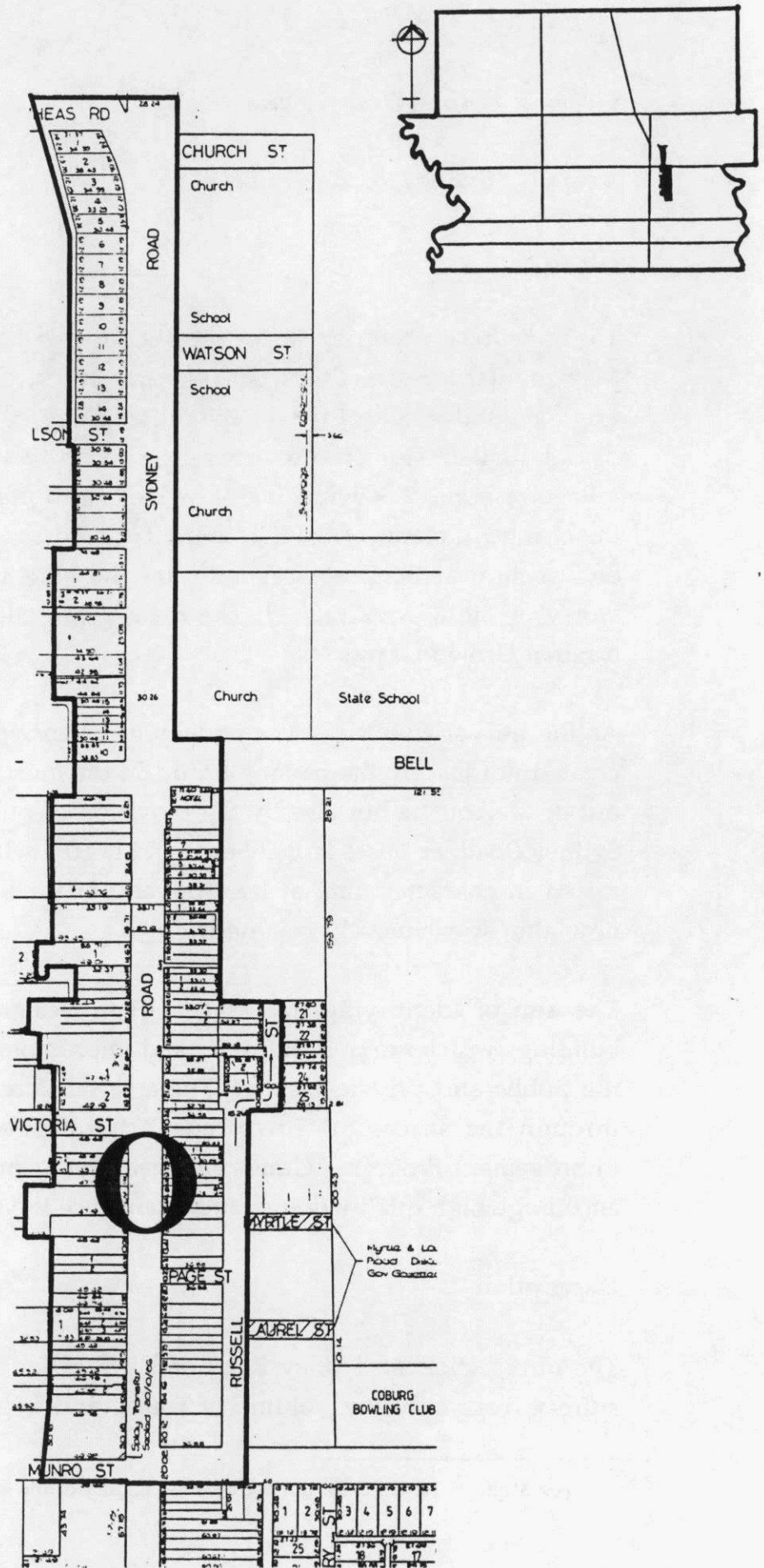
#### Description

The intersection of Sydney Road and Bell Street is the hub of Coburg. It suffers from a heavy volume of traffic and a generally poor quality of

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<sup>50</sup> See Sections 2.2 & 2.3 for a more detailed history of the intersection.





Area O Sydney Road Level 2

building design. Traders compete with each other for the attention of the passerby, and while this is not new, most of the signs and advertisements are designed for motorists either travelling at speed or looking for a parking space rather than the more leisurely pedestrian. Sydney Road is now a typical late twentieth century commercial centre.

In all directions the subdivision of the land has been to smaller and smaller blocks with certain important exceptions. The Church and Municipal Reserve remains relatively open. The hotel on the Sth east corner and the bakery on the Sthwest corner are both large, long established and landmarks of real importance for Coburg. Other allotments have been consolidated to create larger sites. Typical of current shopping, the Coles supermarket is now the largest site in the area.

The variety of building types and ages reflects the development of Coburg from its earliest times. Several key buildings in this area have been lost or seriously compromised as the price of progress. Nonetheless, representative buildings survive from all periods and there is still a range of building types.

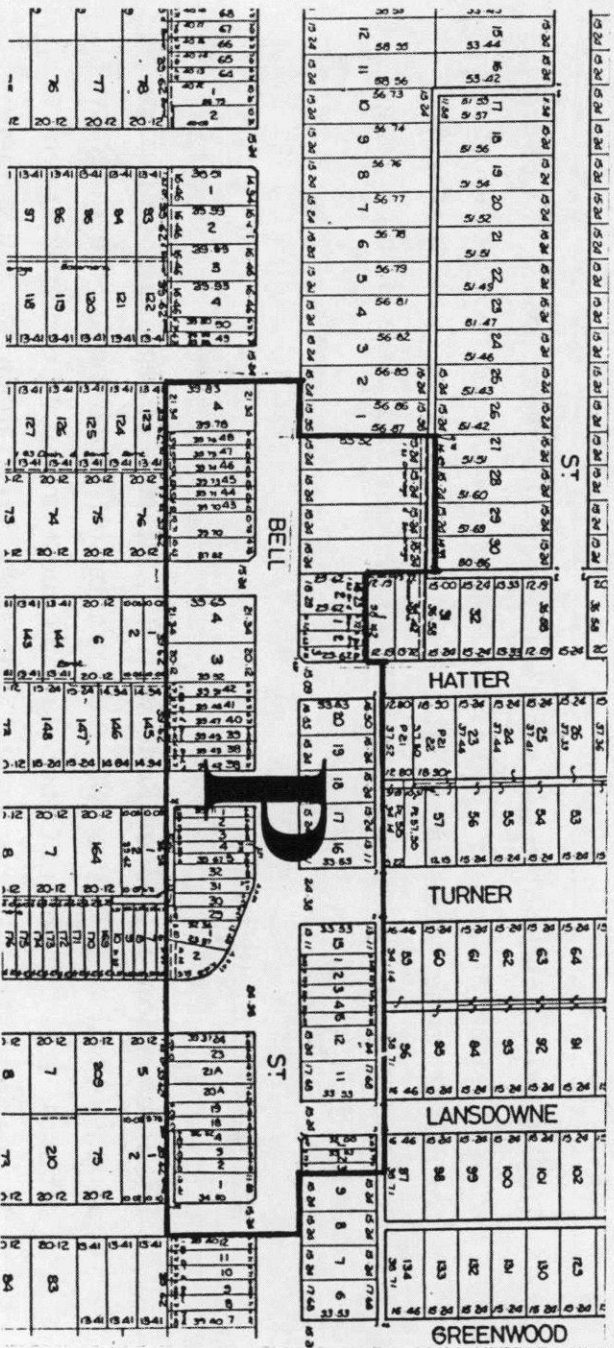
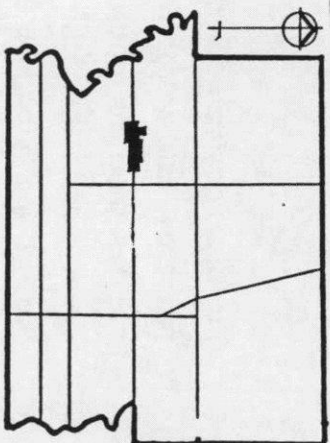
### **Statement of Significance**

The intersection of Sydney Road with Bell Street is of regional significance as the oldest and one of the most important junctions in the northern suburbs. It is the hub of Coburg and the most important commercial centre. The variety of building types and ages in the Area reflects the full sequence of Coburg's development.

### **Area P Bell Street Level 3**

#### **History**

The intersection of Bell Street with Melville Road and Turner Street is the second most important commercial centre in Coburg and is the hub of Pascoe Vale. Bell Street was named after the pioneer, Francis Bell, who





lived nearby in Bell Manor, and this section was not opened up until 1860.<sup>51</sup> The irregularity of the intersection reflects the early pattern of subdivision.

Bell Street was not developed until after the First World War and only fully developed after the Second. The major impetus was the construction of a tram line in Melville Road. The location of several key buildings such as the Post Office and banks as well as the presence of various local shops has consolidated its importance.

The aim of identifying this as an Urban Design Area is to retain those buildings which are of significance and to promote good new design in both the public and private sectors. The Sydney Road Urban Design Area has already started to regenerate through the successful Townscape Advisory Service and the Shopfront Improvement Program. Grants and free professional advice are available to encourage high quality design and to enhance the streetscape. It is recommended that this Service and Program be extended to the Bell Street Urban Design Area,

### Description

The scale of development of the Pascoe Vale commercial centre is less than in Sydney Road but still shows a wide variety of building types and periods. Fewer buildings could be described as having individual significance. The scale is an equal mixture of one and two storey buildings. The pattern of subdivision is small except for a few key buildings. The State Bank is an important landmark of two storeys and the supermarket is the largest building in the Area, but still only one storey in height.

This intersection also suffers from a high volume of traffic and, like Sydney Road, there is a jumble of signs and advertisements designed to catch the eye of the passing motorist. Bell Street is now a typical late twentieth century commercial centre.

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<sup>51</sup> Broome, op cit, p 92.

## **Statement of Significance**

The intersection of Bell Street with Melville Road and Turner Street is of local significance as the hub of Pascoe Vale. It represents the essentially twentieth century development of the area. Several key buildings, such as the Post Office and banks, as well as the presence of various local shops have consolidated its importance.

### **5.4 Conservation Areas (Natural form)**

For the purpose of this report all major reserves and parklands in the City of Coburg were surveyed and photographed. Few of these reserves retain any historic landscape character or historic or indigenous planting with the exception of the Lake Reserve, Shore Reserve and Robinson Reserve.

The majority of these reserves and parklands are predominantly grassed open spaces providing passive and active recreational facilities for neighbouring households. Some contain play equipment while others, particularly those that were former water courses, consist of grass and a mixed planting of native trees. While not contributing significantly to the designed landscape, their value lies in their contribution to the open space that is an important asset of the City of Coburg.

Because the emphasis of the study is on elements that contribute to the heritage of the City of Coburg, only those reserves and parklands that retain any historic character or components are of concern. These are described in detail below. The other reserves should still be properly maintained according to the policies outlined in Section 8.0 and may, in time, deserve conservation planning controls.

With little historical documentation to draw upon for a thorough analysis of the development of the Coburg landscape, many of the following comments have been based primarily upon physical evidence. This situation could be reviewed if better archival material were to be assembled at a future date.

**Area Q   Merri Creek Reserves   Level 1**

- (i)      De Chene Reserve (Linear corridor running along Merri Creek north of Bell Street)

**Origin**

Named after one of the first Labor councillors.

**Description**

In 1927 the Prison Department relinquished land reserved along Merri Creek including ten acres which, with other land, became a large reserve, later called De Chene Reserve. In c1910 this land was used as the Council pound, but it now comprises an oval for sports and open land for general recreation.

**Statement of Significance**

De Chene Reserve is of local significance as parkland associated with the Housing Commission of Victoria Newlands Estate and as a component of the linear parkland along the Merri Creek.

- (ii)      Lake Reserve (Reserve along Merri Creek; bounded by Sydney Road, Carr Street, De Chene Parade, Newlands Road and Murray Road)

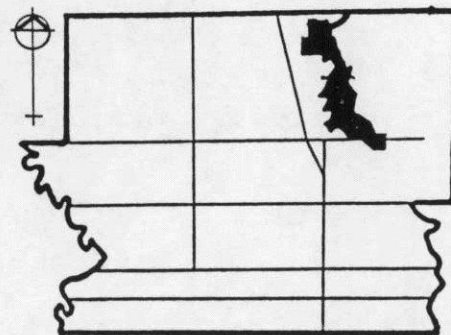
**Origin**

Named after the lake formed in 1915.

**Description**

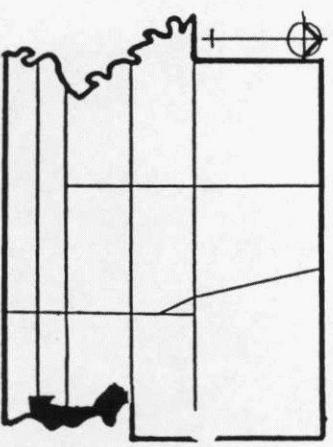
In 1976 Council received a special report reviewing completed works and suggested future proposals at the Lake Reserve. A number of these proposed future improvements and developments have been





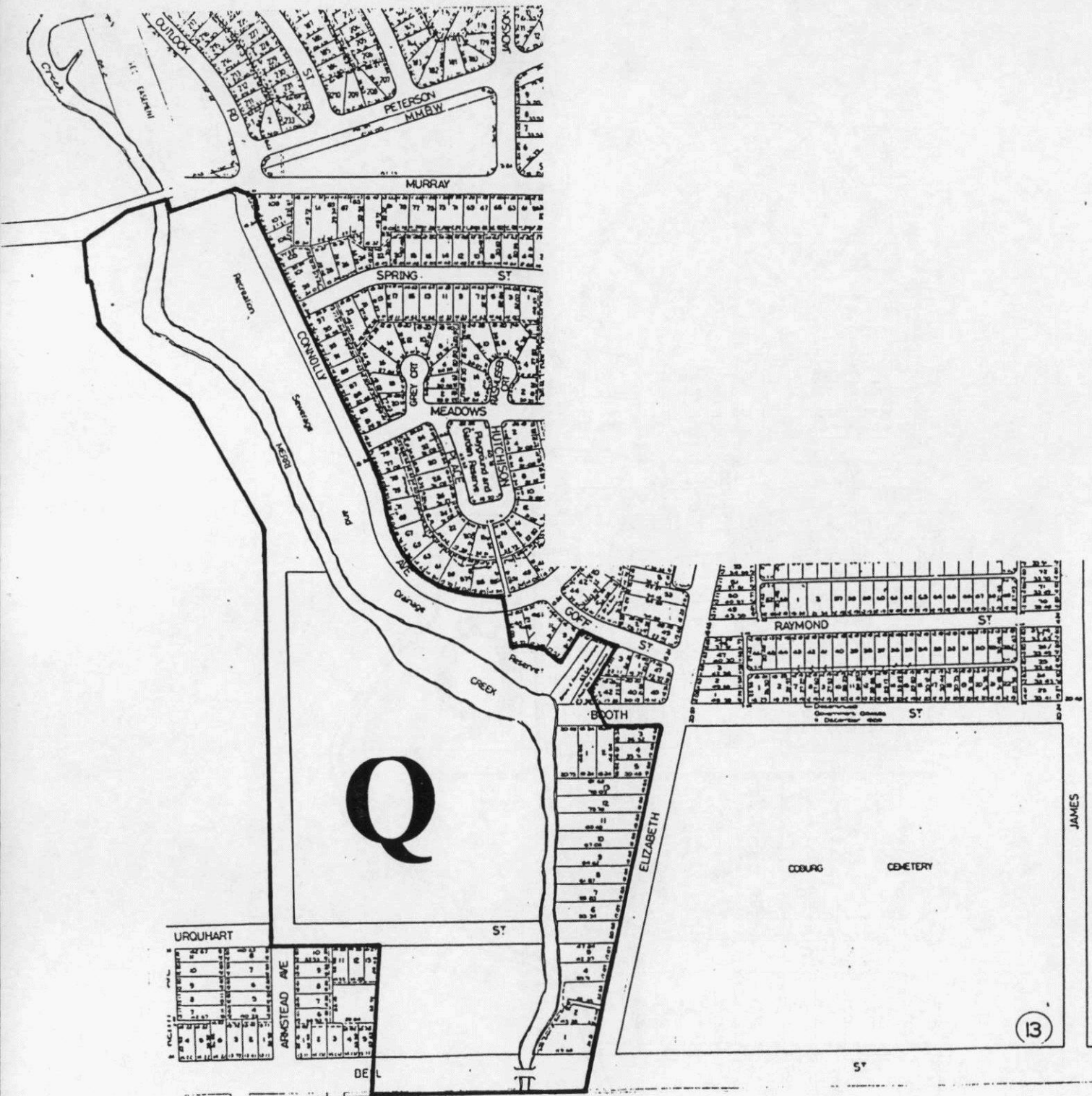
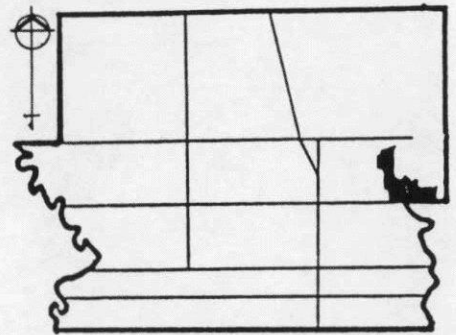
Area Q Merri Creek Reserves

Level 1

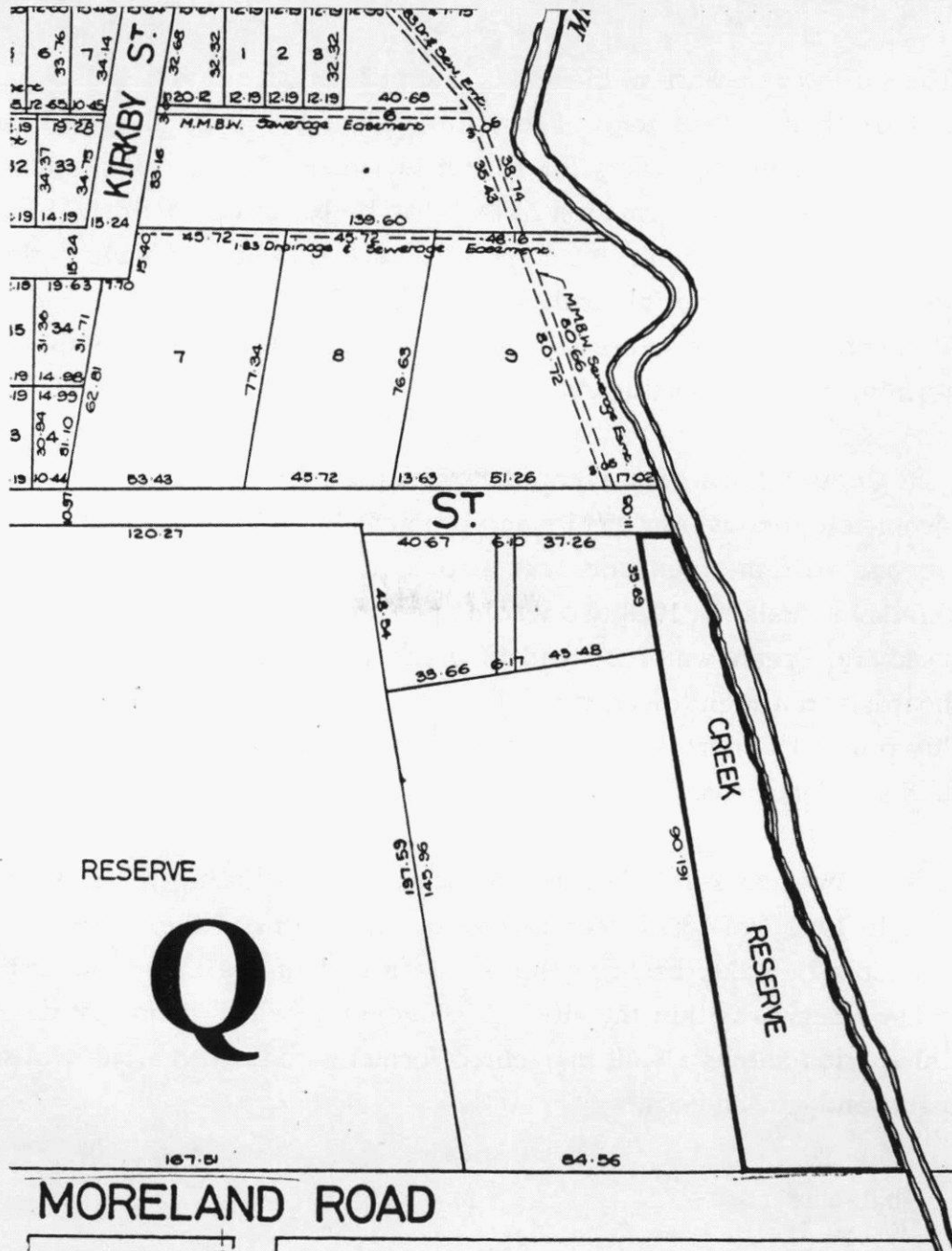


Area Q Merri Creek Reserves Level 1









implemented. The full history of the development of the Lake Reserve is not known but Broome offers some details.<sup>52</sup>

In 1837 Hoddle and his survey party measured their way along the Merri Creek through Coburg noting the vegetation near the present Lake Reserve. Hoddle noted how the Merri Creek widened occasionally into rich alluvial flats.

The earliest reference to the site is that of 1913 when the Penal Department relinquished several acres of its willow plantation (now the Lake Reserve) used for gathering osiers for basket weaving. The Coburg Council was responsible for the formation of the Lake by building a weir in 1915.<sup>53</sup> On 30 August 1919 about 162 cypress (*Cupressus* sp.) and elm trees were planted as a memorial to those who lost their lives in the 1914-18 war. While none of the cypresses have survived, the elms are still in place, forming two intersecting Aves..

The Coburg Lake was a popular recreation spot attracting hundreds of people on Sundays for picnics and promenading. In the 1920s the Lake was opened to fishermen and was also used by the Coburg City Band for Sunday recitals. In 1928 two wading pools were built beside the Lake which used Yan Yean water instead of creek water.<sup>54</sup> There were also diving boards and a high tower, three dressing sheds, a kiosk, two rockeries and a lily pond. The northern bank of the Reserve was laid out with ornamental paths and gardens.

Sustenance workers laboured in local parks including the Lake Reserve and in 1932 work had been carried out to beautify " the northern bank of the Coburg Lake, bridging the western end of the Lake and improving other reserves within the city". A photograph which probably dates from this period shows a well manicured formal garden with stone walls, steps, paths and garden beds.<sup>55</sup>

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52    *Ibid*, passim.

53    *Ibid*, p 182.

54    *Ibid*, p 224.

55    *Ibid*, p 238

Despite the chlorination and filtration plant installed at the wading pools in 1934, the lake water remained suspect. In 1939 Council drained the Lake and, in doing so, uncovered fourteen rusting iron canoes. These were subsequently banned from the Lake and many of the recreational activities associated with the Lake declined. After the war the recreational aspects of the Reserve were threatened by neglect and pollution. In the 1940s, the Lake became choked with rubbish and weeds. The Lake regularly silted up and by the late 1950s nearby residents complained frequently about mosquitoes and the stench.<sup>56</sup>

In 1958, for health reasons, swimming in the Lake was banned. In the 1960s and 70s the pollution problem had increased and a dispute ensued between the MMBW and Council over who was responsible for cleaning the Lake. In the mid 1970s, Council initiated a Coburg Lake Conservation Committee. In 1975 the first of a series of federal government grants was made for the improvement and beautification of the Lake. It became a popular venue again for community recreation and leisure, including festivals and fun runs.<sup>57</sup>

Today the Lake Reserve retains a mixture of active and passive recreational activities. The somewhat overgrown ornamental paths and gardens on the northern bank of the Reserve are probably as they were constructed in the 1930s. The Reserve also contains play equipment, an adventure playground, litter bins and seating, a barbeque and a sound shell/ open air theatre facility (opened in 1987). Planting consists of exotics and natives including Aves of elm trees (*Ulmus x hollandica*), as well as *Populus* species, *Fraxinus* species, *Pinus* species, *Cedrus deodara*, *Platanus orientalis*, *Brachychiton populneus*, palms including *Washingtonia filifera* and *Livistona australis*. A very large and mature Pepper tree, *Schinus molle* var. *areira*, is located above the playground near Lake Grove. This tree is the only tree in the municipality listed on the Register of Significant Trees held by the National Trust of Australia (Victoria). On the northern bank of the Merri Creek there is a lookout named Greys Lookout. It bears a

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56 Ibid, p 325.

57 Ibid, p 327.



plaque to commemorate John Grey who was Curator of the Lake Reserve from 1919 until 1941.

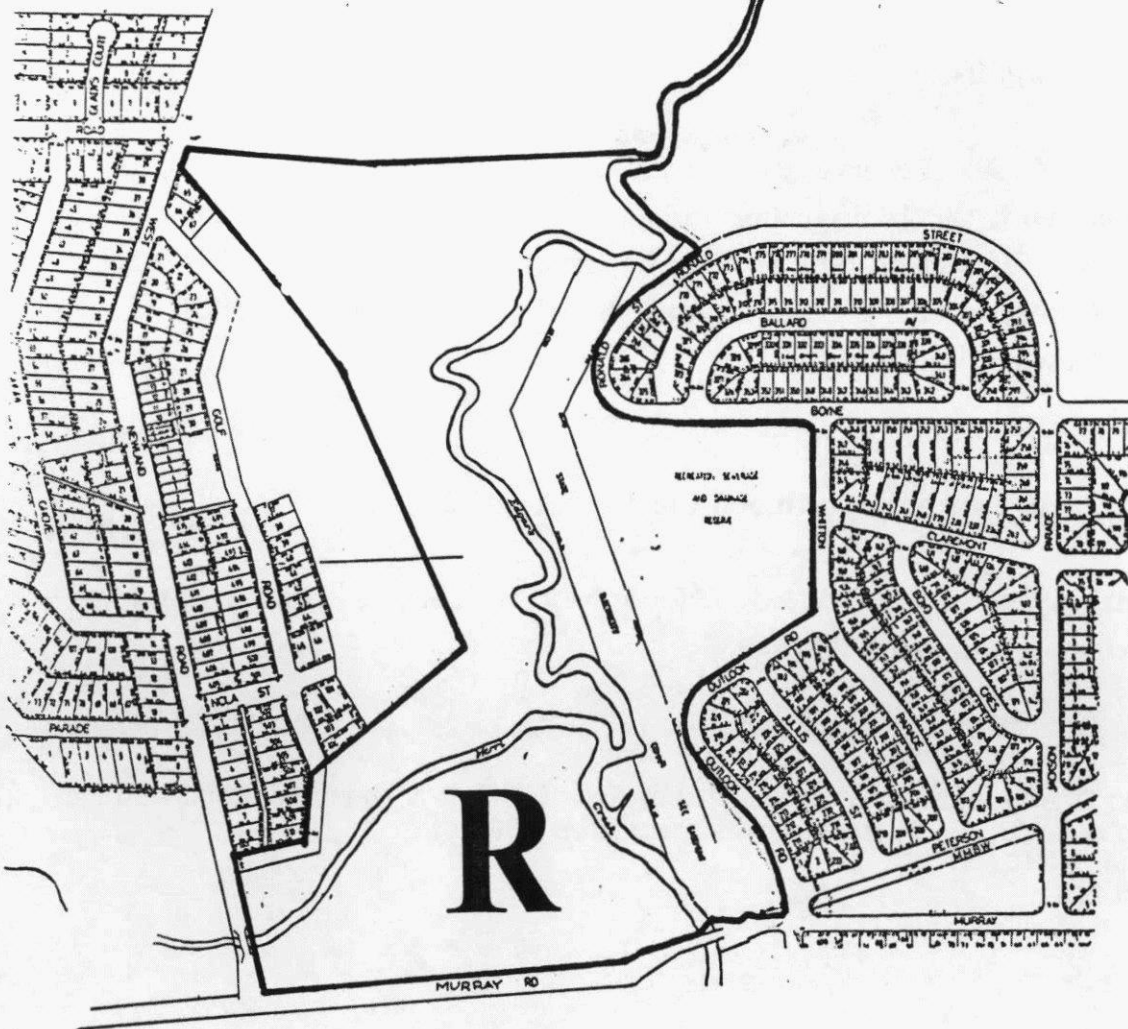
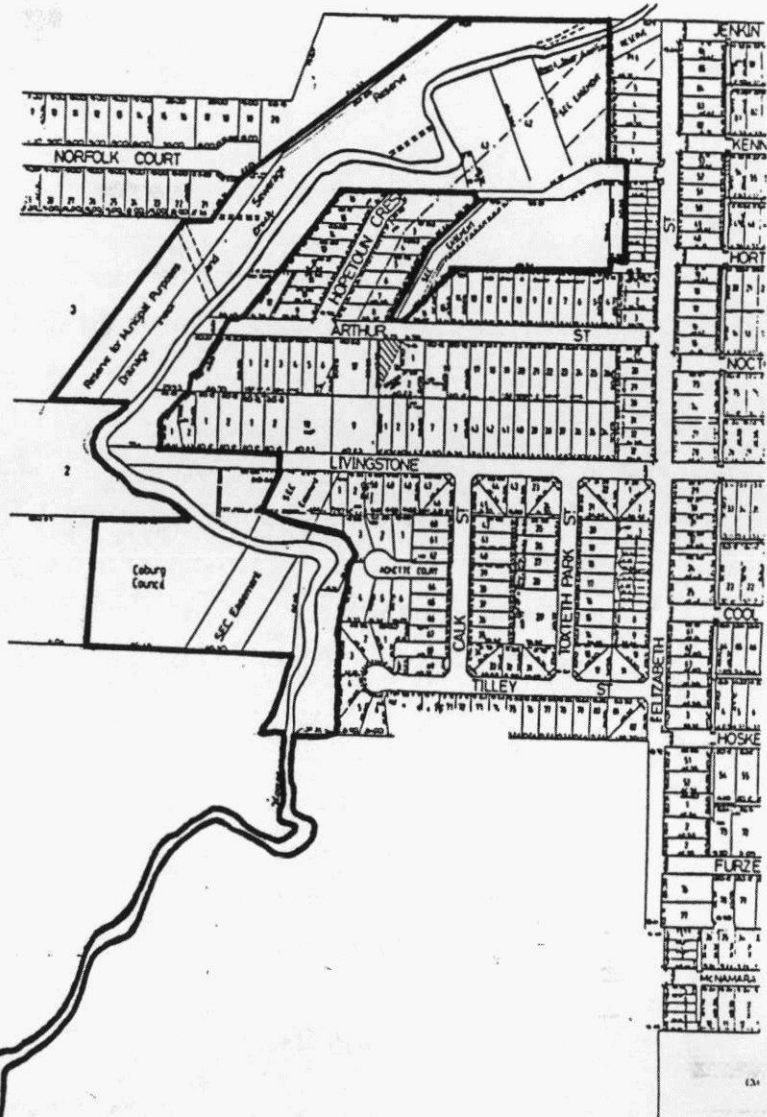
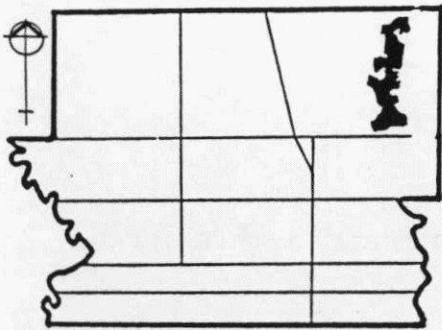
The predominantly native planting of the last 10-20 years has not been consistent with the historic landscape character of the Reserve. The introduction of many disparate elements, some appropriate and necessary, others detracting from the significance of the site, has compromised the essential character of the site. Careful management and planning is required to balance the many demands placed on this socially and historically important site. At present there are too many items randomly placed on the site, particularly commemorative elements and furniture. A clear policy needs to be determined for effective management.

### **Statement of Significance**

The Lake Reserve is of regional significance for its historical associations with the penal stockade and the remnants of its memorial Aves commemorating the dead of the First World War. It is one of the few formal public parks in the northern suburbs of Melbourne, and the most significant and best known public park in Coburg. It is the only park in Coburg to have extensive plantings of both native and exotic species. Despite its early pollution problems it has become an important recreation centre for the northern suburban community. It is located within a UC2 zone.

### **Area R Edgars Creek      Level 2**

Edgars Creek Reserve (reserve alongside Edgars Creek north of Murray Road, Coburg North)





## Origin

Edgars Creek was apparently named after the first master of a school for the Woiworung in Coburg, who lived on its banks.<sup>58</sup>

## Description

The banks of Edgars Creek, formerly the preserve of the Woiworung, were utilised for market gardens and dairying in the late nineteenth and early twentieth century. The McKay family, once important dairy farmers, ran 60 vealers on land along Edgars Creek leased from the Council until 1976.<sup>59</sup> The former Kirkwood Golf links, now a golf driving range, are on the western bank of the Creek.<sup>60</sup> Golf Road forms the Sth western boundary and an SEC transmission line runs the length of the Creek to the municipal boundary. The Sthern end is threatened by a proposed freeway. The landscaping is grass and natives, recently planted. The eastern bank includes playing fields and a basketball stadium.

## Statement of Significance

The Edgars Creek Reserve is of local significance for its historical associations with the Woiworung and farming, the original lifeblood of Coburg North. It is also Coburg's most important recreation reserve east of the Merri Creek, servicing Coburg North and the Housing Commission of Victoria's Newlands Estate.

### Area S    Gavin Park and Westbreen Creek    Level 2

Gavin Park, Westbreen Creek & K.W.Joyce Reserve(Linear corridor of land along former Westbreen Creek)

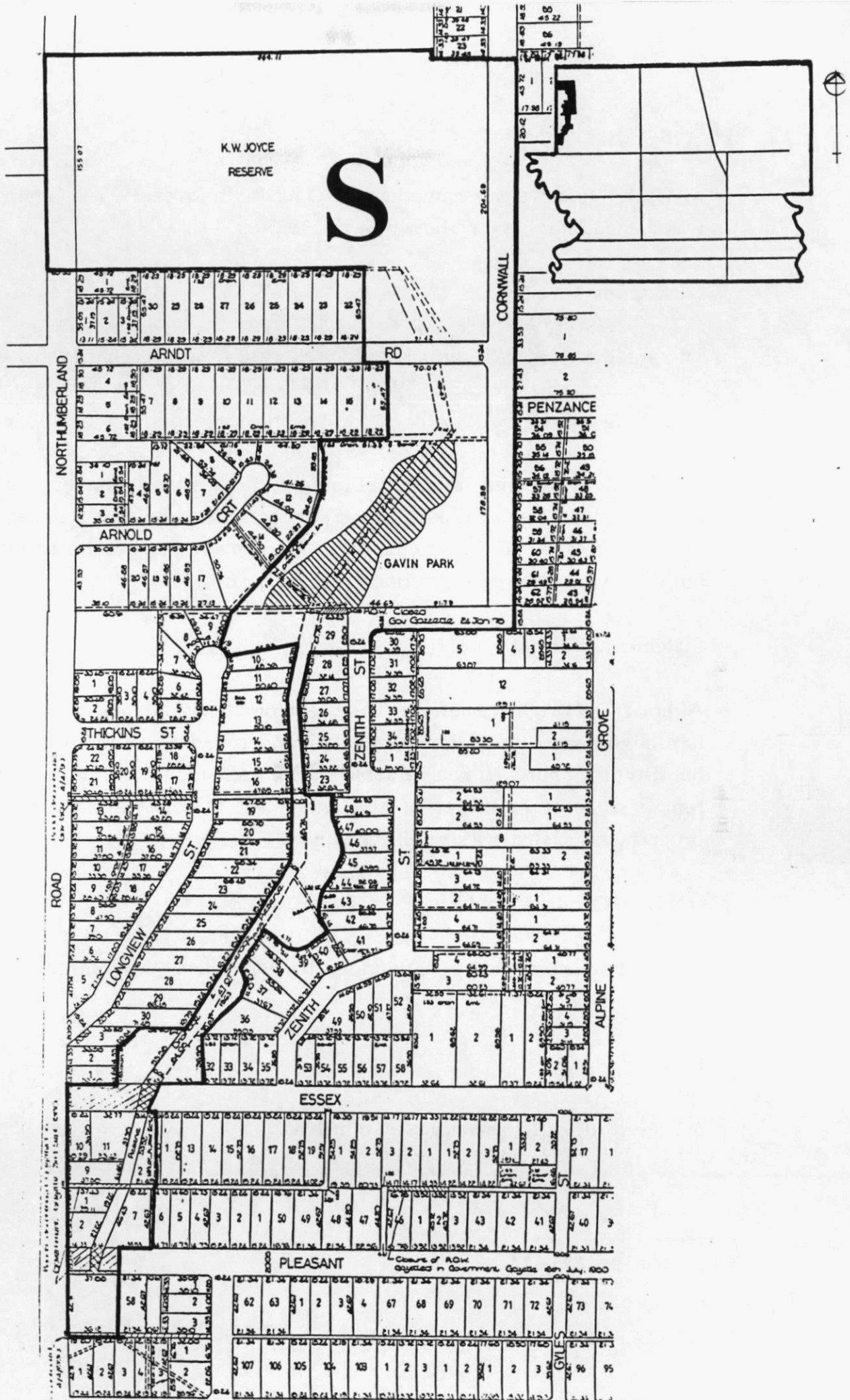
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58    Ibid, pp 30, 53. His second daughter, Lucy Anna Edgar, tells about the school and the creek flooding in her book *Among the Black Boys* (1865).

59    Broome, p 316.

60    Ibid, p 226.





Area S Gavin Park and Westbreen Creek Level 2

## Origin

K.W.Joyce Reserve was named after Mayor Keith Joyce, 1971-2; Gavin Park was named after Mayor Murray Gavin, 1975-6.

## Description

The Westbreen Creek, once host to fern gullies and lyre-birds, became a military dumping ground in World War Two and afterwards a Council tip. After houses were built in the vicinity of the creek residents complained of mosquitoes, rats and stench. In 1979 the MMBW agreed to put underground the creek in a barrel drain and the environs have since been landscaped as part of the Bicentenary program to develop a linear park along the creek.<sup>61</sup> The park contains barbecues and playground equipment but it is primarily a green corridor with native trees.

## Statement of Significance

Although its original character has been completely altered, the area is of local significance as an important parkland corridor in the north-west of the City of Coburg. It is a valuable site for recreational activities, and will remain a local reminder of the extensive, nationwide public works program associated with the Bicentennial.

## Area T    Coburg Cemetery                      Level 1

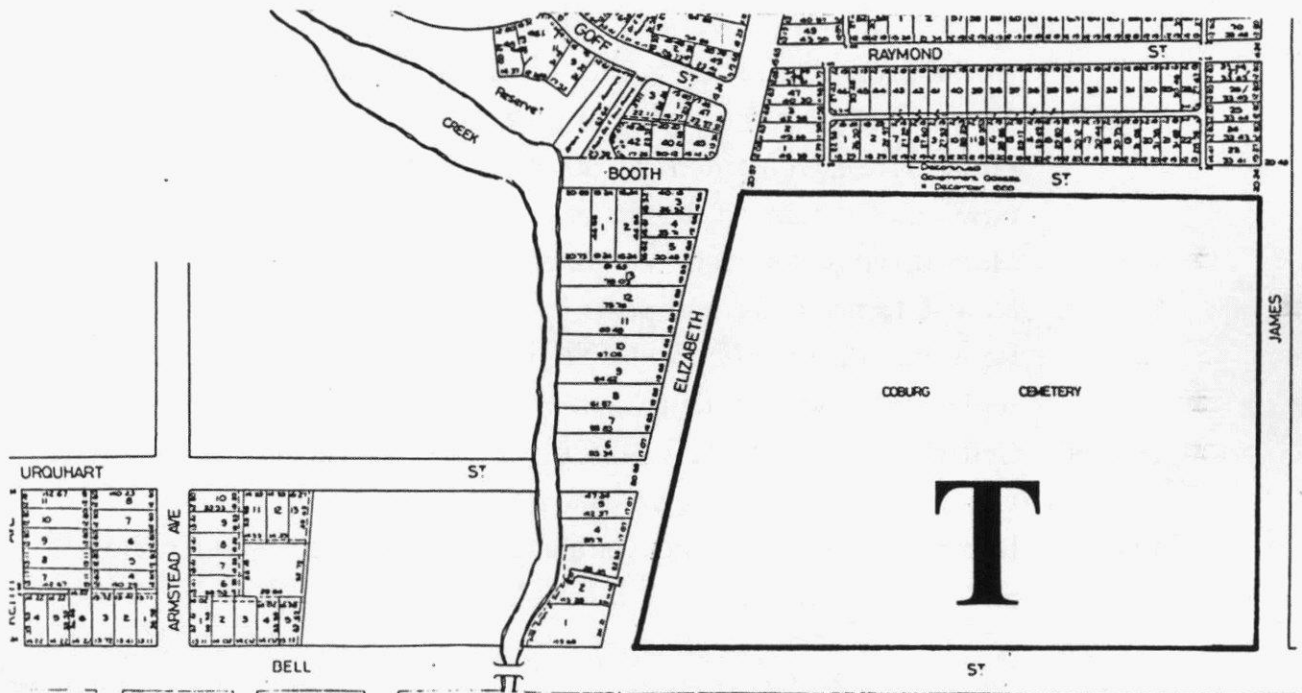
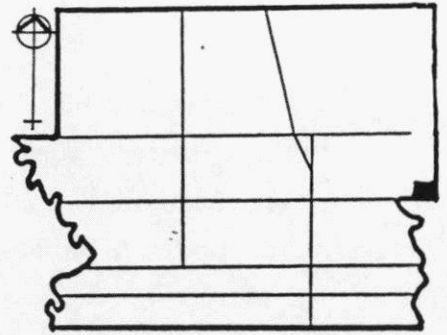
Coburg Public Cemetery    (Bounded by Bell, Elizabeth, Booth and James Street)

## Origin

Surveyed site of 14.5 acres gazetted in 1860.

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61    Ibid, pp 325-327.





An historical overview and a description of the elements that contribute to the cultural significance of the Coburg Public Cemetery have been provided in the 1988 report, *Coburg Public Cemetery*, by Chris Johnston and Loder & Bayley. A brief chronology is given:

- 1859      A public meeting elected Trustees for the General Cemetery, Pentridge.
- 1860      Surveyed site, comprising 14.5 acres set back from Bell Street, was gazetted. Plan shows cemetery divided into six compartments.
- 1876      Extensions to cemetery sought.
- 1877      Additional area reserved for cemetery purposes.
- 1884      Trustees had sought and obtained additional land.
- c.1914      Rotunda constructed.
- 1917 ff      Program of landscaping in the cemetery was recorded in annual works programs submitted to the Health Department.
- 1918      New cyclone fence replaces original picket fence along Bell Street. Picket fences remained on the other boundaries until 1963 and now only remain on the eastern side.
- 1920      Main drive of cemetery asphalted.
- 1924      New entrance gates and posts installed.
- 1925      Removal of *Eucalyptus* species from the eastern boundary; replacement with extant *Cupressus* hedge.
- 1950-60      Criticism of cemetery management practices, particularly uncontrolled growth of weeds.
- 1964      Demolition of the Lodge (Caretaker's house) and a shelter shed to allow for the creation of a lawn section.

Currently there are few mature trees present on the site; the majority which are present form a hedgerow along the eastern and Sthern boundaries. Predominant species include:

- Cupressus sempervirens* (Italian cypress)
- C. macrocarpa* 'aurea' (Golden cypress)
- Phoenix canariensis* (Canary Island Date Palm)
- Melaleuca armillaris* (Bracelet Honey-Myrtle)

A major problem has been the germination of seedlings such as *Phoenix canariensis* within the grave sites causing considerable damage. Other annual and perennial flowers (eg. *Scabiosa*) have colonised sections of the cemetery. Since 1987 the Trustees of the Coburg Public Cemetery have proposed to convert the cemetery into a Pioneer Memorial Park. Review and discussions with the community continue today.

### Statement of Significance

Coburg Public Cemetery is important as a major reserve with "local heritage and social values, but only minor regional significance".<sup>62</sup>

### Area U City Park and Oval Level 2

Bridges Reserve and City Oval (Bell Street)

### Origin

Named after G A Bridges.

### Description

This semi-rectangular reserve opposite the City Hall contains a memorial dating from 1922 and erected by the citizens of Coburg. Around the base is a garden bed edged with bluestone and planted with roses. A mature *Robinia pseudoacacia* is causing some damage to crazy stone paving laid in a circular bed around the base of the tree. The tree is in poor condition. The reserve also contains an Ave of *Phoenix canariensis* (along Bell Street) and an Ave of *Platanus orientalis* (along a curved path leading from Bell Street to City Oval). Some recent plantings of native trees are inappropriate in the memorial surrounds. Paths are of grey coloured concrete. A rotunda was built in the Reserve in c1920 but is no longer extant.<sup>63</sup> The Coburg

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62 C Johnston, *Coburg Public Cemetery*, 1988

63 Broome, p 198.





Oval and grandstand are of local and historic interest as the home of the Coburg (Lions) Football Club.

### **Statement of Significance**

The G.A. Bridges Reserve and City Oval are important as a major park within the City Hall precinct and for their proximity to the Coburg Primary School, Coburg Infant School and Coburg High School. The Aves of *Platanus orientalis* and *Phoenix canariensis* trees are significant for their substantial size and visual impact on the streetscape. The oval and grandstand are of local significance as the home of the Lions, Coburg's long successful football team.

## 8.0 GUIDELINES FOR PUBLIC WORKS IN CONSERVATION AND URBAN DESIGN AREAS

### 8.1 Introduction

These are general guidelines put forward to assist the City of Coburg in its management of open space in the municipality, particularly in Conservation and Urban Design Areas. They take into account the City Engineer's *Special Report No 18 - Street Trees*, written in 1979 and reviewed in 1981 and 1982. They also take into account the *Coburg Townscape Study* by RMIT Landscape Architecture assisted by the Garden State Committee, initiated in 1978 and written in 1985. The authors do not necessarily concur with their detailed recommendations but both documents provide a good background to and a worthwhile discussion of the Council's work to date.

The aims of this section are the same as those of the Coburg Shopping Centre Urban Design Project by Laceworks Landscape Collaborative and Contet Pty Ltd. Reference should be made to their report.

These guidelines, which should be adopted as a formal Council policy, have no statutory weight. They should, however, be used whenever possible by the Council. They will complement the statutory controls over private property, and the policies adopted to implement them, which will also flow from this Study. The *Planning and Environment Act*, Section 60(b)(ii), notes that a Responsible Authority may consider such policies before granting a permit. If the City of Coburg becomes able to issue planning permits to itself, as mooted under proposed amendments to the current legislation, it will be even more appropriate to adopt the guidelines.

### 8.2 The Present and Historical Streetscape

Threatened by changes in the commercial and residential property market, the upgrading of service facilities and increasing community pressure to "beautify and develop", the City of Coburg streetscape is under increasing pressure. It is important to identify, interpret and design from those qualities which have evolved within the City of

Coburg if these changes are not to alter its character and reduce its individuality.

This part of the study seeks to identify and describe the physical and spatial attributes of the City of Coburg. It looks at the spatial components and the use of street elements within the City to create a co-ordinated design and management strategy in the form of guidelines for future development of the area. Only by recognising the qualities of the streetscape of the City of Coburg and constantly interpreting them as part of the management and planning of the City can the seemingly contradictory paths of development and historic preservation be balanced and reconciled.

There are two broadly defined **periods** of streetscape in Coburg, the nineteenth century period reflecting close subdivision and the twentieth century period reflecting suburban subdivision. Similarly, within these periods there are three **types** of streetscapes - residential, commercial and industrial. All of the streetscapes in Coburg represent a sequential development with some having many layers of change evident in the buildings and the elements in the streetscapes.

Several streetscapes has been identified to acknowledge what best shows the evolution and character of Coburg. They have been chosen for their quality, integrity, representative character or historical significance. Usually a streetscape includes several of these aspects. The streetscapes have been graded into three levels of significance.

Two areas have been identified not so much for their quality or historic significance but because they represent the two commercial foci of the City of Coburg. These are Sydney Road from Munro Street to O'Hea Street and the intersection of Bell Street with Melville Road and Turner Street. These include some significant buildings but deserve special attention to improve their environments. This is already underway in Sydney Road under the successful Townscape Improvement Program. This idea of revitalising commercial areas has been very successful over a long time under the Main Street Program in Canada and the United States.



### 8.3 Streetscape Elements

Streetscapes are extremely complicated environments. They could be seen as organisms with the various elements coming together to form the body and the people in them giving the sense of life. Some of the elements just in the thoroughfare are:

- nature strips and other landscaping
- footpaths (asphalt, concrete slabs, concrete blocks, poured concrete, bricks, basalt pitchers, other paving)
- kerb and channel (basalt pitchers, off-form concrete, pre-cast concrete)
- road pavement (almost always hot-mix)
- street furniture (letterboxes, benches, parking metres, etc)
- drains
- services (Telecom booths and boxes, SEC electricity poles and power boxes, tramlines and wires)
- signs (advertising, parking, traffic, hoardings)

However, a streetscape is made up of much more than these elements. The visual boundaries of a streetscape are created by the buildings and whatever landscaping they may have. The sky, or more precisely the skyline, is literally the limit in a vertical direction. Streetscapes can vary greatly in character depending upon the setbacks, not just from the front boundary but also between buildings, and the type, the scale, the form and the age of their buildings.

Some streetscapes are dominated by landmark buildings, others by signs, especially those at high level designed to grab attention such as at convenience stores and take-away food outlets, or streetscapes may be dominated by successful landscaping. Usually the overall impression is created by buildings and a plethora of cluttered elements. The following is a breakdown of the most important of these elements along with recommendations concerning their treatment in Coburg as a whole.

## **Bicycle Stands**

### **Analysis**

Generally bicycle stands have been used only sparingly within the City of Coburg. In recent years the popularity of bicycle riding has increased for both recreation and transport. Cycling has been a popular pastime in Coburg. Bicycle stands should be of a utilitarian design, vandal resistant, robust in manufacture and provide at least medium security for bicycles.

### **Recommendations**

Additional bicycle stands should be provided within the Urban Design and the UC2 areas of the City of Coburg. Consideration should be given to the location and aesthetics of bicycle stands.

## **Drinking Fountains**

### **Analysis**

Generally there is a lack of drinking fountains within the Urban Design and the UC2 areas of the City of Coburg. Drinking fountains should be of a utilitarian design and robust in manufacture.

### **Recommendations**

Additional drinking fountains should be located within the Urban Design and the UC2 areas of the City of Coburg. Consideration should be given to the location, maintenance and aesthetics of drinking fountains. They should not be mock-historic.

## **Fences**

### **Analysis**

Traditional fencing has been used to enclose gardens, public and private and other semi-public spaces and to provide security for private spaces. Materials for fencing have typically been of three types: wooden (either



picket or paling), wrought/cast iron on a bluestone/basalt plinth and steel mesh. In all cases fencing materials have been robust and durable.

### **Recommendation**

Existing traditional fencing adjacent to listed buildings and conservation areas is considered significant and is to be retained wherever possible. Demolition of fences in non listed areas should normally be permitted with no special requirements on the replacement fence. Compliance with the guidelines should be encouraged. Permission should be granted to demolish works, including fences, where it has been demonstrated to be structurally unsound or necessary to allow the construction of other buildings or works permitted by Council.

In new fencing, size of fencing members is to incorporate original dimensions wherever possible. Within UC1 and UC2 areas, new fencing should incorporate traditional materials appropriate to the streetscape, adjacent buildings and sites, and the type of space to be enclosed. In new fencing the size of fencing members is to incorporate original dimensions wherever possible but also to allow for protection from vandalism and weathering. Generally, new fencing should be transparent in nature rather than solid and should relate to adjoining original or sympathetic fences. High fences using heavy masonry will only be allowed where necessary to reduce excessive traffic noise. Hedge planting should be encouraged where privacy is required.

### **Floodlighting**

#### **Analysis**

Floodlighting helps to increase the appreciation and awareness of the architecture, layout and setting of an area. It is particularly useful in aiding historic interpretation. Caution should be taken not to overlight thus diminishing the reason for selective floodlighting. Excessive glare or lights causing annoyance or hazards should also be avoided.



## **Recommendation**

Floodlighting of buildings should be the principal endeavour with selective floodlighting of trees or other significant elements. The precise location of fittings should be given consideration. Minimise additional poles or light standards by using existing ones wherever possible.

## **Street Lighting**

### **Analysis**

Lighting is required for pedestrian safety at night and to distinguish between public and vehicular movement zones. The source of light and the types and sizes of lamps and posts have changed from the earliest period of settlement in Coburg to contemporary times. Electric fittings and poles have become more utilitarian as minimal acceptable standards of lighting have increased. Poles have become taller and less decorative. Vandalism has necessitated greater utility and durability in the design of fittings.

The level of road lighting within the City of Coburg is determined by the Australian Standard which sets minimum criteria for location and spacing of lamps and the level of lighting. The City of Coburg has generally provided lighting to public areas such as reserves and parks, although not to any set standard.

### **Recommendation**

Within UC1 and UC2 areas, replicas of historic lamp fittings should be discouraged. Low level bollard lighting should be considered for areas where road lighting is inappropriate eg. within UC2 areas.

## Parking Meters

### Analysis

Parking meters have become relatively common place streetscape elements in recent times. The most common type of meter is that of a clockwork mechanism activated by a coin, mounted on a pole and located on the footpath next to a parking space. Repetition of this element has seriously detracted from the streetscape quality, particularly in historic areas.

In recent times, the City of Coburg has installed ticket machines in preference to parking meters. These machines are used to control large areas of parking and replace individual meters for each parking bay. The location of parking ticket machines has not typically taken into account the historic streetscape and they are sometimes inappropriately located.

### Recommendations

The use of parking meters should be limited within historic streetscapes. In particular, no meters should be used along Sydney Road Urban Design Area. In preference to meters, parking ticket machines should be installed throughout Urban Design areas as a means of controlling on-street parking. Consideration should be given to signage associated with these devices and their colours.

## Road Surfaces

### Analysis

With the advent of cars and trucks, asphalt and concrete took over from compacted gravel as the predominant road surface treatment. Concrete and asphalt were popular because of their relatively low cost, their high load bearing capacity, their smoothness and their durability. In recent times there has been a proliferation of new paving materials including precast concrete pavers of varying size and shape as well as coloured

concrete slabs. Additionally there has been revived interest in the more traditional bluestone paving materials.

Red brick was once used extensively in Coburg for footpaths because of the cheapness of bricks from the nearby brickworks. It was distinctive of the municipality. Its reuse should be seriously considered.<sup>1</sup>

The recent use of an array of materials has resulted in an uncoordinated pattern of roadworks throughout the City. The diversity of materials has detracted from the uniform quality of the streetscapes in many areas.

### **Recommendation**

Rationalise roadworks within all zones to provide a more uniform base for other street elements and buildings. In general, it is recommended that council works in road and other reserves take into account the character of the area, particularly in reference to the use of materials of a harmonious design and colour and tree planting that reflects the era of the subdivision on predominant development characteristics. Preparation of a Draft Policy Standard for the construction of roadworks in both conservation and non-conservation areas of Coburg.<sup>2</sup> The policy is aimed at conserving existing roadworks materials in conservation areas and to reconstruct streets with materials which are generally sympathetic with the character of the area. In the selection of road materials, consideration should also be given to technical, safety and health requirements.

The use of modern concrete block pavers is strongly discouraged.

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1 Large areas of Boston's Back Bay have been repaved in the traditional red brick as part of its rehabilitation from near slum status.

2 Recommendation based on "Proposed Draft Policy for Roadworks - Works in Richmond" 1990.



## **Rubbish bins**

### **Analysis**

In the past rubbish bins were not a typical element in the streetscape. In recent times, because of the proliferation of packaging, litter has become a significant urban problem and rubbish bins have become a necessary part of the metropolitan streetscape.

The primary concern has been the placement of bins. Aesthetic concern (co-ordinated street furniture ) has not been raised. Vandal resistance, ease of emptying and cost are relevant considerations in the selection of bins.

### **Recommendations**

Rubbish bins should be treated as a part of an integrated street furniture and urban design system. The placement of new rubbish bins should take into account both the expected source of litter and the integration of the unit into the streetscape. The design of new rubbish bins should be both vandal resistant and easy to lift and maintain.

## **Public Seating**

### **Analysis**

Seats provide a public amenity and should be placed at a comfortable location for people to rest and appreciate their surrounds. Seating associated with transport and other services should also contribute to the streetscape. A variety of seats has been used in the City of Coburg. In recent times particular attention has been paid to constructing inexpensive vandal resistant benches.

### **Recommendation**

Seats should continue to be made of solid timber in conjunction with steel frames. Seats should be robust in nature and resistant to vandals. Traditional style benches are recommended for use in existing reserves

with strong historic character (eg. Lake Reserve, Robinson's Reserve, Shore Reserve, etc.).

The standard seat as used by the Parks and Gardens Department is not recommended for further use in Urban Design Zones. Instead, a more elegant yet equally vandal resistant and maintenance free solution in keeping with the above analysis is suggested.

### Signs and advertising

#### **Analysis**

Within conservation areas, signs and advertisements should ensure minimum visual pollution and have regard for the history and character of a building or streetscape. It should be noted that:

1. Intrusion of inappropriate signs (particularly illuminated signs) into conservation zones significantly undermines historic character and streetscape of Coburg.
2. Directional and commercial signs and advertisements compete for attention on Sydney Road.

The general intent of signs is to provide business identification and directional information.

Signs within the nineteenth century streetscape were more limited than now. The signage of Victorian times was ornate and decorative within a limited colour range. Lettering styles were occasionally multicoloured. Buildings of significant civic value generally had discreet signs affixed to the building near the entry. Usually signs were brass or cut directly into the stone or gold-leafed onto the inside of window panes. Less distinguished signs were painted onto a sign board and fixed to the building or painted directly onto the building wall.

Directional signs in the nineteenth century were more limited than today. Present ill co-ordinated public directional signs are confusing and undermine the visual image of the city.



## Recommendation

A sign and advertising policy for the City of Coburg should be developed recognising the Conservation and Urban Design Areas. Sign and advertising policy and approvals should be considered with regard for view corridors and principal vistas, and an assessment of listed buildings. All signs (commercial and directional ) should be considered as part of the architecture of the building and the street. Hoardings and billboards should not be allowed in Conservation Areas. Neon signs should be strongly discouraged from Conservation Areas. Flashing neon signs should be prohibited in Conservation Areas.

Until such time as specific signs and advertisements policies are adopted by Council, these recommendations should be used to guide applications. Signs on the faces of buildings should only be in approved locations and in sizes/ styles appropriate to the proportion of the buildings.<sup>3</sup> Contemporary signs which cover much of the wall area undervalue and detract from the established character. Multiple tenants of listed buildings should be listed on discreet sign panels or plaques. Sandwich boards should not generally be allowed, particularly outside multi-tenanted buildings, as proliferation is not appropriate to the use and image of the urban design area or conservation zones. Limited use in foyers and arcades may be acceptable.

Signs and advertisements should not generally be above first floor level. Generally they should respect and reinforce the architecture of the building, the street, the adjacent conservation area and the streetscape image.

Public directional signs should be considered part of the streetscape and recognised as having a significant visual impact on the image of the city. Public authorities should, wherever possible, be encouraged to use the same sign pole or lighting standard. Public authorities should, wherever possible, reduce the number of sign poles being used. Public directional signs within the City should be co-ordinated in graphic style

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3 See G Tibbits *Lettering and Signs on Buildings c1850-1900*, Technical Bulletin 2.2, National Trust of Australia (Vic) 1984.



and materials. Professional graphic skills should be sought to determine an appropriate image for the City.

### Colours in the Street

#### **Analysis**

Colours can have a profound impact upon the streetscape. Some colours are inherent to the materials used, others, such as paint, are applied and can be more easily changed. Buildings should be painted in colours traditional to their period.

There has been a recent trend to paint buildings in bright colours to attract attention to them. Almost always this is an aggressive approach and one which is detrimental to the streetscape.

#### **Recommendation**

Colours should be used in accordance with the principles provided in the guidelines, Section 6.2.9, ie they should conform to the traditional colours associated with the predominant period of the streetscape. Colours which do not comply with the guidelines may be permitted where it is demonstrated that they do not detract from the building or area or can be shown to be original colours. While preventing the use of colours which are strongly out of character with the area or adjacent buildings, a wider range of colours can be used in new construction than will be used in alterations or additions.

### Tree Guards

#### **Analysis**

In the nineteenth century street tree guards were used sparingly and were typically located in areas of high civic value. Tree guards today are required to protect trees from vandalism and the impact of vehicular

traffic. Tree guards should be utilitarian robust and temporary in nature.

### **Recommendations**

Tree guards should be treated as a temporary street element. New tree guards should be treated as a utilitarian item and be made of a robust material and of a relatively simple design. Tree guards within UC2 areas (ie. parks and reserves) should be made of a simple unpainted timber stake and a rubber tie as per standard horticultural practice.

### **Kerbs and Gutters**

#### **Analysis**

A wide variety of materials has been used for kerbs and gutters in Coburg over the years. Many Areas retain their original kerbs and gutters, or at least traditional ones. Spoon drains, for example, have been removed because they were thought to damage the all important motor car. It may be unrealistic to expect the earliest forms and materials to be reinstated but other municipalities are doing so at the request of their ratepayers.

#### **Recommendation**

It is recommended that traditional materials, such as bluestone cobbles, and forms, such as large spoon drains, be reinstated in those Areas which do not suffer from excessive traffic. Where original kerbs and gutters survive they should be retained.

### **Nature Strips and crossovers**

#### **Analysis**

It has been said that the nature strip is Australia's contribution to Western Culture. It is certainly a critical element within our twentieth century suburban streetscapes. Traditionally it has always been a strip of grass (or weeds). More recently there has been a fashion for converting

the nature strip into a sort of garden. This parallels the introduction of such things as roundabouts and other traffic controlling devices into suburban streets. Most importantly, the nature strip is the home of the street tree and at least for that reason should be retained.

Crossovers are not found in Coburg's nineteenth century streetscapes nor in some twentieth century streetscapes where the land was subdivided before 1900. Coburg is unusual in having so many streets which were developed in the transitional period which can extend to the Second World War. Rear lanes were always provided for access to properties in these areas especially those with narrow frontages. The introduction of new crossovers in these areas can be very detrimental to the streetscape especially when combined with carports or garages in the front gardens of early houses.

### Recommendations

Nature strips should be retained in twentieth century streetscapes wherever there is sufficient room to have at least a metre's width of grass. Conversion into small gardens is usually to be discouraged except where the gardens are low in scale and well maintained.

Crossovers should not be permitted in any Area where they are not traditional nor should they be permitted to give access to carports and garages in the front of houses. Crossovers and the associated carports and garages can be so detrimental to streetscapes that it may be appropriate to extend this policy even to parts of the municipality outside Conservation and Urban Design Areas. Where crossovers exist they should be in materials which are traditional to the Area.

### 8.4 Landscaping

The City of Coburg has a long tradition of good street tree planting. In the City's own publication *The Inception of a New City* (1922) the



municipality prides itself on its street planting policy and quotes from the *Argus*:

The policy of planting the streets with trees has been a feature of the municipality enterprise of Coburg, and it has not gone unremarked. One American journal referred to Coburg as a model of street tree planting Canadian elms, flowering gums and many species of acacia have been planted. Allied with this scheme of street beautification has been the provision of adequate reserves.<sup>4</sup>

The following is intended to facilitate the maintenance of this tradition.

### Street Plantings

#### Analysis

#### Background History to Street Tree Planting in Victoria:

The main Aves of trees were planted in metropolitan Melbourne and provincial cities in Victoria after the gold rush in the mid 1800s. Trees were planted in streets and along the roadsides acting as landmarks which formed wide recreational promenades. In the nineteenth century street trees were used sparingly and were typically located in areas of high civic value. The earliest examples of street tree planting in Coburg may be the elms (*Ulmus procera*) planted on Elm Grove around the City Hall.

By the mid 1870s in Melbourne the earlier plantings of blue gums (*Eucalyptus globulus*) and pines (*Pinus spp.*) were being replaced with deciduous trees which allowed the winter sun to dry the roads. One of the most popular deciduous trees, (*Melia azederach*) White Cedar is one of the few deciduous trees indigenous to Australia. Trees which could grow in arid regions were popular and by the 1860s pepper trees (*Schinus molle var. areira*) and sugar gums (*Eucalyptus cladocalyx*) were commonly planted in Victoria. By the late 1890s the Canary Island Palm (*Phoenix canariensis*) and the Washingtonia palm (*Washingtonia filifera*) were used particularly in association with railway land.

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4 City of Coburg, *The Inception of a New City*, 1922,p 19.

After World War 1, memorial Aves were an obvious monument to lost soldiers and Aves of poplars (*Populus nigra* 'Italica') were common within parks and reserves but only occasionally as street trees. Other species typical of the period used in Aves or as street trees were two indigenous species, the Kurrajong tree (*Brachychiton populneum*) and Silky Oak (*Grevillea robusta*).

After the Second World War, the suburban gardenesque movement introduced a greater range of tree species which were all generally much smaller in habit and which could be horticulturally managed into small controlled forms. These small street trees were generally also more colourful than their generally evergreen predecessors. Typical species included Crepe Myrtle (*Lagerstroemia indica*) Flowering Cherry (*Prunus* spp.) Golden Ash (*Fraxinus oxycarpa*) and Claret Ash (*F. x Raywoodii*).

This range of trees persisted until the early 1970s when the Australian environmental movement resulted in a decade of planting of indigenous trees; however, many of these plantings were of small trees and shrubs such as bottlebrush (*Callistemon* spp.) and others which were short lived such as wattles (*Acacia* spp.). Also popular was paperbark (*Melaleuca styphelioides*). In Coburg there was very little usage of native trees in the street trees up until the 1970s.

By the 1980s modifications to many of the major cities roads of Melbourne resulted in the felling of many of the old Aves, particularly those planted on the road verge. To compensate for the impact of traffic and loss of Aves of trees, many cities and towns have created pedestrian malls which include beds planted with shrubs and what have been termed 'international' trees such as planes (*Platanus* spp.) and honey locust (*Gleditsia triacanthos*). Many consider this selection of 'international' species as part of the phenomenon of placelessness which is occurring in cities everywhere, and promote the need to localise, diversify and integrate rather than specialise, as an appropriate design philosophy.<sup>5</sup>

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5 H Armstrong "Australian cities and their past" in Landscape Australia Vol.12 No. 2 1990



### **Recent History of Street Tree Planting:**

In recent years a street tree planting program has been implemented in response to increased environmental awareness and the request of the ratepayers. Recent planting of street trees has been constrained by the limited area available in narrow footpaths, by the availability of certain species, by the restricted space due to above and underground services, and by environmental factors such as the growth habit or mature size of a particular species.

### **Design Criteria**

The Coburg Townscape Study (1985) includes a useful discussion of the function of street trees and lists the following three elements as those that need to be considered in the selection of street trees- unity, scale, and style.

### **Street Tree Policy in Coburg:**

Coburg's present policy on street trees is a product of the adoption of a street tree policy in 1979 which regulates the planting and removal of trees. Generally it recommends the planting of native Australian trees and supports the idea of providing as many streets as possible with vegetation. The Superintendent of Parks is responsible for the fulfilment of this policy and has prioritised areas of the City of Coburg for the implementation of the planting program. A card system has been developed to list the location of all trees planted and the survival rate is approximately 75%. In a decade since the mid-1970s, 10,000 trees have been planted and significant improvement in the "greening" of Coburg's streets has been achieved.

The approach recommended for the City of Coburg is to continue with the existing street tree program but to make some modifications for those streets within defined conservation areas to allow for an integrated streetscape.



## Summary Recommendations

A continuation of the current street tree planting program within the City of Coburg is encouraged in appropriate areas. Street trees which block important view corridors, which detract from the architecture of an associated building, and/or which are environmentally inappropriate should be removed (in certain sites selection of a more appropriate species may be an acceptable solution).

The following table gives recommendations for trees associated with specific periods of development. Plants should be selected from this table for the appropriate period in areas described under Section 5 of this report.

VICTORIAN ITALIANATE	1880-90
Platanus x acerifolia	
P. orientalis	
Schinus molle var. areira	
Ulmus glabra	
U. procera	
U. x hollandica	
FEDERATION	1900-1918
Grevillea robusta	
Jacaranda mimosaeifolia	
INTERWAR	1919-1940
Melaleuca spp.	
POSTWAR HOUSING	1945+
Fraxinus spp.	
Ligustrum lucidum	
Melaleuca spp.	
Prunus spp.	
MELBOURNE BUNGALOW	1950-1970
Acacia spp.	
Fraxinus spp.	
Lagerstroemia indica	

Melaleuca spp.

Prunus spp.

## **8.5 Traffic Management Measures**

### **Analysis**

The supremacy of the motor car and new efforts to balance the other interests of suburbia has brought the introduction traffic management devices such as roundabouts, streetclosures (full and partial), meanders and humps. These are quite alien to the nineteenth and twentieth streetscapes of Coburg. In many municipalities they are sometimes made more intrusive by misguided attempts to beautify them or make them traditional. While this is not the case in Coburg, it should be guarded against in the future. One of the worst practices is the use of roughly hewn bluestone cobbles.

### **Recommendations**

It is recommended that traffic management devices be avoided in all Conservation Areas. When they must be used they should be as simple and modern as possible. They should be intergrated with the general streetscape by major tree planting and ground covers. Rough bluestone cobbles should not be used. Coloured concrete is probably the best alternative.

## **8.6 Car Parking**

### **Analysis**

The provision of car parking constitutes one of the major streetscape and traffic problems for most municipalities. Coburg is no exception. Sensitive planning for parking spaces should be used at all times. It is vital in areas containing significant or historical streetscapes, particularly residential areas where rear access and off street parking may not be available. Carports are not tradittional in any area

developed before 1960. It is necessary to obtain a permit for a crossover from the Coburg City Council.

A particularly new problem, and one which exists in the proposed Urban Design Areas, is the carparking associated with convenience stores. This can be very intrusive for the streetscape.

### **Recommendations**

In exercising its power to grant (or refuse) a permit for a crossover, the Coburg City Council should adopt a policy which recognises the traditional streetscape, particularly the pattern of subdivision and the age of the houses.

In residential UC1 areas, car spaces, carports and garages should not be located between the facade and the front boundary on any allotments less than six metres in width. Allotments wider than six metres may have on site parking if access is available between the house and a side boundary. Car spaces, carports and garages should always be located at a substantial distance behind the facade and preferably behind the house. Carports should not be permitted in association with any house built before 1960.

### **8.7 Powerlines**

Powerlines are always ugly but often they form a traditional part of the streetscape. This is certainly the case for twentieth century streetscapes. Many leading architects have fought to keep powerlines out of their residential subdivisions, such as Walter Burley Griffin at Eaglemont and in Keilor in the 1910s, and Robin Boyd in Doncaster in the 1960s.

The SEC has offered to underground powerlines in sensitive (Urban Conservation Areas) areas and to share the costs. This offer has been rarely taken up but should be seriously considered in certain areas because of the immediate and long term improvement to streetscape quality, property valuations and eventually to rate revenue. This betterment has been proved elsewhere. The offer to remove powerlines



should not be used in those areas where their removal would be a loss to the area's significance.

## 8.8 Recommendations

The following is a summary of the recommendations for each of the areas. Because several areas exhibit similar characteristics they have been grouped together.

### 8.8.1 Conservation Areas (Built form)

The first type, representing the late nineteenth century phase of Coburg's development includes: Moreland Station and Sheffield Street

<u>Element</u>	<u>Recommendations</u>
nature strips	It is recommended that the streets in these Areas should not have a nature strip.
landscaping	It is recommended that exotic, deciduous trees, probably elms, be planted. The new planting of incompatible species detracts from the streetscape. It may be necessary to introduce concrete root control barriers (at the expense of both the City of Coburg and the property underground.)
footpaths	It is recommended that the existing asphalt be retained.
kerb & channel	It is recommended that original bluestone or blue/grey tinted concrete be reintroduced.
road pavement	It is recommended that the present hot mix should be retained
street furniture	There should be no street furniture in these Areas
drains	It is recommended that the existing concrete drains be retained.
services	It is recommended that the powerlines be put underground and all other services be concealed.
signs	Signs should be at a minimum and there should be no advertising

The second type, representing the change from nineteenth century development to early twentieth century suburban development, includes only The Grove. The Grove is one of the best areas in Coburg for the quality of its streetscape and is of regional significance for its history and architecture. The mature plantings of exotic species and some natives, both public and private, make a major contribution to this quality.

<u>Element</u>	<u>Recommendations</u>
nature strips	It is recommended that the existing grass nature strips be retained.
landscaping	<p>The existing street trees are in poor condition and several are missing from the original Ave. Many have been severely lopped to accommodate powerlines. The new planting of incompatible species detracts from the streetscape.</p> <p>It is recommended that the original Ave of elms be retained and restored. It will be necessary to introduce concrete root control barriers (at the expense of both the City of Coburg and the property owner). It is recommended that the power lines be put underground. The owners of private gardens in The Grove should be encouraged to plant species compatible with the period and styles of their houses according to the Planting Guidelines.</p>
footpaths	It is recommended that the original asphalt footpaths be reintroduced.
kerb and channel	It is recommended that the original basalt pitcher gutters be retained.
road pavement	It is recommended that the existing hot-mix road surface be retained.
street furniture	No street furniture should be introduced.
drains	It is recommended that the original drains be retained.
services	It is recommended that the powerlines be put underground and all other services be concealed.



signs	Signs should be at a minimum and there should be no advertising with the exception of the commercial section of TheGrove Conservation Area in Sydney Road.
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The third type represents Interwar and Postwar development, the dominant type in Coburg, and includes: Balmoral Ave, Clarendon Street, Dale Ave, Gallipoli Parade, Glencairn Ave, Gordon Street, Melville Road and Turner Street.

<u>Element</u>	<u>Recommendations</u>
nature strips	It is recommended that the existing nature strips should be retained.
landscaping	It is recommended that original trees be retained and that new planting conform to the species described as appropriate to Interwar and Postwar Areas in Section 8.4.
footpaths	It is recommended that existing concrete footpaths be retained.
kerb & channel	It is recommended that original basalt or concrete kerb and channels be maintained or else reintroduced as appropriate.
road pavement	It is recommended that the existing hot mix be retained.
street furniture	No street furniture should be introduced.
drains	It is recommended that the existing concrete drains be retained.
services	It is recommended that existing services be retained, and new services placed underground.
signs	There should be a minimum of signs and no advertising.

The last type, represented by only one example, is that created by the Housing Commission of Victoria, Newlands Estate, Level 1

The Newlands estate, which strictly speaking includes Newlands, Roslyn, Dunville and Spring Meadows estates, was started in 1943 with



the land having bought a few years earlier. It was largely completed by 1953. Various theoretical influences can be seen in both its overall and detailed planning, the variety of the housing stock and in the landscaping. One of the strongest elements in the overall scheme was the sense of community focus created by the shopping centre and the primary school. These were to be the meeting places for the young families newly arrived on the estate. The shopping centre in particular was located at the centre of the overall development.

<u>Element</u>	<u>Recommendations</u>
nature strips	It is recommended that the existing nature strips should be retained.
landscaping	It is recommended that original trees be retained and that new planting conform to the species described as appropriate to Postwar Areas in Section 8.4.
footpaths	It is recommended that existing concrete footpaths be retained.
kerb and channel	It is recommended that original concrete kerb and channels be retained.
road pavement	It is recommended that the existing hot mix be retained.
street furniture	No street furniture should be introduced.
drains	It is recommended that the existing concrete drains be retained.
services	It is recommended that existing services be retained, and new services placed underground.
signs	There should be a minimum of signs and no advertising with the exception of the Newlands Shopping Centre.

#### 8.8.2 Urban Design Areas

##### Sydney Road and Bell Street Areas

The intersection of Sydney Road and Bell Street is the focus of Coburg. It suffers from a heavy volume of traffic and a generally poor quality of building design. The streetscape has been compromised by signs,

advertising hoardings, services and street furniture. The change in Sydney Road from narrow street to wide boulevard is critical and should be enhanced.

Bell Street at the intersection with Melville Road has a similar role as a commercial and traffic focus in Coburg, and shares a similar nature in terms of street character.

<u>Element</u>	<u>Recommendations</u>
nature strips	It is recommended that these streets should not have nature strips
landscaping	It is recommended that an Ave of elms be planted in Sydney Road (See below) and that specimen trees, either native or exotic, be planted in Bell Street at the intersection of Melville Road.
footpaths	It is recommended that the existing asphalt paths be retained and extended.
kerb and channel	It is recommended that original basalt or concrete kerb and channels be maintained or else reinstated as appropriate.
road pavement	It is recommended that the existing hot mix be retained.
street furniture	It is recommended that only the best quality street furniture be used in these Areas to foster an equivalent standard in private development.
drains	It is recommended that the existing concrete drains be retained.
services	It is recommended that all services be placed underground in these intensively used Areas.
signs	It is recommended that the City adopt and use its Signs and Advertising Policy with particular care in these Areas.

It is recommended that, subject to an investigation of services and traffic flow, an Ave of elms be introduced in Sydney Road north of Bell Street to take advantage of the potential for creating a boulevard in the wider section of the street. This should continue at least until Boundary Road.

The trees should be planted at fifteen metre centres about two metres from the kerb with parking spaces in between.

The possibility of introducing street trees in Sydney Road, Sth of Bell Street, is strictly limited and is not recommended.

### 8.8.3 Other Areas of Interest

Other areas in the City of Coburg have been identified as having good quality tree planting but do not have sufficient historic or architectural interest to warrant their protection as Conservation Areas. These tree plantings are a result of the program which was implemented by the Council in 1979 and reviewed in 1981. (6) These areas are:

#### Suburban Areas

Merlynston  
North-East Coburg

#### Recreation Areas:

Beau Monde Reserve  
Campbell Reserve  
Anderson Reserve  
Richards Reserve  
Hosken Reserve  
Hallam Reserve  
Esselmont Reserve  
Brearley Reserve  
William Olver Reserve  
Cox Reserve  
Jackson Reserve