

01 Cimitiere Street Precinct



DESCRIPTION

The Cimitiere Street Precinct is situated in central Launceston, within an area commonly known as 'The Glebe' situated northeast of the main city centre and adjoining City Park.

The Precinct comprises a small residential area located around a triangular park at the eastern end of Cimitiere Street. It is bounded to the north and east by the commercial and light industrial estate occupying the low-lying ground adjacent the North Esk River, to the south by residential areas along Racecourse Crescent and Elphin Road, and to the west by City Park and the area known as the former railway land which lies between Lawrence and Willis streets.

The alignment of Cimitiere Street through the Precinct effectively marks the edge of the North Esk flood plain. The ground rises steeply to the south of Cimitiere Street, as it climbs steadily up Windmill Hill.

The central feature of the Cimitiere Street Precinct is the triangular park at the intersection of Cimitiere and Innes Streets, which is overlooked by an outstanding array of Victorian terrace and conjoined housing and a small number of commercial premises.

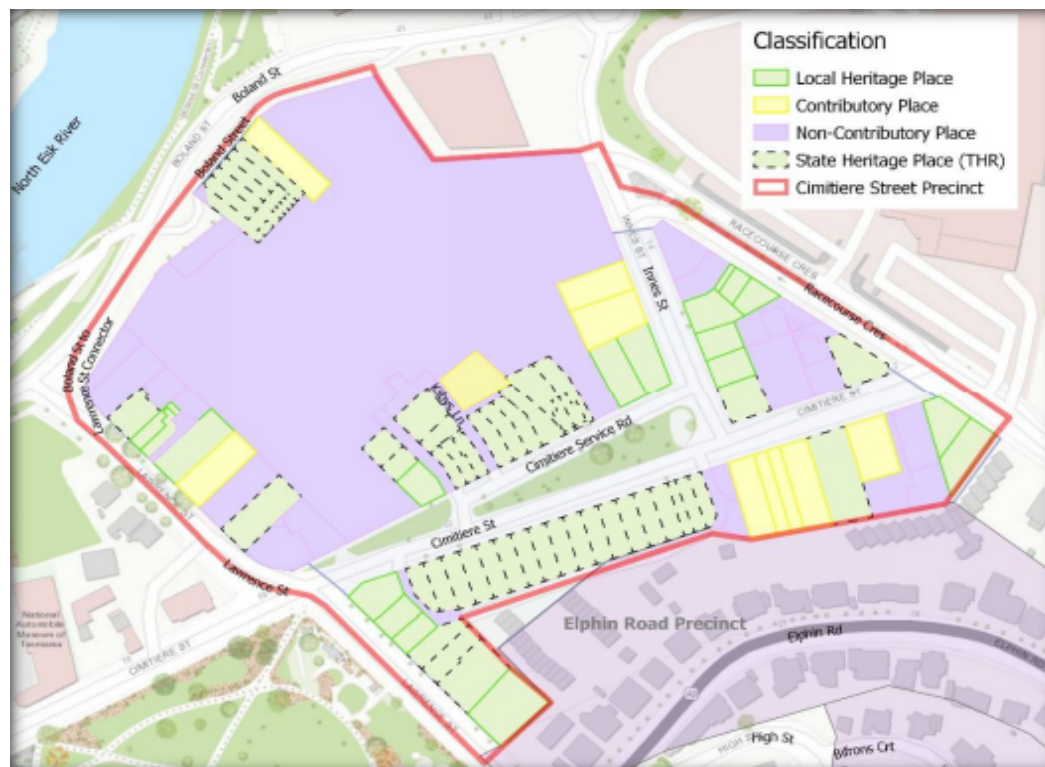


Figure 1 - Precinct Area and place classification

Historical background:



Cimitiere Street cottages
Launceston Heritage Survey 2009



Southern side of Cimitiere Street
Launceston Heritage Survey 2009



Kilby Lane streetscape
Launceston City Council



Cimitiere Street streetscape
Launceston City Council

Despite its proximity to the central business district of Launceston, the Cimitiere Street Precinct of Launceston, known as the Glebe, did not undergo significant residential development until the late 19th century. Scott's 1832 map of Launceston describes part of the area as the 'Clergyman's Glebe', which is likely to be the origin of the name 'Glebe' now used to describe the area (1832 Scott map, Heritage Tasmania collection). Many of the houses built in the area were the property of the Holy Trinity Church, and later sold.

Smyth's 1835 map of Launceston (1835 Smyth Map, Launceston City Council collection) includes a square building on the site of the addresses now known as 12-14 and 16 Innes Street, just outside this precinct. By the 1870s the area likely benefited from the opening of the Launceston Gasworks nearby, Launceston and Western Railway Company workshops at Inveresk, and the Mount Bischoff Tin Mining Company on Tamar Street. Aikenhead and Button's 1881 map of the area includes a soap works on the corner of Lawrence & Boland Streets, the growing residential area known by this time as the Glebe.

Irish builder Martin Boland was an early land owner in the precinct, having built the Scottsdale Railway line, Emu Bay bridge and Victoria Dock in Hobart (*Examiner* 5 March 1902:7). Assessment rolls suggest he had been in Cimitiere Street since the 1850s (*Hobart Gazette*, Launceston Assessment Roll, 1856). The residences at 46-48 Cimitiere Street, are two modest Georgian residences which are likely to be the oldest surviving buildings in the Glebe, and were originally owned by Boland. By the 1880s he had amassed a large portfolio including 30-50 Cimitiere Street, in the crescent now known as Kilby's Lane. That same year he owned and occupied number 28 Cimitiere Street (*Hobart Gazette*, Launceston Assessment Roll, 1892).

An early use of the area from the 1870s included a garden nursery on the southern corner of Cimitiere Street and Racecourse Crescent run by Richard Newey & Sons. Richard Newey Jnr appears to have operated the business in the area and lived nearby (*Hobart Gazette*, Launceston Assessment Roll, January 1883). After initially concentrating on the import and export business, by the late 1870s the company had expanded into the seed and nursery industry (Leavitt 1887:24). Newey Jnr died at his family home at 3 Cimitiere Street, now demolished, in 1929 (Prevost 2009).

In June 1880 on the corner of Cimitiere and Lawrence Streets, two compact five-roomed cottages were erected (*Cornwall Chronicle* 3 June 1880). Between December 1884 and January 1886 the stone Gothic cottage at 2 Cimitiere Street was built for John Hudson (*Hobart Gazette*, Launceston Assessment Rolls, 1884 & 1886). It was soon sold to Frank Simpson, a well known identity in the mining industry who was still living at the house at the time of his death in 1900 (*Examiner* 24 May 1900:4). Another prominent building in the precinct, Dunster Place, at 24-26 Cimitiere Street, was built for Charles Arthur Dunning



Martin Boland's residence, 28 Cimitere Street

© DPIPWE, 2008



Dunster Place, built for the Dunning family circa 1885

Launceston Heritage Survey 2009



2 Cimitiere Street, built circa 1885

Launceston Heritage Survey 2009

References:

Cimitiere Street Precinct Study Parts 1 & 2
1981 Launceston City Council & National Estate

Cornwall Chronicle 3 June 1880

Davies, P *Launceston Heritage Survey*
2007 for Heritage Tasmania & Launceston City Council

Examiner 24 May 1900

Hobart Gazette

Launceston: National Estate Conservation Study 1977

Leavitt, TWH 1887 *The Jubilee History of Tasmania: Illustrated Vol 2*, Wells & Leavitt Publishers

Paterson, Jai personal communication, 2009

Prevost, Leonie 2009 'Richard Newey'

<http://www.launcestonfamilyalbum.org.au>

Tasmanian Government Gazette

between September 1889 and January 1891 (*Hobart Gazette*, Launceston Assessment Rolls 1889 & 1891). Dunning ended up a business partner in the family's Launceston business, the Golden Fleece, well known for its motif, now in the collections of the QVMAG.

By the 1890s residents of the Cimitiere Street Precinct found themselves on the fringes of the biggest ever event held in Launceston: the Tasmanian International Exhibition, situated in City Park. Launceston was prospering due to mineral discoveries on the West Coast and in the north-east of the state. To the north of the precinct, the Gunn family had established a timber yard. The 1903 electoral roll suggests a large number of working class people were living in the precinct, including labourers, tradesmen and railway workers (Commonwealth of Australia, Electoral Roll for Launceston, 1903) whilst assessment rolls suggest that residences in the precinct were largely rental properties (*Tasmanian Government Gazette*, Launceston Assessment Roll, 1910).

HJ King's 1922 aerial photograph of the precinct depicts the terrace housing on the southern side of Cimitiere Street in place, the central triangular park formed, an open paddock to the north-east, with relatively little buildings in Racecourse Crescent. Hedgerows are evident along paddock lines (Davies: 2007: 18). The northern side of Cimitiere Street Precinct was affected by the 1929 floods that devastated much of northern Tasmania that year. Architect and returned soldier Eric Lowe's 1929 flood map of Launceston suggests that Innes Street and Lawrence Street north of Cimitiere Street were flooded.

By 1977 the heritage values of the area were recognised in the *Launceston National Estate Conservation Study*, including a precinct almost identical to that proposed in the *Launceston Heritage Study 2007*. This was expanded in the joint National Estate and Launceston City Council study of 1981 on the Cimitiere Street Precinct. In 2011 the Launceston suburb of the Glebe, incorporating the Cimitiere Street Precinct is a busy thoroughfare to an adjacent shopping complex and a sought after residential area of Launceston.

Precinct character and features:

Streetscape and townscape

Design and topography

Sitting below Windmill Hill, this area contains a highly consistent streetscape of early inner city residential buildings built between the foot of the hill and the North Esk River. The area exhibits a contained residential character, confined by City Park and former industrial land to the west, commercial land to the east, the River to the north. The rows of terrace buildings parallel to the hillside providing a consistent built character.

Vegetation

The precinct lies alongside the leafy backdrop of the City Park. The open space and vegetation of the central triangular park forms a large part of the precinct acting as both green relief in an area of smaller lots and some commercial uses, and as a useful pedestrian thoroughfare. Some residences feature well established gardens, and street trees are planted along much of Lawrence Street.

Views and vistas

Significant views are through the precinct along Cimitiere Street, including the trees of City Park and the structures of the former Gasworks to the west, and also from the southern and higher side of the street, across the central square to Inveresk. The consistent hipped roof forms of the area create distinctive views from both within the precinct and externally.



Figure 2 - Aerial photograph by HJ King - 1922



Figure 3 - Current aerial photo of precinct - 2019

- *The King photo shows that by 1922 the terrace housing to the south is in place, the triangular park is formed with most of the northern side of the park built, but with an open paddock to the east. There is relatively little building in Racecourse Crescent; and the rural lands extend into the precinct. Note the hedgerows along the paddock lines.*
- *The current aerial view shows the retention of the following characteristics:*
 - *A compact neighbourhood of predominantly inner-urban residences with a high level of residential amenity provided by a clearly defined transition from public to private space. This is characterised by small front gardens with low fences, buildings oriented the street and often conjoined, and private backyard or courtyard spaces.*
 - *An absence of vehicle accesses and parking areas (including carports and garages) to street frontages which is an important factor in the continuity of the streetscapes. These facilities are most often provided to the rear of properties via laneways which is considered desirable.*
 - *The central park area which measures approximately 125 x 25m, and includes around 10 trees of varying types and sizes scattered across its lawns, with an ornamental garden bed at its eastern end. The cross fall, and relatively high traffic flow along Cimitiere Street render the park of higher ornamental value as landscaped open space than of recreational value.*

Built form

Materials

The vast majority of the late Victorian and Federation housing stock is of weatherboard construction, while there are a smaller number of brick buildings in the form of stuccoed and painted brickwork. The most common roofing material is corrugated iron, but the individual owner's choice of paint colours and contrasting trim elements along with architectural detailing contribute to the diversity of the area.

Architectural styles and scales

The precinct features recurring dwelling types and residences with consistent scale, and form, and the repetitive use of elements such as timber cladding, verandahs, timber and iron detailing, and double hung timber windows. Architectural styles within the precinct include; Victorian Georgian, Victorian Terrace Housing, Victorian Domestic Cottages, Victorian Italianate, and a small number of Inter-War brick residences.

Orientation

Buildings are set close to the street frontages, with relatively consistent setbacks from front boundaries, parallel to the street, with a homogeneous spacing between buildings.

Building stock



Figure 3

- *A highly intact streetscape of Victorian era housing bordering the southern side of the park, including a contiguous built mass of 11 single-storey and 3 two-storey Victorian terrace houses and 2 pairs of conjoined Victorian houses.*
- *Exterior walls are predominantly of timber or rendered brick, and roofs are of corrugated iron or steel.*
- *The majority of dwellings include verandahs with timber detailing and many maintain original stone retaining walls to the front boundaries.*

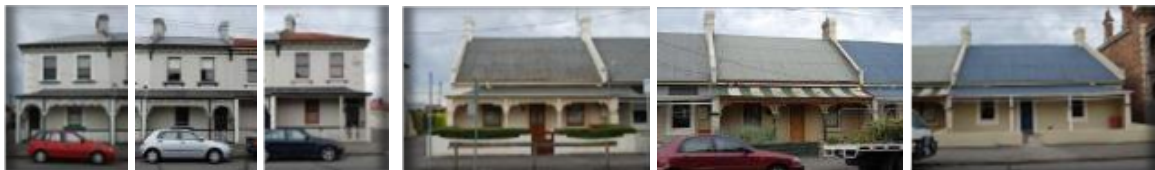


Figure 4

- *A smaller but predominantly intact streetscape of Victorian era buildings bordering the northern side of the park, including 4 single-storey Victorian terrace houses set between the two-storey Victorian forms of Dunster Place and 36-40 Cimitiere Street.*
- *Exterior walls are predominantly of rendered brick, and roofs are of corrugated iron or steel.*
- *The majority of these buildings include verandahs with iron detailing and a number retaining original or early low fences of masonry and timber to their frontages.*



Figure 5

- A range of fine representative examples of detached or conjoined Victorian and Federation era housing on streets radiating from the park including Cimitiere, Innes and Lawrence Streets, and Kilby Lane.
- Exterior walls are predominantly timber and rendered brick, and roofs are of corrugated iron or steel.
- Many of these properties include well maintained gardens including traditional English planting.



Figure 6

- A small collection of more grand buildings including the Victorian Gothic form of 2 Cimitiere Street and the Victorian facade of Dunster Place (24-26 Cimitiere Street).
- The distinctive building at 2 Cimitiere Street features rusticated sandstone walls, high pitched gable roofs and pointed arch windows more typical of church architecture than the residential construction of the area. Other features include rendered stone window reveals and decorative timber lacework to gable ends.
- The two storey terrace known as Dunster Place includes an ornate parapet and a double verandah with decorative iron lacework and polychrome brickwork to the Cimitiere Street frontage. The high timber fences to the frontage are not typical or sympathetic to this streetscape.



Figure 7

- Building materials that vary from timber to brick and stone walls, metal to slate roofing and a range of decorative treatments to verandahs and facades.
- A fenestration pattern and scale consistent with the Victorian period including predominantly sash windows which are constructed of timber.
- Dormer windows are common on the roofs of the southern row of attached cottages

Fences

Fencing is predominantly low-level (under 1.2m high), with styles varying from Victorian timber picket, Federation timber picket, to low rendered brick fencing from later periods.

**Values, features and characteristics specifically part of the precinct
- Clauses C6.7.1 and C6.7.3**

1. Buildings set close to the street frontage
2. Absence of off street parking facilities which impact on street frontages
3. Conjoined terraces and cottages
4. Groupings of houses sharing similar features
5. Larger trees in the central park

When visible from streets the following features and characteristics also form part of the precinct.

6. Verandahs
7. Timber and iron balustrading
8. Traditional roof forms including hips and projecting gables
9. Corrugated iron roof sheeting
10. Dormer windows to roofs
11. Timber double hung windows
12. Painted weatherboard walls
13. Exposed stone facing to buildings and retaining walls
14. Polychrome (multi coloured) face brickwork
15. Brick chimneys
16. Decorative bargeboards
17. Timber finials
18. Original and early iron and timber detailing
19. Ornamental iron work
20. Low picket, brick, and ironwork fences
21. Small cottage-style front gardens

STATEMENT OF LOCAL HISTORIC HERITAGE SIGNIFICANCE AND HISTORIC HERITAGE VALUES

(a) Significance because of the collective heritage value of individual places as a group for their streetscape or townscape values and the precinct's role in, representation of, or potential for contributing to the understanding of:
(i) local history as follows - The Cimitiere Precinct in concert with surrounding precincts in High Street and Elphin Road is a key component of early Launceston residential life and stands as an example of land granted to church groups for housing.
(ii) creative or technical achievements and
(iii) a class of building or place as follows - The precinct demonstrates the development of a Tasmanian city through a range of built elements dating from the 1870s-1920s, particularly a rare form of housing with rows of terraces facing a central civic square (refer: figures 2-7).
(iv) aesthetic characteristics as follows This homogenous collection of relatively modest houses of the Victorian period are located on a prominent urban thoroughfare surrounded by established gardens and parks, which form part of an arterial route into the central business district and is valued by the wider community for the visual contribution it makes to the setting of the fringes of the Launceston city centre. The primarily timber weatherboard residences with consistent original external detailing, finishes, and materials, create a distinctive visual impression and dramatic streetscape qualities (refer: figures 2-7).

(b) Significance of the precinct's association with:

- (i) a particular community or cultural group for social or spiritual reasons; and
- (ii) the life or works of a person, or group of persons, of importance to the locality or region as follows -

A large portion of the area was developed and owned by the Anglican Parish of the Holy Trinity. The remaining buildings and infrastructure stand as an example of land granted to the Anglican Church and developed in the 1880s and 1890s for housing.

CONSERVATION POLICY AND DESIGN CRITERIA

The following conservation policy and design criteria are proposed to conserve the significance and heritage values of the precinct, to provide for new development that is commensurate with that significance and to encourage the recovery of significance, particularly in streetscape and townscape elements and the presentation of the entire area.

CONSERVATION POLICY

Properties assessed as being Contributory and Non-contributory are identified in Figure 1 – *Precinct area and place classification*.

General building works

- CP1 The historic heritage significance of Contributory Places and the larger Cimitiere Street Precinct are to be conserved and protected.
- CP2 Buildings and structures within Contributory Places are to be retained wherever possible.
- CP3 Elements not listed as '*Values, features and characteristics specifically part of the precinct*' above may be removed where this will enhance the character of the Precinct.
- CP4 New development is not to detract from the existing character of the Precinct.
- CP5 New development is to be sited and scaled to relate to the predominant streetscape pattern and so there is no unreasonable loss of visual amenity to adjoining lots.
- CP6 New development is to demonstrate a scale, form and material relationship to the Precinct whilst not directly replicating historic forms.
- CP7 Additions and extensions to buildings and structures within Contributory Places should not extend past the established existing building line facing the street.
- CP8 The pattern of any new subdivision should not detract from the existing character or pattern of development of the Precinct.

Vehicle access, parking and outbuildings

- CP9 Provision for vehicle access and parking is not to detract from the existing character of the Precinct.
- CP10 New outbuildings and structures are to be designed and located to be subservient to the primary buildings on the site, especially within Contributory Places.
- CP11 New outbuildings and structures are to be designed and located to be consistent with comparable buildings on adjacent sites or within the broader precinct, e.g. carports and garages generally should not be located where they are visible from the street.

Fences and retaining walls

- CP12 Existing fences which involve '*Values, features and characteristics specifically part of the precinct*' listed above, are to be retained and conserved where possible.

- CP13 New fences should be designed and constructed to relate to the form and materials of the dominant existing buildings on the site, or for vacant sites, the predominant form and materials within the Precinct.
- CP14 Fencing materials that are not in keeping with the existing character of the Precinct should be avoided, i.e. steel sheeting products, should not be utilised.

Open space and landscaping

- CP15 Visually significant gardens and landscape settings are to be retained.
- CP16 Removal, destruction or lopping of trees or the removal of vegetation is not to detract from the existing character of the Precinct.
- CP17 The central park area is to be managed to reflect and enhance the existing character of the Precinct.

Signage and lighting

- CP18 Existing signs which are no longer required and not noted as being of significance should be removed.
- CP19 The scale, design and placement of signage and lighting are to be complementary to the existing character of Contributory Places, but should not be designed to suggest they are original fixtures.

DESIGN CRITERIA

General building works

- DC1 Alterations and additions must not dominate or detract from the original building.
- DC2 New buildings, extensions or structures must be compatible with and sympathetic to the height, bulk, setback, materials and finishes, and general character of Contributory Places and heritage listed places.
- DC3 New buildings and extensions to Contributory Places and Local Heritage Places buildings must be compatible and visually subservient when viewed from any road or public open space.
- DC4 Alterations and additions must respect the uniformity of properties which form part of a consistent row, semi-pair or group of buildings.
- DC5 New roofs visible from any public viewpoints are to be of a hip or hip and gable form and be of materials to match the existing, or otherwise of corrugated steel with a traditional profile (such as Custom Orb).
- DC6 Flat or single pitched roofs should only be utilised for rear extensions to primary buildings; or outbuildings and ancillary structures and not be visually prominent when viewed from the street.
- DC7 New or replacement windows visible from the street should match the position, size, style, and material of any windows being replaced; or be constructed from timber and fit the pattern of windows in the streetscape.
- DC8 New or replacement wall materials visible from the street should:
- match the material of the wall being replaced; or
 - be of timber weatherboard with a narrow profile (up to 200mm), and not include plastic, vinyl or fibreglass cladding products; or
 - be of masonry with painted or (cement or lime) rendered finish.
- DC9 Existing painted and unrendered masonry and brick exterior surfaces must not be painted or rendered.

Vehicle access, parking enclosures and outbuildings

- DC10 Driveways and hard stand areas are to be located to the side or rear of buildings.

- DC11 Any new vehicle parking areas and associated accessways should:
- not create new crossovers or accessways from the street frontage; and
 - not result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a Contributory Place or its historic heritage significance or existing character; and
 - where there are existing vehicle crossovers and accessways to the front of the site, be located behind the primary buildings on the site. Tandem car spaces may be provided in a driveway.
- DC12 Where rear access can be achieved, tandem parking may be located in a driveway.
- DC13 All original and early stables and outbuildings should be retained.
- DC14 New garages and carports should not be visible from the street.
- DC15 New outbuildings and ancillary structures should be setback from the principal facade of any building on the site to enable the existing building form to remain unobscured and prominent within the streetscape.
- DC16 Enclosed vehicle parking areas should not be visually dominant elements and should be subservient to primary buildings, having regard to the existing scale, location and character of buildings on the site and on adjoining sites.

Fences and retaining walls

- DC17 Fences and garden walls should only be removed if they do not involve an element listed above as part of the 'Values, features and characteristics specifically part of the Precinct; i.e. the existing fences and walls are not constructed of brick, stone or timber.
- DC18 Traditional fences and walls under 1.2 metres high and constructed of stone or timber should be conserved and maintained, and if replacement is supported by a report from a suitably qualified person, are to be replaced 'like for like' or in a manner which is considered to be typical of the period of the buildings on the site, or the predominant fencing style in the precinct.
- DC19 New or replacement fences and gates should be appropriate in form, scale, height and materials appropriate to the architecture of the main building and should match its architectural style. Styles include:
- Victorian/ Federation timber picket;
 - Inter-War masonry;
 - Other brick and ironwork fences and gates.

Detailed design guidance may be found in the National Trust Publication '*Fences and Gates*' (<https://www.nationaltrust.org.au/wp-content/uploads/2016/07/Fences-and-Gates.pdf>) or the City of Hobart publication, '*New Fences for Old Houses: A guide to designing a traditional fence for your home*'. For access to this document please refer to the 'City of Hobart publications listing' page: <https://www.hobartcity.com.au/Council/News-publications-and-announcements/City-of-Hobart-publications-listing>

- DC20 High and/or solid fences which may block views to Contributory Places or prevent passive surveillance to and from the street should be avoided.

Open space and landscaping

- DC21 Established and/or significant planted garden settings, hedges, and visually prominent trees are to be retained, however removal may be considered if it will assist in the preservation of other historic heritage significance, and this is supported by a report prepared by an suitably qualified person.
- DC22 Infill development must respond to and not obscure the topography of the area.
- DC23 New development must not interrupt building patterns where a subdivision pattern has resulted in a distinctive built form.

Subdivision

- DC24 Lot boundary changes must not occur in areas where the original subdivision pattern is significant and remains intact.
- DC25 Any subdivision must provide appropriate curtilage around existing and proposed development and usable open space must be maintained to provide an appropriate setting to the scale of buildings.
- DC26 Any new lots must not be provided with vehicle access from existing streets, but rather provide access to the rear of the site by a rear laneway, driveway or legal Right of Way from an existing lane or vehicle crossover.

Note: Subdivision of most lots is not possible or recommended as the lot arrangement is tight and consistent across the area