

# Hervey Bay Character

History, Precincts and Styles

Fraser Coast Regional Council

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Converge Heritage + Community

Contact details are:

Simon Gall

Converge Heritage + Community

ABN:71 366 535 889

PO Box 1974, Pialba, 4655

Tel: (07) 4124 1938

Email: [sgall@convergehc.com.au](mailto:sgall@convergehc.com.au)

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# **1 Introduction**

## **1.1 Background and Purpose**

Fraser Coast Regional Council (Council) requires investigation of 'character themes' to support the recent survey of potential character buildings and sites in Hervey Bay, Torbanlea, Toogoom and Burrum Heads.

## **1.2 Scope**

Council established the following scope in the project brief:

1. Using the supplied data (photographs and mapping from Converge street survey) to identify character themes for buildings and streetscape character.
2. Character themes to be adequately described with background research or findings to support.
3. Streetscape study to include streets that show character currently with a description of significant elements that support the character.
4. Identify streetscapes that could be enhanced by planting or further consideration of precinct identification (no design required).

## **1.3 This Report**

This report is a summary of the project outcomes based on the scope, including:

- The selected approach to themes.
- Character theme sheets.
- Suggested character precincts.
- Conclusions and recommendations for the study, including consideration of planting and/or precinct identification.

## **1.4 Personnel**

This report was prepared by Craig Barrett with the assistance of Simon Gall.

## **1.5 Timing**

This draft report was prepared in August 2019.

## 2 Themes

### 2.1 Methodology

#### 2.1.1 Character areas

Council has identified character areas in Maryborough and Howard and these are included in the current planning scheme (Appendix - Character Guidelines and Era Style Guide). Likewise, Council's existing Character Guidelines identify and describe character areas in Maryborough and Howard.

Following the existing character appendix in the planning scheme, Converge identified key character elements and developed a preferred character statement for each precinct. Although Converge followed the same template there are some variations:

- 'Garden Style' and 'Views and Public Space' elements were added to the Key Character Elements table as required.
- The Preferred Character Statement is essentially just a statement of character, rather than establishing a preferred character, as this outcome is not required at this stage. A statement addressing preferred character can easily be added to each precinct, along with design guidelines, should this ever be required.

These are only minor changes that do not fundamentally affect the existing template.

#### 2.1.2 Era styles

The Era Style Guide supports the Character Guidelines as well as the Maryborough Demolition Control Precinct (DCP). The era styles included in the guide are:

- Victorian.
- Federation / Edwardian.
- Interwar.

Converge adopted the template used in the Character Guidelines and Era Style Guide for this project. The benefit of this approach is that it aligns with the existing planning documentation and therefore will not require future revision should it be considered for the planning scheme (although it is considered that the era styles noted above require additional development to make them clearer for both planners and non-planners alike, as they are limited on historical context and the descriptions are sometimes unclear). This approach allowed the focus of the current project to be on the preparation of additional era style guides relevant to Hervey Bay and surrounds. These are:

- Interwar Modern.
- Postwar Modern.
- Postwar Conventional.

As per the Converge report for the original character survey, the era styles do not always remain within neat boundaries. Styles deriving from one era may continue to appear in later eras based on individual preferences or late adoption of styles (the latter appearing to be a common occurrence given the regional location of the study area).

Two other 'styles' or 'types' were developed that do not focus on a single era style, but instead a building purpose or function. These are:

- Boarding Houses, Flats and Motels.
- Commercial.

These two 'styles' cover all the era styles set out in the existing appendix and prepared for this project. This approach was necessary because holiday and commercial building spans a long period of development in Hervey Bay, covers a wide range of designs and is quite dispersed. Picking individual examples for inclusion with the singular era styles would have diluted the sheer volume and impact of the buildings as types.

2.1.3 Reconciliation of era styles with original survey

For simplicity, the survey was broken up into 'Pre-war', 'Inter-war' and 'Post-war'. These broad categories are still useful for a visual representation as they illustrate patterns of development within style eras i.e. Victorian and Federation = 'Pre-war', Interwar with 'Inter-war' and Postwar Modern and Postwar Conventional with 'Post-war'. Interwar Modern is the only era style that confounds easy categorisation, as it appeared as a distinct style in the 1930s, but several of the prominent examples of the style identified in the study were built in the 1950s (and thus technically postwar).

2.1.4 Historical context

Each character statement also includes basic historical information to establish a context for the area in question. This is supported by a further brief historical context for Hervey Bay found in the draft fact sheet prepared for the project.

2.1.5 Fact Sheet

A draft fact sheet was prepared for the project. This sheet includes material relating to most of the key era styles and their historical context. It is designed to highlight the postwar development of Hervey Bay, as it is proposed that this has had the greatest impact on the modern character of the city and is also the least understood and acknowledged aspect of character and era styles in the Fraser Coast.

**2.2 Character Areas**

Converge identified nine potential character areas.

Table 1: Potential character areas.

Town / City	Area
Hervey Bay	Pialba Commercial and Community Precinct
	Scarness Commercial and Holiday Precinct
	Barron Estate Precinct
	Torquay Commercial and Holiday Precinct
	Cypress Street Precinct
	Urangan Commercial and Holiday Precinct
	Dayman Park Precinct
Torbanlea	Torbanlea Precinct
Burrum Heads	Burrum Heads Precinct

Toogoom was not included because Converge deemed there was not enough density of potential character places to warrant designation of a specific character area.

These areas are provisional and for discussion only. They will require further assessment and refinement should Council consider any or all of them for potential inclusion in the planning scheme.

## 2.3 Demolition Control Precinct (DCP)

There is potential for Council to consider a DCP for character in Hervey Bay. The character precincts capture areas of relative density of character and overall historical cohesiveness but given the geographic nature of Hervey Bay - a long shoreline and esplanade - character places are found along the entire length of the Bay. Small pockets of character places also exist in Pialba that on their own do not warrant inclusion in a character precinct, but nonetheless reflect the early historical development of the city.

Two DCPs are therefore recommended for discussion:

- **The Esplanade Environ:** This includes the Esplanade and one street back, excluding proposed character areas. Including one street back captures key streets such as Cypress Street (excluding the proposed Cypress Street character area) and Long Street in Point Vernon.
- **Eastbourne Estate:** The estate was established in the 1880s as an extension to the township of Polson and predominantly included the area between Beach Road, Old Maryborough Road, Hythe Street and Tooth Street. The residential allotments were mainly located along Beach Road, Newhaven Street and Winchelsea Street. There is a small concentration of primarily Federation-era houses along Beach Road and Newhaven Street. The first school, church and police station in Hervey Bay were also situated in the estate.



Figure 1: Original advertisement for Eastbourne Estate (Source: Hervey Bay Historical Village and Museum).

## 2.4 Potential for Enhancement / Precinct Identification

Converge was tasked with considering the potential for tree planting and precinct identification to enhance the existing character.

### 2.4.1 Precinct Identification

Precinct identification would enhance specific character areas. An excellent, period-specific example is provided in the figure below: a 'T' shaped bus stop identifying entry into Torquay (despite some modifications this streetscape remains largely intact). The individual nature of villages and areas, and their related history and development, means any proposal for precinct identification should be unique to the area and not follow a standardised form.



Figure 2: Torquay c1960s. Note the 'T' shaped bus stop; a quirky example of precinct identification (Source: Centre for Government Queensland).

### 2.4.2 Tree planting

As noted in the character statements, one of the key character elements of much of the areas in question - including Torbanlea - is the general absence of gardens. In the case of Hervey Bay, this is largely because of its seaside location; proximity to the beach encouraged informal rather than formal gardens and, especially in the postwar period, lawn was prioritised over gardens. In Torbanlea, the largely working-class nature of the town (except for the grander residences located in the north-western section of the town) also meant lawns and modest gardens were favoured over elaborate landscaping.

Local town or village centres also typically did not include street trees on the commercial side of the Esplanade or Main Street. Street trees can and do impact views to character buildings, especially in Scarness and Torquay.

Tree planting would potentially impact on identified character. Therefore, Converge does not recommend tree planting programs for any of the character areas. Indeed, in some cases, there is an argument for the selective removal of street trees, especially in centres such as Scarness and Torquay.



Figure 3: Esplanade, Torquay. Compare this image with the figure above showing the same section in the 1960s (Source: Google Maps).

### 2.4.3 Fences, decks and other impacts

Given the nature of character in the areas assessed for this project, this report considers that one of the major threats to character are the building of high, closed fences. Because of the historic informality of residences and landscaping, fences tended to be low and permeable or non-existent and in some cases were a key element of the design and street appeal of some of the more substantial, often brick character buildings in the interwar and postwar periods. Modern fencing types, usually 1.8m timber palings and increasingly Colourbond, have an enormous impact on character, not only obscuring houses, but reducing the overall character of the streetscape - the characteristic informality and permeability.

Another significant impact is the introduction of front decks, sheds and screening plantings (e.g. bamboo, golden cane palms etc.) that obscure both the original design intent of the building and views from and connection to the street.

Council should therefore consider options to mitigate the impacts of fencing, plantings and additions such as decks in identified character areas, including the DCP. This may require a deeper understanding of the reasons why residents choose to erect these types of fences, screening plantings and decks and the options to mitigate related impacts, including the impact of vehicle traffic.



Figure 4: A Postwar Modern house obscured by timber fencing (Source: Converge Heritage + Community).

#### 2.4.4 Other issues

Apart from fences and trees, one of the biggest manageable impact on character is Council street enhancements, including pavement treatment and signage. Council should take care when planning streetscape enhancement programs and/or other street works in identified character areas, using the character statements prepared for this project as a guide before undertaking work. The images showing Torquay in the 1960s and today offer a basic comparison of the issues affecting character.

### 3 Recommendations

The following recommendations should be considered by Council:

1. The character areas proposed in this report should form the basis of public education about character and for designation of neighbourhood character areas in the Fraser Coast planning scheme should Council consider this option.
2. Further research for, and refinement of, the identified character areas and the Fact Sheet should be carried out prior to public exhibition or notification of character areas. This includes mapping and the addition of a preferred character statement and design guidelines for the character areas as per the planning scheme character appendix.
3. The existing era styles in the planning scheme appendix to the planning scheme (i.e. Victorian, Federation and Interwar) should be revised to make them clearer and consistent with the additional era styles proposed in this report.
4. A focused history of Hervey Bay should be prepared before public exhibition of character / character areas. The history should emphasise visual sources such as maps, historical photos and tourism postcards to illustrate the various eras and related development of Hervey Bay through time. This will support public education and notification of character areas.
5. Council should consider adoption of Demolition Control Precincts for Hervey Bay, covering the areas identified in this report (in addition to individual character areas). The DCP should be supported by the era styles included in the existing character appendix in the planning scheme (subject to revision) and proposed in this report.
6. Council should consider the development of guidelines encouraging homeowners to preserve character places irrespective of whether character areas and a DCP are adopted by Council. The guidelines can be based on the character statements and era styles prepared for this report and revised versions included in the current planning scheme, as well as relevant examples adopted by other local governments in Queensland.
7. Council could support preservation of existing character by including identified character places in a heritage incentive scheme, for example providing matching funding up to a specific amount for improvements to a property that support and enhance its character (e.g. period-appropriate paint scheme, repair of character elements, reinstatement of original or period appropriate fences and gardens etc.).
8. Council should consider precinct/area identification for identified character areas. This will acknowledge the historic identity of villages/neighbourhood areas and contribute to the development of a singular identity for Hervey Bay informed by its unique character.

9. Council should consider a planning scheme policy covering fences and plantings in the general area addressed by the character study. This could be considered in conjunction with broader character requirements addressing infill, setbacks, site coverage and detached buildings such as sheds.
  
10. Council should develop an internal policy that provides guidelines for planning streetscape development in the general area addressed by the character study, but especially in identified character areas. The policy should include elements such as street planting, path design and construction, signage and other related works.

**Appendix 1 - Character Statements**

# PIALBA COMMERCIAL AND COMMUNITY PRECINCT

## PRECINCT MAP



## KEY CHARACTER ELEMENTS

Key character elements	Descriptions
<b>Architectural style</b>	Federation, Interwar and Postwar commercial, social and recreational infrastructure / buildings.
<b>Business signage</b>	Generally modest and complementary, although signs that extend above parapet / roof line impact streetscape.
<b>Building materials</b>	Brick veneer, rendered brick or timber cladding.
<b>Building form and layout</b>	Variety of asymmetrical and symmetrical building forms.
<b>Roof style</b>	Hipped, gabled and flat.
<b>Setbacks</b>	Zero front and side setbacks for Main Street commercial buildings. Drive entry and setbacks for other commercial buildings. Church and railway station setback substantial.
<b>Building height</b>	Predominantly one storey, with some two-storey infill.
<b>Orientation to the street</b>	Parallel to the street, with exception of memorial hall.
<b>Car parking / vehicle storage</b>	Combination of on and off-street parking.
<b>Front boundary treatment</b>	Predominantly lacking in facades and typically transparent frontages for shops (especially Main Street). Awnings over footpaths.

Key character elements	Descriptions
<b>Views and Public Space</b>	Strong connection between Main Street shops, Freedom Park and City Park. Views across foreshore out to sea from Hillyard Street and top of Main Street.

## CHARACTER STATEMENT

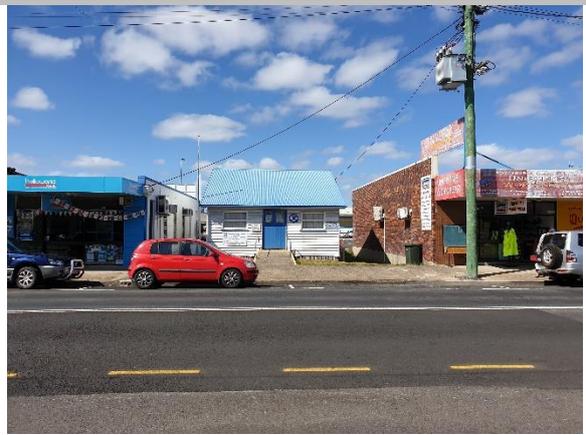
This precinct is the historic commercial and community centre of Hervey Bay. It is characterised by a mix of social infrastructure, predominantly postwar commercial buildings and views across the foreshore and out to sea.

The delineation of Main Street and its relation to the historic railway station, war memorial and memorial hall provides a core, historic character. A relaxed shopping precinct, occupying the original shopping area of Hervey Bay, remains centered on this location, with shops and cafes extending south. Other historic social infrastructure remains extant within the core area, including a church, QCWA and former post office. Service stations along Torquay Road reflecting different periods of Pialba's history remain intact. Minimal residential housing is present due to the historic commercial and social function of the precinct.

City Park, an open space since at least the early 1900s (for much of its history the Methodist-run Condy Park), was an informal but important pathway connecting the education precinct (Pialba State School and Hervey Bay High School) and Main Street.

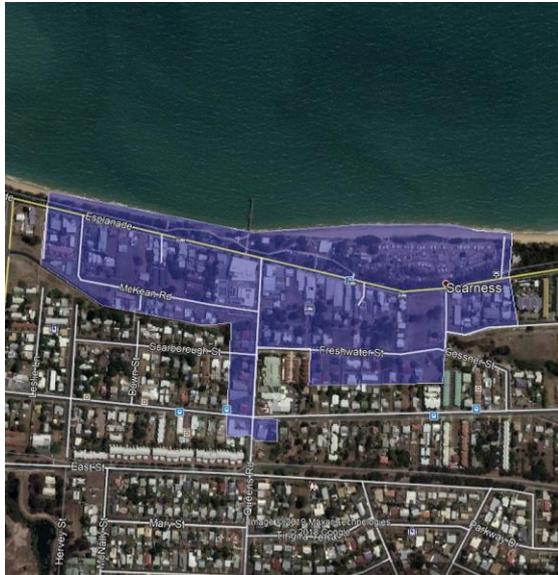
Boarding houses and hotels (most notably the Pialba Hotel) were located on Hillyard Street, overlooking Seafront Oval and the ocean. These structures were typically one or two-storey buildings that presented a modest impact to views looking south (back) from the foreshore. Although demolished, the historic significance of the viewshed remains.

The connection of Main Street with the Pialba Caravan Park and Seafront Oval remains intact, albeit affected by heavy vehicular traffic. Seafront Oval functioned as Hervey Bay's first sports ground and prime community space since the 1930s. Pialba Caravan Park was the first Council-owned caravan park in Hervey Bay and the 1950s kiosk, which still exists, forms a nexus between the caravan park, Seafront Oval and the Main Street shopping and community complex. The original, narrow Esplanade road alignment runs through the caravan park.



# SCARNESS COMMERCIAL & HOLIDAY PRECINCT

## PRECINCT MAP



## KEY CHARACTER ELEMENTS

Key character elements	Descriptions
<b>Architectural style</b>	Predominantly Postwar, with Interwar Modern influences. Some flats / residences that date from prewar / interwar periods. Mix of modest flats with more substantial buildings typical of Esplanade as a whole.
<b>Business signage</b>	Generally modest and complementary, although signs that extend above parapet / roof line impact streetscape.
<b>Building materials</b>	Brick veneer, rendered brick or timber / contemporary cladding.
<b>Building form and layout</b>	Variety of asymmetrical and symmetrical building forms.
<b>Roof style</b>	Hipped, skillion, gabled and flat.
<b>Setbacks</b>	Zero front and side setbacks for individual building complexes. Drive entry and setbacks for flats/residential buildings.
<b>Building height</b>	Predominantly one and two storey, with some three-storey infill.
<b>Orientation to the street</b>	Parallel to the street. Brick Postwar Modern flats perpendicular to the street.
<b>Car parking / vehicle storage</b>	Combination of on and off-street parking.

Key character elements	Descriptions
<b>Front boundary treatment</b>	Predominantly lacking in facades and typically transparent frontages for shops. Awnings over footpaths.
<b>Views and Public Space</b>	Strong connection between Esplanade buildings and the foreshore park. Views across foreshore out to sea.

## CHARACTER STATEMENT

This precinct is the historic recreational centre of Hervey Bay. It had the highest proportion of recreational facilities, including dance halls, picture theatres, skating rinks and a hotel. Although historic features illustrating this use have diminished over time, the precinct nonetheless retains key features that continue to demonstrate this character.

The two former petrol stations on the corner of Torquay Road and Queens Road create a tangible entry statement to Scarness. The railway station was located close by (on what becomes East Street) and for decades crowds of people made their way from the train down to the foreshore for recreation. However, the popularity and ubiquity of the motor car defined Scarness' growth in the postwar period. The Esplanade did not continue past Toon Toon Creek until 1984, which meant the main entry point to Scarness by car was along Torquay Road at this corner, hence the petrol stations. Because of the motor car and railway station Queens Road from East Street down to the Esplanade is an important connector.

The shopping and café area in and around the intersection with Queens Road and the Esplanade forms the core, historic character of Scarness. The corner itself provides the most dominant architectural statements of Scarness' historic function: The Pacific Palais, built in 1954, and the Beach House, which was only recently built. The Pacific Palais, with its Streamline design (reminiscent of 1930s Art Deco architecture) and former dance hall (first floor) evokes the postwar growth of Hervey Bay and the importance of Scarness as a seaside resort destination. The Beach House occupies the space originally taken up by the original Scarborough Hotel (first built in 1900). Its skillion roof, porthole windows and transparent frontage reinforces the hotel's historic connection to the sea and the postwar / modernist influence on architecture in Hervey Bay.

The public space on the foreshore retains its historic use and character. A combination of mature trees, picnic tables and grassed areas create pleasing spaces between community facilities. Views to the ocean are filtered but largely unimpeded, reflecting the typical visitor experience of the foreshore in Scarness. The pier remains a classic marker of Scarness' status as a seaside resort. The caravan park, dating to the early postwar period, also reinforces the importance of Scarness as a holiday node and the predominance of the motor car as a preferred method of travel for holidays from the 1950s onward.

The precinct also includes Freshwater Street and McKean Road. Freshwater Street includes substantial, prewar residences that illustrate the prominence of Scarness from an early period of Hervey Bay's history. McKean Street, on lower ground than Freshwater Street, exhibits more modest housing consistent with the topographical conditions.



# BARRON ESTATE PRECINCT

## PRECINCT MAP



## KEY CHARACTER ELEMENTS

Key character elements	Descriptions
<b>Architectural style</b>	Predominantly Postwar Modern / Conventional
<b>Building materials</b>	Mix of brick veneer, fibro and chamferboard. Brick veneer houses tend to occupy visually dominant positions within the estate.
<b>Building form and layout</b>	Predominantly lowset houses with a simple form reflecting postwar architectural trends. Absence of verandahs and built-in garages.
<b>Roof style</b>	Hipped, gable and skillion. Mix of corrugated sheeting and tiles. Tiled roofs typically associated with brick veneer houses.
<b>Setbacks</b>	Generally modest front setback. Narrow to moderate side setbacks.
<b>Building height</b>	Typically, lowset. The two principal highest houses were either built or raised recently.
<b>Orientation to the street</b>	Parallel to the street.

Key character elements	Descriptions
<b>Car parking / vehicle storage</b>	Single crossover with informal driveways to the side / rear of the property. Predominance of detached garages.
<b>Garden style</b>	Predominance of lawn and modest garden beds reflecting immediate postwar garden trend. Substantial gardens more recent trend.
<b>Front boundary treatment</b>	Nil, or low, permeable front fencing constructed from brick or wire mesh with timber frame. Fence material often matches the house.

## CHARACTER STATEMENT

This precinct, located in Scarness, demonstrates key character elements that reflect the immediate postwar period, represented by architectural styles that range from Modern to Conventional, detached garages, informal driveways, a predominance of lawn and low or no fences.

The Barron Estate was owned and subdivided in 1952 by Jack Barron. Barron, along with his brother, owned the butcher firm Barron Brothers with shops in Scarness and Urangan. Barron later became an auctioneer and commission agent, auctioning houses and allotments in the estate. He was also a Councillor in the Burrum Shire Council.

One of the earliest and most prominent developers with an interest in the estate was JB Raverty of Raverty's Ltd. Raverty was a major figure in the postwar history of Scarness, responsible for building several houses in the estate and the erection of Pacific Palais on the corner of Queens Road and the Esplanade in 1954.

The estate bordered the railway line (running along East Street) and the Scarness railway station was located on the corner of Queens Road and East Street. Queens Road was also an important link to the Scarness recreational and commercial precinct on the Esplanade.





storey gabled shops with a variety of idiosyncratic façade and parapet treatments continue west along the Esplanade, also dating from 1950s.

Holiday accommodation caps the western end of the precinct. The former Leslie Wilson Bush Children’s Home (1960) maintains a strong Esplanade presence (also extending through to Freshwater Street). The former Reef Motel, whilst hidden by modifications to former motel buildings facing the Esplanade, remains extant. The characteristic motel accommodation is still visible from Freshwater Street.

Fraser Street retains buildings that reflect its position at the eastern boundary of the precinct, including a former service station on the corner of Cypress Street, behind which was the former mini-golf course and waterslide (now demolished). The building on the corner of Fraser Street and the Esplanade was opened in the late 1960s as the Bavarian Restaurant, part of a building complex including retail shops.

The foreshore parks are not as open as Scarness and are broken up by off street parking. Nonetheless, the presence of a pier ensures the foreshore retains a traditional seaside resort element. The Maryborough Sailing Club adds a further (surprising) Modern – 1970s – aesthetic to the character of Torquay.



# CYPRESS STREET PRECINCT

## PRECINCT MAP



## KEY CHARACTER ELEMENTS

Key character elements	Descriptions
<b>Architectural style</b>	Predominantly Postwar Modern / Conventional
<b>Building materials</b>	Mix of brick veneer, fibro, chamferboard and weatherboard.
<b>Building form and layout</b>	Predominantly lowset houses with a simple form reflecting postwar architectural trends. Some asymmetrical designs. Absence of verandahs and built-in garages.
<b>Roof style</b>	Hipped, gable and skillion. Predominantly corrugated sheeting roof material.
<b>Setbacks</b>	Generally modest front setback. Moderate to large side setbacks often due to the small size of houses.
<b>Building height</b>	Typically, lowset. Some highest houses on Cypress Street and perpendicular streets near the Esplanade.
<b>Orientation to the street</b>	Parallel to the street.
<b>Car parking / vehicle storage</b>	Single crossover with informal driveways to the side / rear of the property. Predominance of detached garages.

Key character elements	Descriptions
<b>Garden style</b>	Predominance of lawn and modest garden beds reflecting immediate postwar garden trend. More substantial gardens date from late 20 <sup>th</sup> century.
<b>Front boundary treatment</b>	Nil, or low, permeable front fencing constructed from brick or wire mesh with timber frame. Fence material often matches the house.

## CHARACTER STATEMENT

This precinct demonstrates key character elements that reflect the predominant coastal residential development of Hervey Bay, primarily in the interwar and immediate postwar period.

The streets included in the precinct are comprised of typically simple houses arranged in an open, informal streetscape. This setting encapsulates the relaxed and beach focus of residential development popular in Hervey Bay from the 1930s through to the 1960s.

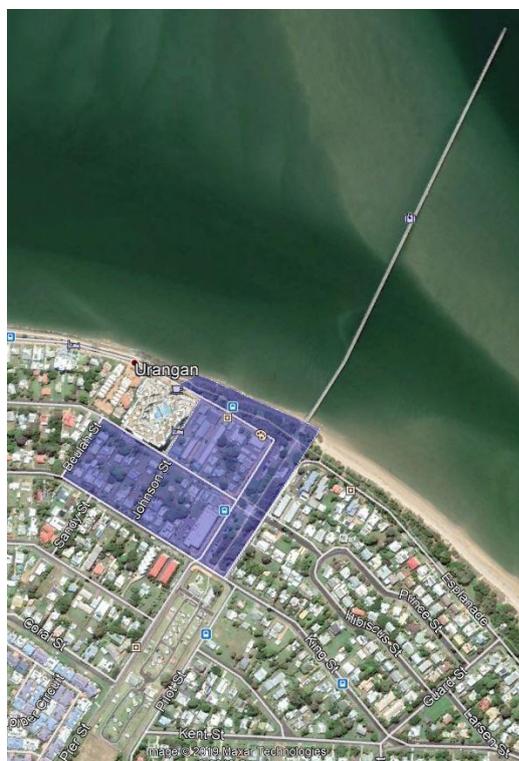
Houses range from Interwar Bungalows through to postwar Conventional and Modern residences. Flats in the Modern idiom also appear in the precinct, reflecting its proximity to the beach and the Torquay commercial and holiday precinct.





# URANGAN COMMERCIAL & HOLIDAY PRECINCT

## PRECINCT MAP



## KEY CHARACTER ELEMENTS

Key character elements	Descriptions
<b>Architectural style</b>	Predominantly Postwar Modern contrasted with prewar residential infill (tin and timber, fibro).
<b>Business signage</b>	Very modest and complementary.
<b>Building materials</b>	Brick veneer, rendered brick, timber or fibro.
<b>Building form and layout</b>	Predominantly symmetrical building forms.
<b>Roof style</b>	Skillion, butterfly, gabled, flat and hipped (latter especially for residential).
<b>Setbacks</b>	Zero front setback for larger commercial premises, but modest setback for some smaller buildings. Extensive side setbacks create sense of openness and permeability through the precinct, allowing remaining residential properties to retain a distinct visual presence.
<b>Building height</b>	One and two storey.

Key character elements	Descriptions
<b>Orientation to the street</b>	Parallel to the street. Motel accommodation perpendicular to the street.
<b>Car parking / vehicle storage</b>	Very little street parking. Limited off-street parking for commercial premises (the motel is a key exception).  Single crossover with informal driveways to the side / rear of residential properties. Predominance of detached garages.
<b>Front boundary treatment</b>	Predominantly lacking in facades and typically transparent frontages for shops. General lack of awnings over footpaths.
<b>Views and Public Space</b>	Strong connection between the Esplanade buildings and the water, pier and pier park. Views across to the pier and water very dominant.

## CHARACTER STATEMENT

This precinct is an excellent example of postwar development and the growing popularity of Hervey Bay as a holiday destination. Its growth was concentrated in the 1960s, rather than the 1950s for Scarness and Torquay.

The reason for the later development was not due to its distance from the other, established village centres along the foreshore. Rather, the recreational precinct in Urangan was historically based instead around Dayman Park, not the Esplanade. The precinct had a large hotel (1914), café (1927), Jazzland dance hall (1935) and kiosk, with views across to the pier and ocean, and situated adjacent to Dayman Park, a popular picnic destination. The principal facility near the pier was a kiosk built in the 1920s and described at the time as ramshackle.

The focus of holiday infrastructure changed dramatically in the late 1950s and early 1960s. The impact of the motor car was immediately apparent, and a caravan park was established on the Esplanade, where Peppers Resort is now located, by 1958. A motel, the Orana, was opened in 1963 adjacent to the caravan park (now the Urangan Motel). Buildings were erected around these two core holiday facilities, establishing the Esplanade at Urangan as a bona fide holiday destination. The precinct continued to expand with the construction of the Sportsman's Club and Shopping Centre in the early

1970s, also illustrating suburban growth in Urangan at that time.

This growth is contrasted with the Dayman precinct. The Urangan Hotel burnt down in 1962 and although the licensee continued from temporary premises for a few years, the hotel was never rebuilt. A service station was built across from the old kiosk, but the loss of the hotel (and earlier, the Jazzland) meant the precinct never recaptured its earlier importance, although the camping ground in the lower section of Dayman Park remained popular.

The Urangan Esplanade precinct continued to evolve in the 1980s with the closure of the Urangan Pier. The pier and Esplanade became especially popular fishing spots around this time (although fishing had always been popular). The pier remained a distinctive feature of the precinct, its recreational importance growing as its original use ceased and public access improved. The railway land was progressively reclaimed and redesigned as a foreshore park, although the distinctive rectangular shape of the original easement and its connection to the pier remains intact.



# DAYMAN PARK PRECINCT

## PRECINCT MAP



## KEY CHARACTER ELEMENTS

Key character elements	Descriptions
<b>Architectural style</b>	Mix of Federation, Interwar and Postwar housing, remnant commercial/recreation buildings from the Interwar and Postwar periods.
<b>Business signage</b>	Very modest and complementary.
<b>Building materials</b>	Timber, fibro and brick veneer.
<b>Building form and layout</b>	Mix of symmetrical and asymmetrical building forms.
<b>Roof style</b>	Skillion, gabled, flat and hipped.
<b>Setbacks</b>	Generally modest front setback. Predominantly moderate side setbacks.
<b>Building height</b>	One and two storey.
<b>Orientation to the street</b>	Parallel to the street.
<b>Car parking / vehicle storage</b>	Single crossover with informal driveways to the side / rear of residential properties. Predominance of detached garages.

Key character elements	Descriptions
<b>Front boundary treatment</b>	Nil, or low, permeable front fencing constructed from brick or wire mesh with timber frame.
<b>Garden style</b>	Predominance of lawn and modest garden beds. Some more substantial gardens dominated by palms, possibly dating to the late 20 <sup>th</sup> century.
<b>Views and Public Space</b>	Dayman Park key public space. Section of park with ablutions block and playground former campground and caravan park. Dayman Park creates a core open space in the precinct.

## CHARACTER STATEMENT

This precinct retains a distinct character that illustrates Urangan's development in the early 20<sup>th</sup> century through to the postwar period, as a holiday destination and residential area.

The Dayman Park precinct was Urangan's first holiday and recreational precinct. It developed around the Urangan Hotel, built in 1914 by Thomas King and located on the corner of Dayman and Pulgul streets. A café was opened in 1927 across from the hotel (still extant) and a Jazzland – a dance hall – was opened in 1935 on Dayman Street across from Dayman Park, or the Urangan Reserve as it was originally called. The reserve was also a popular picnic destination and camping ground, serviced by a kiosk located on the corner of Kent and Pulgul streets (still extant).

The construction of the Urangan Pier and a supporting branch railway line in 1917 also made Urangan a viable residential area, including housing for railway and port workers, and flats for holiday makers. The collection of early housing styles in the precinct are concentrated largely along Dayman and Pilot streets. This area remained popular in the interwar and postwar periods, with a good selection of interwar and postwar housing styles and even new streets added in the early 1970s (for example, Prince and Hibiscus streets).

The Urangan Hotel burnt down in 1962 and this destructive event was a decisive end to the dominance of the precinct as a recreational attraction. A caravan park was built on the Urangan Esplanade in the mid-1950s and a motel adjacent to it in 1963. These two developments illustrated the shift away from hotels to accommodation built around the motor car, and the increasing popularity of the Esplanade.

Nonetheless, the reserve continued to be a popular camping ground and picnic spot. The campground also catered for caravans and was located where the ablution block and playground are now (the ablution block dates from when the ground was known as the Dayman Point Caravan Park). The continuing use of the camping ground and addition of caravans no doubt led to the construction of a service station on the corner of Kent and Pulgul streets (in the 1960s) and the Reef World Aquarium, built in the late 1970s or early 1980s (before 1981). The Dayman precinct has therefore retained some of its historic recreational function, based especially around Dayman Park.



# TORBANLEA PRECINCT

## PRECINCT MAP



## KEY CHARACTER ELEMENTS

Key character elements	Descriptions
<b>Architectural style</b>	Predominantly Victorian and Federation, with small number of Interwar Bungalow and Postwar Conventional housing.
<b>Business signage</b>	Very modest and complementary.
<b>Building materials</b>	Timber, fibro, corrugated iron.
<b>Building form and layout</b>	Mix of symmetrical and asymmetrical forms.
<b>Roof style</b>	Gable, Pyramid, Hipped and Bungalow.
<b>Setbacks</b>	Modest setback for few commercial buildings. Larger setback for residential properties, with the largest reserved for the elaborate Queenslanders in the northwest section of the town. Town blocks also have large side setbacks.
<b>Building height</b>	Predominantly one storey or raised.
<b>Orientation to the street</b>	Parallel to the street.
<b>Car parking / vehicle storage</b>	Single crossover with informal driveways to the side / rear of residential properties. Predominance of detached garages.

Key character elements	Descriptions
<b>Garden style</b>	Predominance of lawn and modest garden beds. Elaborate gardens for Managers' residences.
<b>Front boundary treatment</b>	Nil, or low, permeable front fencing constructed from timber palings or wire mesh with timber frame.

## CHARACTER STATEMENT

This precinct is an excellent example of a small, late 19<sup>th</sup> century town with commercial premises and community facilities, including a school and racecourse.

Coal was discovered near Torbanlea in the 1860s, but the first successful mining venture, the Torbanlea Colliery Company, did not appear until the 1880s. The Company established the town, subdividing land and building cottages. The school, Miners Arms Hotel and the railway station were in place by the end of the 1880s. The racecourse, located on the recreation reserve, was built in 1893. The Bruce Highway went through the town until the late 20<sup>th</sup> century.

Torbanlea has a clear urban structure. The urban and commercial centre of the town is located on the south side of the railway line and major community facilities, the school and racecourse, on the north side of the line. This demarcation is typical of small, rural towns.

The principal town core is also divided into areas, one for mining cottages (small allotments) and another for mine managers and other important residences (larger allotments). The delineation provides a symbolic and tangible separation of workers and bosses demonstrating 19<sup>th</sup> century class distinctions.

The smaller residential allotments form four distinct blocks with an open space in the centre, providing a central, civic place. The houses here are typically modest Victorian and Federation buildings, displaying a range of roof types (hipped, pyramid and bungalow) and some gabled cottages, with occasional Interwar Bungalow and Postwar Conventional infill. Landscaping is minimal.

Larger Victorian Queenslander houses are located to the north west. These houses are more elaborate than those found in the urban core. The significance of the houses is reflected in the garden landscaping, which is more substantial than the workers' residences. This area also includes a bowling club that dates to the mid-1920s.

The commercial core of the settlement is located on Robertson Street, based on proximity to the former railway station building (which is no longer extant). Buildings include the Miners Arms Hotel (1889) and small shops. The core of the Miner's Arms Hotel is a single storey structure with a hipped roof, typical of the late 19<sup>th</sup> century. The shops are all single-storey, front-facing gable structures with fibro or weatherboard cladding and awnings, a common style in small, early twentieth century towns.

The major social facilities are located on the north side of Burgowan Road. These are the school (established in 1887) and the racecourse (1893). The separation provides a further window into the design of the town as they are close to, but distinctly separated from, the town environ. The community hall is located where the railway facilities were once concentrated. It appears to have been moved here from a different location, possibly after the railway closed.



# BURRUM HEADS PRECINCT

## PRECINCT MAP



## KEY CHARACTER ELEMENTS

Key character elements	Descriptions
<b>Architectural style</b>	Predominantly Victorian, Federation and Postwar (Modern and Conventional), with small number of Interwar housing.
<b>Business signage</b>	Very modest and complementary.
<b>Building materials</b>	Timber, fibro and corrugated iron.
<b>Building form and layout</b>	Mix of symmetrical and asymmetrical forms.
<b>Roof style</b>	Gable, Pyramid, Hipped, Bungalow, Flat and Skillion.
<b>Setbacks</b>	Large setback for residential properties
<b>Building height</b>	Predominantly one storey or raised.
<b>Orientation to the street</b>	Parallel to the street.
<b>Car parking / vehicle storage</b>	Single crossover with informal driveways to the side / rear of residential properties. Predominance of detached garages and carports.
<b>Garden style</b>	Predominance of lawn and modest garden beds. Mature trees dot the landscape. Palm trees more recent addition to gardens.

Key character elements	Descriptions
<b>Front boundary treatment</b>	Nil, or low, permeable front fencing constructed from timber palings or wire mesh with timber frame.

## CHARACTER STATEMENT

This precinct is an excellent example of a small coastal resort that emerged in the late 19<sup>th</sup> century and developed substantially in the postwar period. It is especially important for its relatively intact concentration of Victorian and Federation houses, illustrating the early period of the town's growth and development as a seaside resort.

Burrum Heads was originally called Traveston (later Traviston). Surveyed in 1888, it became a popular seaside resort for residents of Howard and Torbanlea, which grew rapidly as a result of coal mining in the Burrum Coalfield. Residences were erected soon after survey, with observers noting several houses in the 1890s.

Residential development in the town appears to have slowed in the Interwar period, given the relatively small number of residences dating from that time. The settlement was renamed Burrum Heads in 1950 and a surge of new houses were built in the immediate Postwar period.

The growth prompted the formation by residents of an Anti-Progress Association in the 1970s to preserve the character of the town. While the town has continued to grow, the basis for the Association's perception of character is still evident in the historic core of the settlement, which is defined by historic houses and relaxed, informal streetscapes.

Burrum Heads is unique in that it has retained a large collection of Victorian and Federation era housing from its early period of growth as a resort for Howard and Torbanlea. This contrasts with Hervey Bay, for example, where many of the buildings dating from the earliest decades of the settlement are now gone.

Despite the predominance of prewar housing, Burrum Heads also includes a good sample of Postwar Modern and Conventional houses, with several excellent examples illustrative of Postwar architectural trends. Commercial buildings, concentrated in Burrum Street, tend to date from the early Postwar period, dominated by flat- and skillion-roofed buildings.



**Appendix 2 - Era Styles**

# FRASER COAST BUILDING STYLES

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## INTERWAR MODERN

### Approximate years

1930s – 1950s

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### Descriptions

The 1920s was a period of dynamic experimentation in architecture, fashion and art. The pastiche of styles that appeared at this time is referred to as 'Art Deco', after a 1925 exhibition held in Paris (although the term itself did not appear in print until the 1960s). The style influenced almost everything, from buildings, vehicles, furniture, radios and vacuum cleaners. It was especially prominent in America and associated with the explosion of Jazz music. Characterised by bold geometric shapes, zigzag and chevron motifs, and luxurious finishes, Art Deco reflected optimism in modernity.

The Art Deco of the 1920s changed in the 1930s and is broadly referred to as 'Streamline' or 'Streamline Moderne'. The style was influenced by the aerodynamic design of ships, cars and trains, which became important markers of technological advancement. Architects applied elements such as rounded corners, porthole windows and rendered brick to reflect the smooth, sleek and modern industrial designs. The rounded elements were contrasted with horizontal or diagonal lines added for decorative effect. Roofs could be flat or hipped and in commercial buildings were commonly hidden behind a parapet.

Streamline Moderne is a clearly identifiable influence on architecture in Hervey Bay. Although not as elaborate as buildings in southern capital cities, there are numerous examples of the style reflected in residential and commercial buildings. The design was never 'pure'; it also borrowed from other design movements, including the so-called International or Functionalist style, which was characterised by features such as unadorned brick and cantilevered concrete elements including balconies, hoods and roofs. Sometimes specific elements of the style were added as a decorative flourish to houses rather than a full-blown design influence. The style was popular well into the 1950s.

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### Elements

Hipped or flat roof, use of parapets. Tiled or corrugated roof material.

Brick veneer, typically (but not always) rendered. Render colour generally white or cream.

Streamline elements such as rendered surfaces, rounded corners and porthole windows.

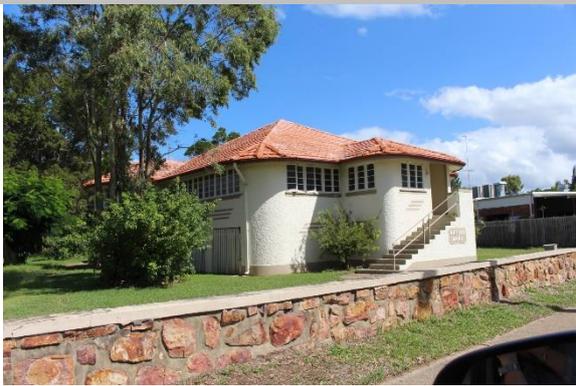
Decorative horizontal or diagonal motifs. Colour different to render for contrast.

Slim metal rails or balustrades.

Bright primary colours sometimes used to highlight doors, window frames and balustrades.

Casement windows.

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# FRASER COAST BUILDING STYLES

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## POSTWAR / CONVENTIONAL

### Approximate years

1940s – 1960s

### Description

House construction slowed dramatically during World War II. After the war ended, house designs were much simpler than the typical Queenslander because of austerity measures introduced by the Commonwealth government during the war.

The austerity measures were finally lifted in the early 1950s, but the newer house style remained as the demand for housing increased dramatically due to the post-war population boom. Many of the preferred styles were the same as those built in southern states, and from this time on the vernacular Queenslander effectively disappeared as a preferred affordable house design.

Early Postwar, or Conventional, houses were typically lowset, double or triple-fronted with a hipped roof. Wall cladding included weatherboard and chamferboard, and Fibro cement became increasingly popular. Roofs consisted of corrugated fibro cement or tiles.

The postwar house was typically set on stumps and in both lowset and highset versions the understory was concealed with skirting. The most radical and transformative change in the postwar Queensland house was the disappearance of the verandah, although this process was already evident in the Interwar Queensland vernacular.

The style was never fixed and the basic design varied. The style was increasingly built in brick veneer by the 1960s and the first lowset houses with a built-in garage began to appear at this time, presaging the modern brick veneer house built all around Australia from the late 20<sup>th</sup> century. Another popular, simple style was the rectangular house with a gable roof (box or open), which also became more elaborate over time.

The lawn became the primary landscaping feature, due to the widespread availability of petrol mowers. Landscaping tended to be simple and fencing low if present at all.

### Elements

Simple design with a distinct lack of ornamentation.

Double or triple-fronted house with low-pitched hipped roofs common.

Roof cladding typically consisted of corrugated fibro cement or tiles. Gable roofs on late 1950s to 1960s houses.

Fibro and chamferboard common, brick veneer increasingly popular from the late 1950s.

Casement windows.

Early examples tended to include detached garages if needed. Built-in garages increasingly common from the 1960s.

Brick fences to match brick veneer houses.

Relative lack of vegetation, primacy of lawn over gardens.

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# FRASER COAST BUILDING STYLES

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## POSTWAR MODERN

**Approximate years**

1950s – Present

**Descriptions**

The postwar period was defined by rapid growth and suburban expansion. Standards of living rose dramatically, the population boomed and almost everyone owned a car. While the so-called Postwar or Conventional house spread rapidly in the suburbs, homeowners and architects also began to experiment with new approaches to building design. The designs were in part a reaction to the standard, Postwar (Conventional) house, or the ubiquitous Queenslander. But they also responded to new ideas about living spaces, including demand for more light and open-planned living. These changes were influenced by international developments in architecture, art and technology, especially the space race and the beginning of space exploration; inspiration analogous to the development of the first modern architecture in the Interwar period.

While architect-designed Postwar Modern houses pushed the boundaries of the style, it was the beach house that became the defining image of the Postwar Modern house in Queensland. People had more leisure time and longer holidays than in the pre-war period. Combined with car ownership, living and holidaying at coastal towns was easier than ever before. This in turn created demand for small, inexpensive, modern houses that reflected the relaxed and informal nature of the contemporary coastal lifestyle.

There are various features that define the early Postwar Modern house in Hervey Bay. The most prominent is the roof design. Roofs tended to be flat, skillion, butterfly or low-pitched gable. The shortage of brick caused by wartime austerity measures encouraged the use of fibro cement sheeting and chamferboard. Abstract, geometric patterns and features were common, such as angled posts and fins that resembled space craft. Paint colours tended to be bright and bold. Landscaping was simple almost to the point of non-existence. Fences were rare, reinforcing the fact that life was lived at the beach, not the yard. Carports began to be attached to the house, replacing the detached garage.

The Postwar Modern house evolved as the century wore on. It grew bigger as incomes rose and entertainment needs changed. Houses began to be built with brick veneer and tile roofs. Garages were increasingly attached to the house, first under highset houses and by the 1970s even in lowset houses. Gardens also began to change. Lawns remained, but prominent examples were more formally designed, incorporating curves to offset the geometric focus or informality of earlier styles. Gardens began to incorporate formal planting too; for example, conifers in the 1960s and native plants like Grevillia cultivars in the 1970s. Nonetheless, some of the key characteristics of the modern house, like roof design, glazing and open planned living persisted and remain popular today.

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**Elements**

Flat, butterfly, skillion or low-pitch gable roof.

Extensive use of fibro cladding and chamferboard. Brick begins to appear more widely from the 1960s onward.

Relative lack of ornamental decoration.

Casement windows.

Bright colours for external and internal surfaces.

Car ports or garages underneath the house.

Angled posts, sometimes with fins.

Large areas of glazing in later examples.

Prominence of the lawn. Historically lack of vegetation. Fences low or non-existent. More formal landscaping from the 1960s onward.

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# FRASER COAST BUILDING STYLES

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## COMMERCIAL

**Approximate years**

1920s – 1970s

**Descriptions**

Commercial buildings in Hervey Bay were timber and tin (and sometimes fibro) in the early period of settlement, up until World War II. Commercial buildings generally assumed a traditional gable design with a parapet and awning, a style common in small, regional settlements throughout Queensland. These types of buildings continued to be built in the postwar period (for example, along Fraser Street), demonstrating the cost effectiveness and utility of the basic design. Although not typical, they were occasionally built in brick, as in the former Torquay Post Office (now Simply Wok).

Commercial buildings in the postwar period tended to be built in the Modern idiom. They were generally brick veneer, with the occasional use of fibro. Roofs were skillion or, more commonly, flat (Conventional styles used a hipped roof). The flat roofed rectangular building was popular from an early period; see for example the shops attached to the Pacific Palais (1954). There are prominent outliers designed in the Streamline idiom made popular in the 1930s, most notably Pacific Palais on the corner of Queens Road and the Esplanade.

Arcades grew in popularity from the 1970s, with examples in Main Street, Pialba, Scarness and Torquay. A distinctive design feature of coastal buildings from the 1970s was the flared, ribbed or scalloped parapet, common in seaside resorts like Hervey Bay, the Sunshine Coast and Gold Coast.

**Elements**

Tended to reflect common architectural design trends at the time of construction i.e. Federation, Interwar, Postwar Conventional and Modern.

Awnings and parapets in commercial buildings, with parapets often a distinctive ribbed or scalloped shape peculiar to coastal towns in the 1970s and 80s.







# FRASER COAST BUILDING STYLES

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## BOARDING HOUSES, FLATS & MOTELS

### Approximate years

1910s – 1980s

### Descriptions

Holiday accommodation in Hervey Bay began with hotels and boarding houses. Hotels located at Pialba, Scarness, Torquay and Urangan were large, tin and timber buildings consisting of a dining hall on the ground floor and accommodation on the first floor. Boarding houses assumed a variety of designs including one and two storey buildings.

As the popularity of the seaside resort grew, flats became more common. Initially, flats were most likely to refer to a single dwelling house let for accommodation. They could also be duplexes, a style common up until the mid-20<sup>th</sup> century and still visible today, especially along the Esplanade. Duplexes spanned architectural types common from the early 1900s through to the 1960s. Flats were typically built on a single residential block, just like boarding houses.

Flats became more substantial from the 1950s onward, a trend common in the seaside resorts in Queensland (including the Gold and Sunshine Coasts). Although the term ‘apartment’ is the commonly used term for this type of accommodation today, in Hervey Bay they were universally referred to as flats in the period. The buildings were rectangular or staggered, positioned across the front of block or perpendicular to the street. They tended to have flat or skillion roofs, reflecting the popular beach house. They were all two storeys.

The other form of holiday accommodation architecture that appeared around this time is the motel. A contraction of ‘motor’ and ‘hotel’, the style – derived from an American trend – became popular in Queensland resorts, most notably the Gold Coast. The perfect distillation of the car’s impact on postwar life, motels tended to be single storey and set perpendicular to the road to facilitate car access. Guests could park their cars directly outside their unit. They were built in a distinctly Postwar Modern idiom, including skillion roofs, bright colours and angled posts (including fins, in the case of the Reef Motel in Torquay). Some later, two storey flats were also called motels, presumably because they provided parking outside units.

Flats/motels continued to evolve in the 1970s and 80s, assuming an increasingly kitsch influence popular at the time, including themed buildings with distinct Mediterranean elements. They also started to get bigger, occupying more than a single allotment, foreshadowing the modern holiday apartment. The first ‘high rise’ holiday apartment in Hervey Bay, the Riviera Resort, was built in 1993.

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**Elements**

Tended to reflect common architectural design trends at the time of construction i.e. Federation, Interwar, Postwar Conventional and Modern.

Occupy a single residential block, which differentiates them from the larger, modern apartment resort.

Can be single or multiple dwelling. Includes duplexes. Larger examples tend to include swimming pools, generally at the front of the complex.

Postwar flats tend to be two storeys. Motels can be one or two storeys. Flats often arranged perpendicular to the street for car access and/or to maximise unit numbers.

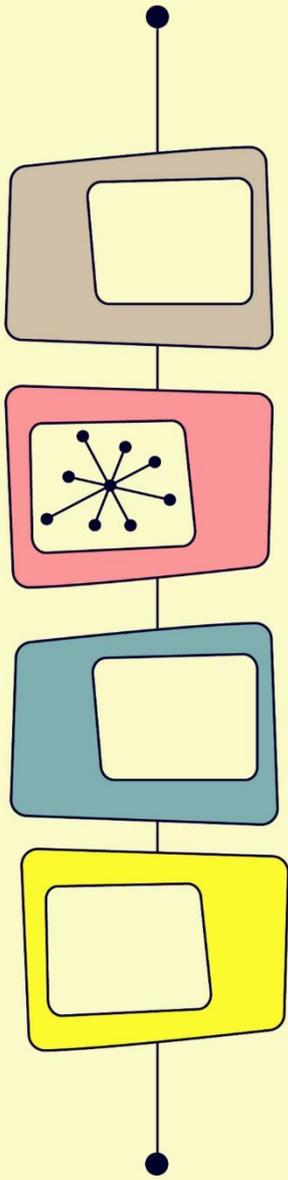
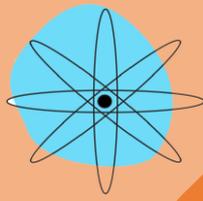
From the 1970s began to incorporate coastal kitsch elements such as themes (e.g. Tower Court).

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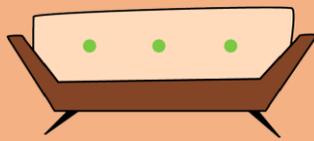
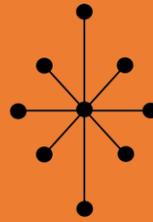
**Appendix 3 - Fact Sheet**



# *Hervey Bay*

## character

### Fact Sheet



*Retro!  
Modern!  
Art Deco!*

## Hervey Bay doesn't have character!

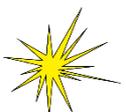
That is the first thing most people say if you tell them that Hervey Bay does in fact have character. But what is it? And how do you recognise it?

### ***What is character?***

We usually define character as:



Buildings which display architectural characteristics of a particular era, especially intact patterns and streetscapes that contain these buildings.



A neighbourhood in which the relationships between the various elements, including building types, era and spacing, the amount and type of vegetation and the street space are apparent, demonstrating a significant sense of place.

## ***Hervey Bay: The Seaside Resort***

Hervey Bay began as a small farming settlement in the 1870s. By this time Maryborough was a prominent town. People wanted to spend time by the sea and the first hotels and boarding houses opened in Pialba by the end of the decade. Although farming remained important, Hervey Bay's history and identity are defined by its popularity as a seaside resort.



Hervey Bay began to really grow when a railway was built from Colton to Pialba in 1896. The railway brought more visitors and holiday makers to the Bay. The Urangan Pier was built in 1917 and a branch railway was extended from Pialba to the pier. The small villages along the Esplanade - Scarness, Torquay and Urangan – began to grow, all with their own railway stations.

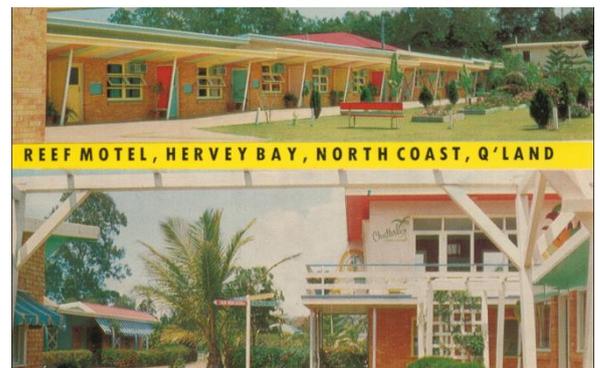


Hervey Bay in the 1930s had all the features of a modern resort. There were grand hotels in Pialba, Scarness, Torquay and Urangan; dance halls and picture theatres, including our very own

'Jazzland'; kiosks and cafes; and camping grounds and boarding houses.



However, the motor car had the biggest impact on Hervey Bay. After World War II, Australia's population boomed, incomes rose and employees enjoyed longer holidays. More people came to Hervey Bay by car and the accommodation changed to suit. Houses changed too, taking on new forms and vibrant colours.



Modern motels, flats and hotels sprung up along the Esplanade and the residential population increased. The Bay attracted investors and by the 1980s bigger resorts were planned, with the first highrise, 'Riviera', built in 1993.



## ***Hervey Bay's Character***

Hervey Bay is lucky in that it has buildings from the late 19<sup>th</sup> century through to kitsch motels from the 1970s and everything in-between. Our character is more than just buildings too; it includes our foreshore, former camping grounds and caravan parks. The examples below are only a selection of the common building styles found in Hervey Bay.

### **Federation**



Federation houses are the more typical 'Queenslander' style with a front or return verandah that most people are familiar with. There are no commercial buildings left from that period, but there is at least one boarding house! Federation-era houses tend to be located in Pialba and Urangan because of the railway and pier.

### **Interwar Bungalow**



Queensland's own housing style, the 'Queenslander', was updated in the Interwar period (1919-1939). Influenced by the Californian Bungalow, which

appeared in California in the 1910s, houses were designed with street-facing gables, porches and modern decorative features distinguishing it from the traditional Queenslander.

### **Art Deco Modern**



The 1920s was a period of dynamic experimentation in architecture, fashion and art. The pastiche of styles that appeared at this time is referred to as 'Art Deco'. The style influenced almost everything, from buildings, vehicles, furniture, radios and vacuum cleaners.

The most popular style in Hervey Bay was the 'Streamline', which appeared internationally in the 1930s. The style was influenced by the aerodynamic design of ships, cars and trains. Architects applied elements such as rounded corners, porthole windows and rendered brick to reflect the smooth, sleek and modern industrial designs

### **Postwar Modern**



The postwar period was defined by rapid growth and suburban expansion. Architects began to experiment with new approaches to building design. These changes were influenced by international developments in art and technology, especially the space race and the beginning of space exploration.

In coastal towns in Queensland the style was best represented by the so-called Beach House. Informal and inexpensive, it typified the postwar coastal lifestyle. Roofs tended to be flat, skillion, butterfly or low-pitched gable. Buildings were typically clad in fibro or narrow chamferboard. Abstract, geometric patterns and features were common, such as angled posts and fins that resembled space craft. Paint colours tended to be bright and bold.

A distinct form of holiday architecture that appeared in the 1950s is the motel. A contraction of 'motor' and 'hotel', the style became popular in Queensland resorts. It could be single or double storey.



## **Postwar Conventional**

House construction slowed dramatically during World War II. After the war ended, the majority of house designs

were much simpler compared to the typical Queensland house because of austerity measures introduced by the Commonwealth government during the war. Many of the new styles were the same as those built in southern states and from this time on the 'Queenslander' effectively disappeared as the preferred affordable house design.



Like the beach house, Conventional houses were typically built from fibro or chamferboard. The style was increasingly built with brick by the 1960s and the first lowset houses with a built-in garage began to appear in this decade, presaging the modern brick veneer house built all around Australia from the late 20th century. Another popular, simple style was the rectangular house with a gable roof.



*Now Showing*  
**Hervey Bay**

*More character!*  
*More excitement!*

Hopefully this fact sheet shows you that Hervey Bay has character, more than you might think. Keep a look out and you'll begin to spot character everywhere, especially skillion roofs and funky flats and motels. You never know what you might find...



Hotel Torquay. Hervey Bay, Q.

