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ASHFIELD CONSERVATION AREA

History

Ashfield was built by David Lambe in c1835 on 12 acres on which much of this conservation area is located. The original house was extended substantially by subsequent owners and the property became one of the most desirable in the district and Hobart. It was sub-divided in a number of stages from the late nineteenth century with the last major sub-divisions in the 1940s to create the sub-division in Queechy Pl and the excision of the rear land to construct a block of units.

The area of Ashfield and Stanley Streets and the bowling club was owned by Horace Watson (Keen's Curry) who sub-divided part of his holding in the 1890s including providing the land for the present bowling club.

Character and Description

This residential area is dominated by 'Ashfield' which takes a commanding position despite its sub-divided land.

Ashfield Street has a curved form and contains predominantly two storey houses, a number speculatively built, from the 1890-1910 period. The street terminates on Ashfield and there are slot views to Battery Point.

Margaret Street contains 1890s development on the western side with good views to the river, 'Ashfield' and its later sub-divisions on the other side of the street. The bowling club, now much altered from its original form, is at the bottom of the hill with views to the water. The lower section of Margaret Street is c1920 development with a very fine pair of timber two storey terrace houses with a substantial peppercorn tree in the carriageway.

Stanley Street, a street of small scale extending from Ashfield Street to the bowling club, contains an unusual group of attached workers cottages.

The other part of the precinct is Sayer Crescent and the land behind Ashfield. This features the very fine curved unit block that while out of character with Ashfield is a very good example of unit development from the 1960 period.

The urban form is determined by the sub-division of Ashfield which has resulted in the road pattern. The area is characterised by a small plateau overlooking the water with the land gently sloping to the north and steeper to the east overlooking the reclaimed foreshore areas.

Intrusions around the Heritage Conservation Area include unsympathetic alterations, and the extensive flat buildings built on the eastern side of the area. Recent commercial changes in Sandy Bay Road have degraded the Ashfield Street Sandy Bay Road area. Despite these intrusions, the Area retains a high level of integrity

with its predominant character as an area of detached and attached late Victorian and Federation style housing.

Heritage Significance

Ashfield Street Conservation Area is of significance for:

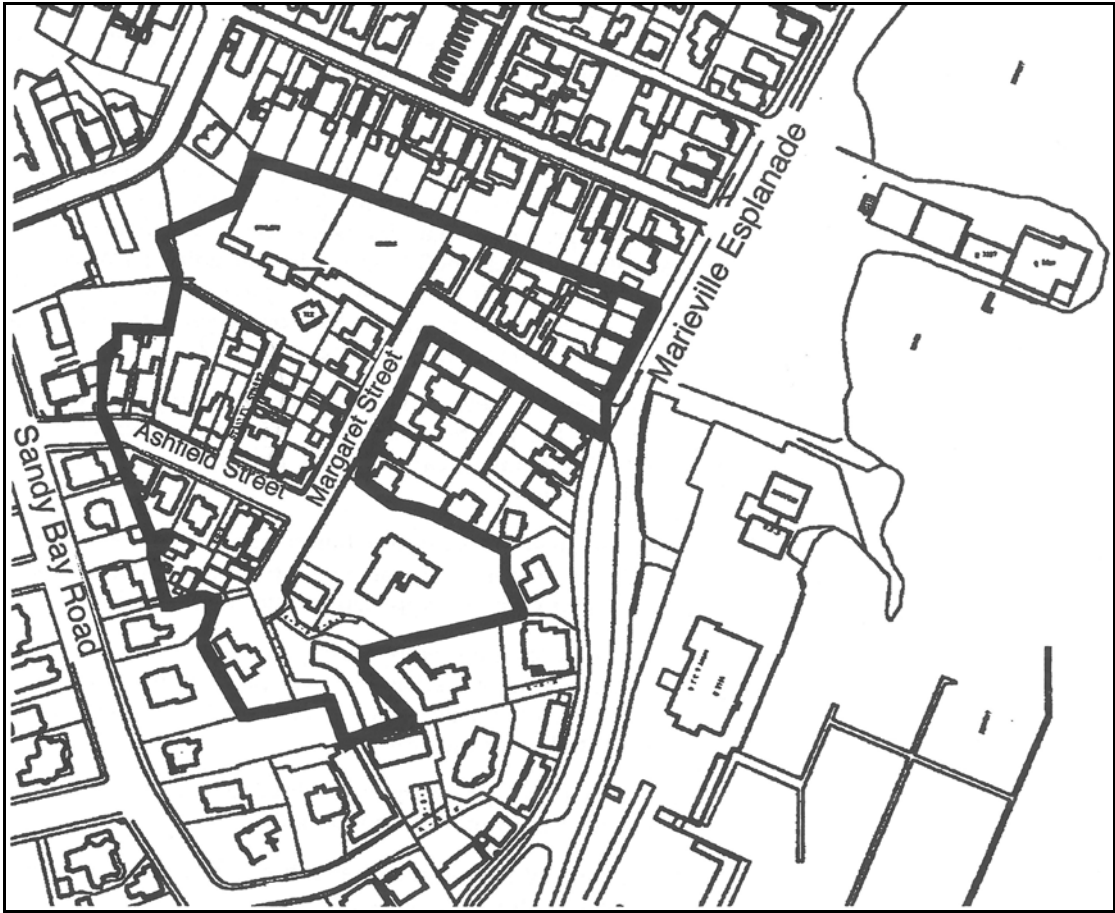
- 1 The important connection with the property Ashfield which has determined and dominated the development of the precinct.
- 2 The fine groups of houses in Ashfield and Margaret Streets.
- 3 The strong urban form seen in the various sub-divisions of the former estate.
- 4 The number of excellent individual houses located in groups and generally within the precinct.

Policy

The conservation policy for the Ashfield Conservation Area aims to:

- retain the predominant late nineteenth and early 20th century character of the area,
- retain the scale of single of one and two residential development
- maintain the current lot sizes without further sub-division
- conserve significant streetscape elements
- retain the traditional relationship of buildings to streets
- prohibit carports and garages on street frontages
- control new development to provide an appropriate scale and massing to adjacent development with an emphasis on vertical elements and limits on glazing and openings
- retain all existing housing stock built prior to 1930 as significant
- retain with minimal change all properties identified as heritage items
- retain garden settings
- retain original fences and provide new fences that are compatible with traditional forms and have a predominantly open form
- conserve the street plantings and in particular the peppercorn tree in Margaret Street

- Policy 1** Properties identified as heritage items shall be retained in their significant form. Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.
- Policy 2** The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.
- Policy 3** The planned appearance of buildings should be retained with verandahs being opened up and missing details reinstated with any applications for future work.
- Policy 4** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 6** Carports and garages may be added to sites but should not be added in front of the building line.
- The form of new ancillary structures should reflect the existing built forms of the site.
- Policy 7** No building in the conservation area constructed prior to 1930 shall be demolished unless Council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 8** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 9** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.
- Policy 10** Street trees are to be retained throughout the conservation area.
- Policy 11** No further sub-division of residential properties should take place within the conservation area.



ASHFIELD CONSERVATION AREA

BEACH ROAD CONSERVATION AREA

History

The land at Long Point had been subject to considerable controversy over alienation of the beach and public access. The sub-division on which these four houses were built was offered in 1907 as part of a 44 lot parcel. Only these 4 lots sold. Shortly after the Council bought the balance of the land for a picnic area and in 1908 the Legislative Council approved the waterfront road construction apparently resuming the frontages of these 4 lots.

The houses built originally (there are two further sub-divisions since that time) were substantial Federation houses facing the water.

The area of Long Point became popular after the introduction of trams in 1893 to Heathorn Avenue and to Beach Road in 1913.

Character and Description

This residential area is a small historically interesting precinct with three very fine Federation houses demonstrating the importance of the location and the wealth and status of the owners. These houses are amongst the finest in the lower Sandy Bay area

The urban form is determined by the flat land and the shaped waterfront with the houses oriented to the water to take advantage of views.

The group form an intrusion into the park area but set in large and well established grounds, fit comfortably into the precinct.

Heritage Significance

Beach Road Conservation Area is of significance for:

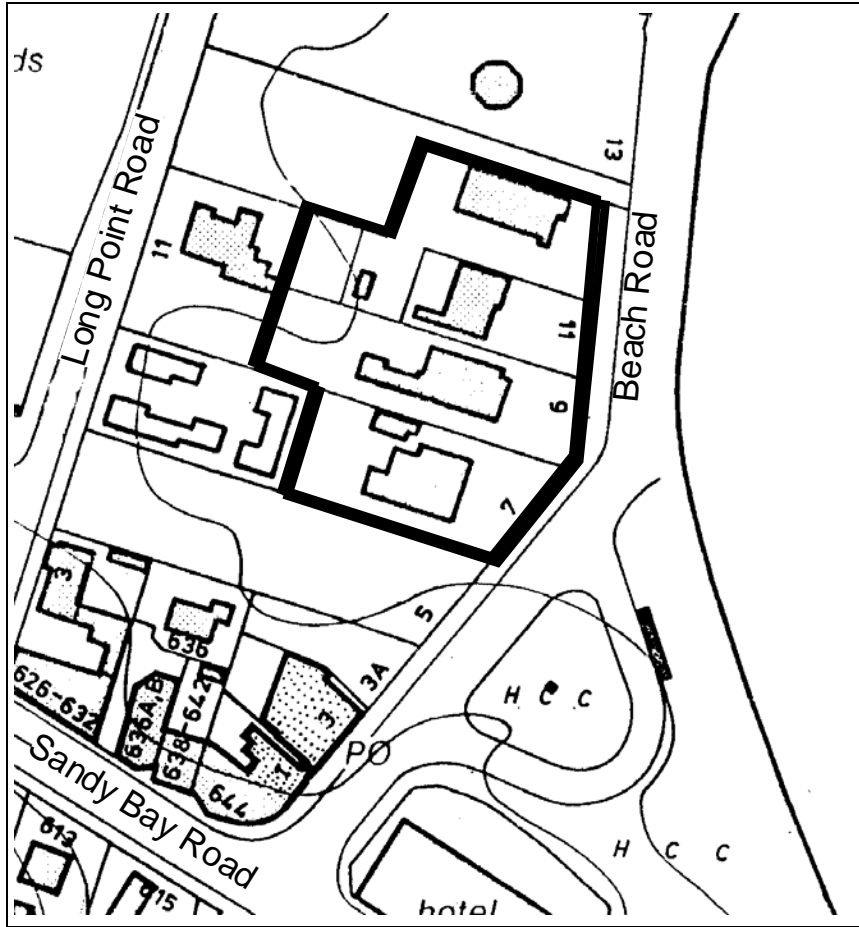
1. The historically significant pattern of development that was related to the formation of the park and the waterfront access
2. The high quality building stock which is largely intact set in well established grounds.

Policy

The conservation policy for the Beach Road Conservation Area aims to:

- retain the predominant early 20th century character of the buildings,
- maintain the current lot sizes
- prohibit carports and garages on street frontages
- retain all existing housing stock built prior to 1920 as significant
- retain garden settings

- Policy 1** The group should be retained with significant elements of the properties being retained in any future work.
- Policy 2** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 3** No building in the conservation area constructed prior to 1920 shall be demolished unless council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 4** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 5** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.



BEACH ROAD CONSERVATION AREA

DYNNYRNE ROAD CONSERVATION AREA

History

The Dynnyrne Road Conservation Area is located on the former dairy farm owned by John Gibbs Tolman from the late nineteenth century. The first subdivisions in Dynnyrne Rd took place in the early twentieth century on the eastern side of the road, with more modest development spec houses erected on the western side of the road in the 1910s. The construction of the Southern Outlet in the 1960s severely impacted the setting of the residences on the eastern side of the road.

Character and Description

This residential area is characterised by the steep slope along and across the street and the differing styles of building stock on either side of the street.

The dwellings on the eastern side of the street are medium sized double fronted weatherboard residences, often with dormers and predominantly with corrugated iron roofs. They are on large allotments and directly overlook the Southern Outlet. Addressing the east and set below road level they are difficult to see from the street. The houses on the western side are more modest single storey weatherboard cottages, slightly elevated, with typical gabled wings projecting to the street and adjacent verandahs.

The urban form is determined by the steeply sloping topography falling across and down the road with houses stepping down the hillside. The steep allotments determine the relationship of the houses to the street. The setting of the conservation area with its views to the Derwent and the backdrop of Mt Wellington makes an important contribution to its significance.

The Heritage Conservation Area is free of intrusions apart from high fences and street fronting garages.

Heritage Significance

Dynnyrne Road Conservation Area is of significance for:

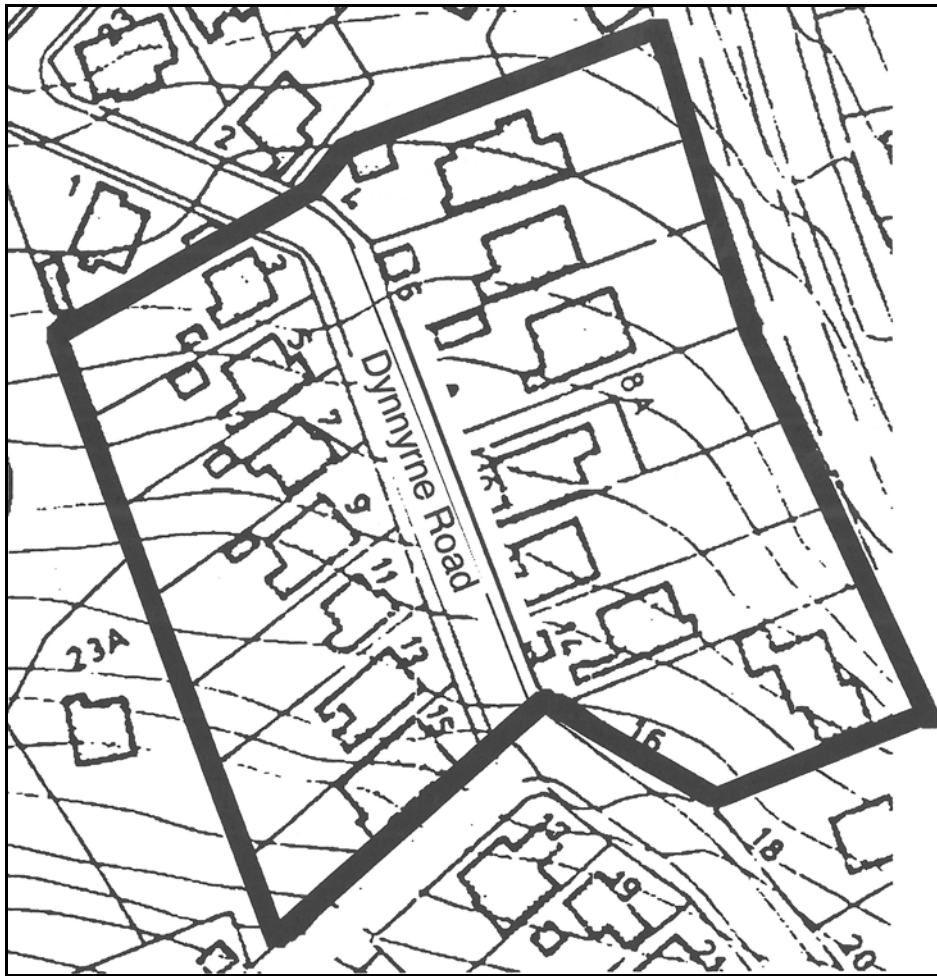
- 1 Its history as the first residential subdivision on Tolmans Hill
- 2 Its steep terrain and the stepped housing that defines the streetscape with its setting in relation to the Derwent River and Mt Wellington
- 3 The fine examples, both unusual and typical, of modest and medium scale housing and for the groups of consistent housing.

Policy

The conservation policy for the Dynnyrne Road Conservation Area aims to:

- retain the predominant early 20th century character of the area
- retain the general scale of single storey residential development
- maintain the current lot sizes
- retain the traditional relationship of buildings to streets
- encourage new developments, where appropriate, to maintain the use of the predominant and characteristic construction materials such brick and timber and iron or tiled roofs.
- prohibit carports and garages on street frontages
- control new development to provide an appropriate scale and massing to adjacent development with an emphasis on vertical elements and limits on glazing and window openings
- retain all existing housing stock except intrusive elements
- retain garden settings
- encourage the replacement of fences with more traditional fence forms and the retention of early fencing

- Policy 1** Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.
- Policy 2** The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.
- Policy 3** The predominant single storey form of development should be maintained with no upper floor additions over existing buildings within the precinct.
- Policy 4** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 5** Carports and garages may be added to sites but should not be added in front of the building line.
- Policy 6** No building in the conservation area shall be demolished unless council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 7** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 8** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.



DYNNYRNE ROAD CONSERVATION AREA

FITZROY PLACE CONSERVATION AREA

History

Fitzroy Place is one of the first developed areas of Sandy Bay appearing in the first maps of settlement of the area dating from the 1830s. Fitzroy Place was set out as a major street and had a number of significant houses from an early date. Byron Street, the main access into the Sandy Bay area, contained a number of early buildings including hotels, while the smaller scale streets behind showed a range of small colonial workers cottages of varying styles.

Later substantial Victorian houses such as Bishopscourt (No 26 Fitzroy Place—the first building on the site was erected in the 1830s), were built fronting Fitzroy Place.

The construction of the Regent Street extension in the mid twentieth century changed the character of this part of the precinct introducing more recent development at 30-34 Fitzroy Place and a different road pattern as Fitzroy Place was supplanted as the access road.

Character and Description

This residential area is characterised by the large amount of early buildings surviving within an almost intact early sub-division pattern. There is a strong hierarchy of streets with the dominant and impressive tree lined and wide Fitzroy Place, one of the most attractive and desirable streets in the locality. Byron Street sweeps past the former St George's cemetery. It has a strong Georgian form with stepped colonial hotels and gardens while the narrow back streets house the small scaled colonial workers cottages, established on a strong grid system.

The urban form is determined by the ridge top and sloping topography. This precinct is set high above Sandy Bay and strictly forms part of another area. All of the early building stock sits on top of the escarpment with the access down principally by footpath.

The sub-division pattern is clearly discernible, early houses easily overlay from the first sub-division plans.

Intrusions in and around the Heritage Conservation Area include unsympathetic alterations, sub-divisions around Manor Court and the excision of the rear of Bishopscourt for a very poorly conceived townhouse development in Montgomery Court.

The Conservation Area includes properties outside the study area.

Heritage Significance

Fitzroy Place Conservation Area is of significance for:

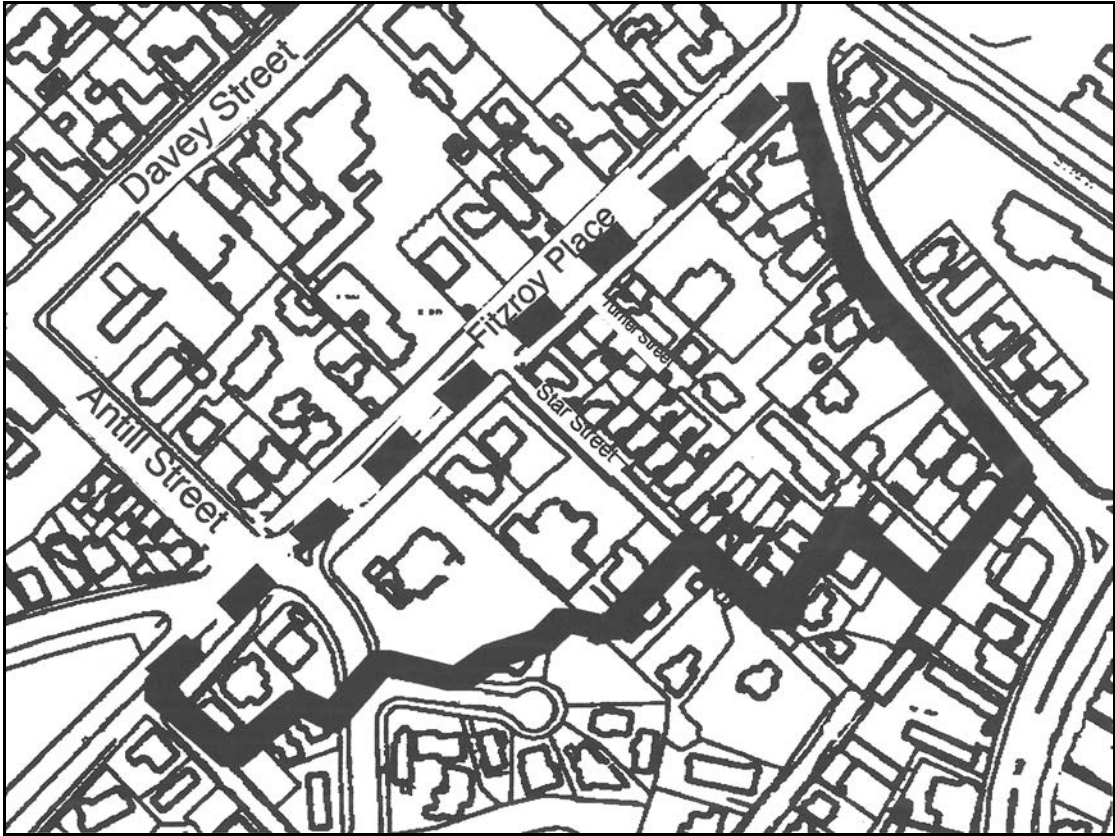
- 1 The large number of surviving colonial houses related to their original sub-division pattern.
- 2 The very fine Victorian houses set on large lots demonstrating the second major phase of development of the precinct.
- 3 The building stock being predominantly intact.
- 4 The impressive streetscape of Fitzroy Place.

Policy

The conservation policy for the Fitzroy Place Conservation Area aims to:

- retain the predominant early to mid 19th century character of the area,
- retain the scale of single residential development ranging in scale from one to two storey
- maintain the current lot sizes and discourage further sub-division
- conserve significant streetscape elements particularly Fitzroy Place
- retain the traditional relationship of buildings to streets
- retain and encourage new developments to maintain the use of the predominant and characteristic construction materials such brick and tiled roofs.
- prohibit carports and garages on street frontages
- control new development to provide an appropriate scale and massing to adjacent development with an emphasis on vertical elements and limits on glazing and openings
- retain all existing housing stock built prior to 1930 as significant
- retain with minimal change all properties identified as contributory and as heritage items
- retain garden settings and features
- retain traditional fences and require new fences to retain a traditional form with generally open appearance

- Policy 1** Properties identified as heritage items or contributory items shall be retained in their significant form. Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.
- Policy 2** The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.
- Policy 3** The surviving pre 1880 buildings should be conserved in their planned form externally when viewed from public areas.
- Policy 4** The predominant form of detached residential development should be maintained with no upper floor additions within the precinct.
- Policy 5** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 6** Carports and garages may be added to sites but should not be added in front of the building line.
- Policy 7** No building in the conservation area constructed prior to 1900 shall be demolished unless council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 8** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 9** Existing street formations, including footpath connections and changes of level are to be retained as key elements of the heritage character of the conservation area.
- Policy 10** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.



FITZROY PLACE CONSERVATION AREA

GOLF LINKS ESTATE CONSERVATION AREA

History

The Golf Links Estate was formed by the sub-division of the Sandy Bay Golf Links, predominantly between 1915 and 1922, with additional areas being added by 1928. The initial area was divided into 270 lots of 60' x 140' laid out in a regular pattern in accordance with reference to the garden city philosophies. This has been the largest single sub-division in Sandy Bay and forms one of the most consistent large groups of Edwardian housing in Hobart.

Character and Description

This residential area is characterised by several areas of differing development.

The upper slopes are characterised by smaller predominantly weatherboard cottages on smaller allotments. The lower slopes contain more substantial Californian bungalow style houses and some apartment blocks.

The lower section of Lord Street (between Grosvenor Street and Sandy Bay Road) has been identified as a separate conservation area and is of grander scale than the rest of the Golf Links Estate area. This precinct extends outside the original Estate boundary. It also contains the relocated Anglican church.

The Golf Links conservation area is marked by its steeply rising topography with streets falling more steeply at the top of the Estate and flattening out at the lower sections. This allows extensive views down streets from the upper sections.

Streets are wide with central lawn areas with extensive and important street tree plantings (the York Street trees have recently been removed by Council affecting the heritage value of this precinct). Streets feature some changes in levels to accommodate the topography and houses relate to the street boundary depending on the topography. There is a network of pedestrian links indicating the garden suburb movement influence and footpaths are wide.

Most of the housing stock is consistent and typical with several fine examples of particular styles. There are one or two early buildings of significance and a relatively small number of intrusions, mostly located on Regent Street with apartment buildings and commercial development.

Heritage Significance

The Golf Links Estate Conservation Area is of significance for:

- 1 Its value as the largest single sub-division in Sandy Bay with a very fine group of c 1920-1930 houses, the best such group in Hobart.
- 2 Its predominantly single storey Edwardian character with very intact streetscapes. The houses are all very good examples of Edwardian cottages and Californian Bungalow styles.
- 3 The predominantly intact building stock.
- 4 The connection of the site with the former golf links which is still readable in the sub-division pattern.

Policy

The conservation policy for the Golf Links Estate Conservation Area aims to:

- retain the predominant early 20th century character of the area,
- retain the scale of predominantly single storey residential development
- maintain the current lot sizes without further sub-division
- conserve significant streetscape elements such as kerbing, footpaths grass road islands and changes of levels and pedestrian laneways
- retain the traditional relationship of buildings to streets
- retain and encourage new developments to maintain the use of the predominant and characteristic construction materials such brick and tiled roofs.
- prohibit carports and garages on street frontages
- control new development to provide and appropriate scale and massing to adjacent development with an emphasis on vertical elements, limits on glazing and openings
- retain all existing housing stock built prior to 1930 as significant
- retain with minimal change all properties identified as contributory and as heritage items
- retain garden settings
- retain original fencing and ensure that new fencing is compatible with low height open fencing

- Policy 1** Properties identified as heritage items shall be retained in their significant form. Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.
- Policy 2** The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.
- Policy 3** The predominant single storey form of development should be maintained with no upper floor additions within the precinct.
- Policy 4** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 5** Carports and garages may be added to sites but should not be added in front of the building line.
- Policy 6** No building in the conservation area constructed prior to 1930 shall be demolished unless council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 7** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 8** Existing street formations, including split and changes of level are to be retained as key elements of the heritage character of the conservation area. Key elements such as grassed street areas and street trees should be retained and maintained.
- Policy 9** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.



GOLF LINKS ESTATE CONSERVATION AREA

LAMBERT AVENUE CONSERVATION AREA

History

Lambert Avenue was created in 1895 at the same time as the creation of Lambert Park. The upper section of the street was sub-divided for large housing with the predominant period of construction being around 1910.

The land for the sub-division and park was owned by Sir Lambert Dobson.

Character and Description

This residential area is characterised by consistent medium and larger scaled houses, set well back along the eastern side and the lower part of the western side of the street. The houses in the upper part of the street enjoy views across Queenborough Recreation Area and Lambert Park. The area demonstrates considerable integrity, with most of the original housing stock surviving and the infill buildings from the Inter-war period being of high quality. Lot sizes are large with considerable sub-division to create a layer of battle-axed blocks.

Dwellings are large and freestanding set in extensive and well maintained gardens and are interspersed with some large intrusive modern designed buildings. The buildings are a mix of single and two storey.

The buildings are generally constructed of face brickwork with brick or sandstone bases, often with stucco and pebble dash upper courses above projecting string courses and Federation detailing. The more modest cottages on the northern side of the street which are set down slightly from the road are of timber construction, typical of cottage construction.

Most houses have brick chimneys with terracotta chimney pots as part of their formal composition. Roofs are mostly intact terracotta tile with a small number of slate roofs, with some roofs having been inappropriately replaced with concrete roofing tiles.

An interesting feature of the street is the pair of Postwar apartment buildings dating from 1941-2 with curved fronts and parapet forms which are excellent examples of the style and which fit well into the precinct.

The urban form is determined by the sloping topography with the houses on the high side of the road set well back and obliquely to the road to obtain extensive views. The pattern of development in the lower section of the road is more regular.

The lower section of the road has a fine streetscape of mature street trees.

Intrusions within the Heritage Conservation Area include unsympathetic alterations, painted brickwork, inappropriate fencing and several contemporary buildings of a non-compatible form. Despite these intrusions, the Area retains a high level of integrity with its predominant character as an area of detached predominantly Federation housing.

Heritage Significance

Lambert Avenue Conservation Area is of significance:

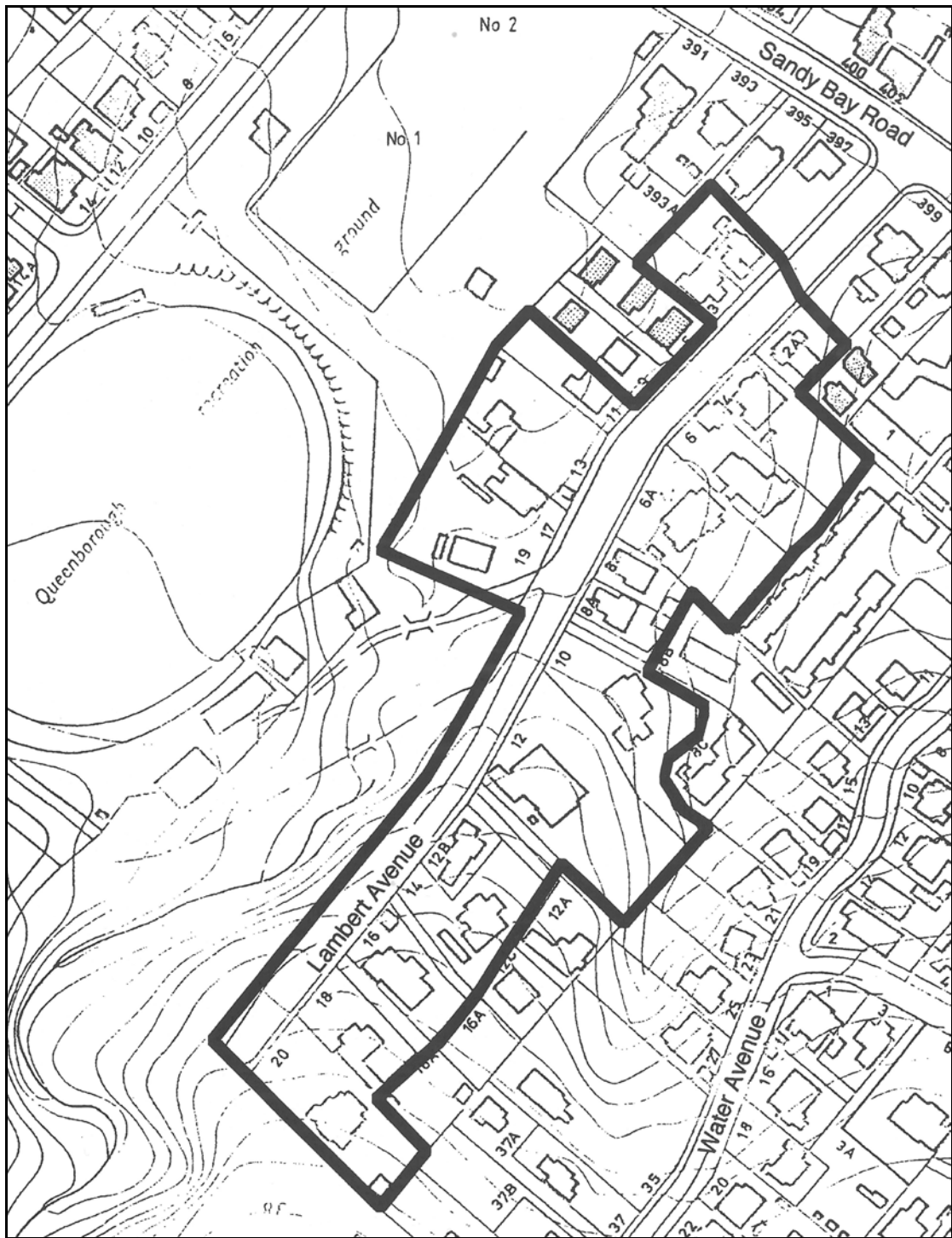
- 1 For its high level of integrity as an early sub-division of the area which has maintained its predominant large lot sizes, impressive Federation housing stock and setting seen against the park and recreation area. The setting remains virtually unchanged since the sub-division was created.
- 2 For the mature and extensive gardens and street plantings that give the area a distinctive garden character
- 3 For the high quality and consistency of the building stock extending away from Sandy Bay Road where most of the major housing groups were located at this period.
- 4 The area is of value as it represents a sub-division geographically defined by the topography. The sub-division pattern is a direct response to that topography. This is seen in both the stepped and elevated housing forms used.

Policy

The conservation policy for the Lambert Street Conservation Area aims to:

- retain the predominant early 20th century character of the area,
- retain the scale of single and two storey residential development
- maintain the current lot sizes without further reduction or sub-division
- conserve significant streetscape elements such as tree plantings
- retain the traditional relationship of buildings to the street
- retain and encourage new developments to maintain the use of the predominant and characteristic construction materials such brick and tiled roofs.
- discourage carports and garages on or near street frontages
- control new development to provide an appropriate scale and massing to adjacent development
- retain all existing housing stock built prior to 1945 as significant
- retain with minimal change all properties identified as contributory and as heritage items
- retain garden settings
- conserve original fencing and provide new open fencing that is compatible with the earlier fencing

- Policy 1** Properties identified as heritage items shall be retained in their significant form. Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.
- Policy 2** The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.
- Policy 3** The predominantly Federation character of the street should be retained
- Policy 4** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 5** Carports and garages may be added to sites but should not be added in front of the building line.
- The form of new ancillary structures should reflect the existing built forms of the site.
- Policy 9** No building in the conservation area constructed prior to 1945 shall be demolished unless council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 10** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 11** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.



LAMBERT AVENUE CONSERVATION AREA

MANING AVENUE CONSERVATION AREA

History

This precinct is located on the Maning family property, Redknights, which was first sub-divided around 1895. The estate was sub-divided around Redknights house and the properties in this conservation area were fronting the new Maning Avenue immediately adjacent to Sandy Bay Road with views to the river to the east.

The sub-division used lots 10 to 13 with a section of road and re-sub-divided to form 5 lots developed around the same period.

Character and Description

This small residential area is characterised by consistent medium scaled Federation houses, set well back and along the western edge above the street with. The area demonstrates considerable integrity.

The buildings are generally constructed of face brickwork with tiled roofs and typical Federation detailing.

Most houses have brick chimneys with terra-cotta chimney pots as part of their formal composition.

The urban form is determined by the sloping topography with the houses set above the street to take advantage of the views.

Heritage Significance

Maning Avenue Conservation Area is of significance:

- 1 As a small intact group of Federation houses of medium scale constructed on the sub-division of a major early property in the district that demonstrates changing patterns of development and urbanisation of Sandy Bay.

Policy

The conservation policy for the Maning Avenue Conservation Area aims to:

- retain the existing residences in their garden settings,
- retain the scale of single storey residential development
- maintain the current lot sizes
- retain the relationship of buildings to streets
- not allow carports and garages on street frontages

Policy 1

The existing houses should be retained in their garden settings with the significant heritage features retained and conserved.

Policy 2

The lots shall not be sub-divided

Policy 3

Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.



MANING AVENUE CONSERVATION AREA

NUTGROVE BEACH CONSERVATION AREA

History

These houses were built on land sub-divided in c1910. Mrs Golding's residence (of the Heathorn family of the nearby SAndown Estate) at 572 Sandy Bay Road was soon flanked by houses belonging to her married daughters' families.

Character and Description

This small residential area comprises 5 waterfront properties accessed by long driveways from Sandy Bay Road. They are surrounded by reserve land on the waterfront and to each side. The houses are oriented to the water with four of the buildings located close to the waterfront boundary to take advantage of the views.

The buildings are generally constructed of brickwork with tiled roofs and are of late Federation style.

The buildings only relate to the waterfront and have no relationship to Sandy Bay Road. They are built on the flat area which extends through Nutgrove which makes them non-typical of the generally sloping development in the area.

Heritage Significance

Nutgrove Beach Conservation Area is of significance for:

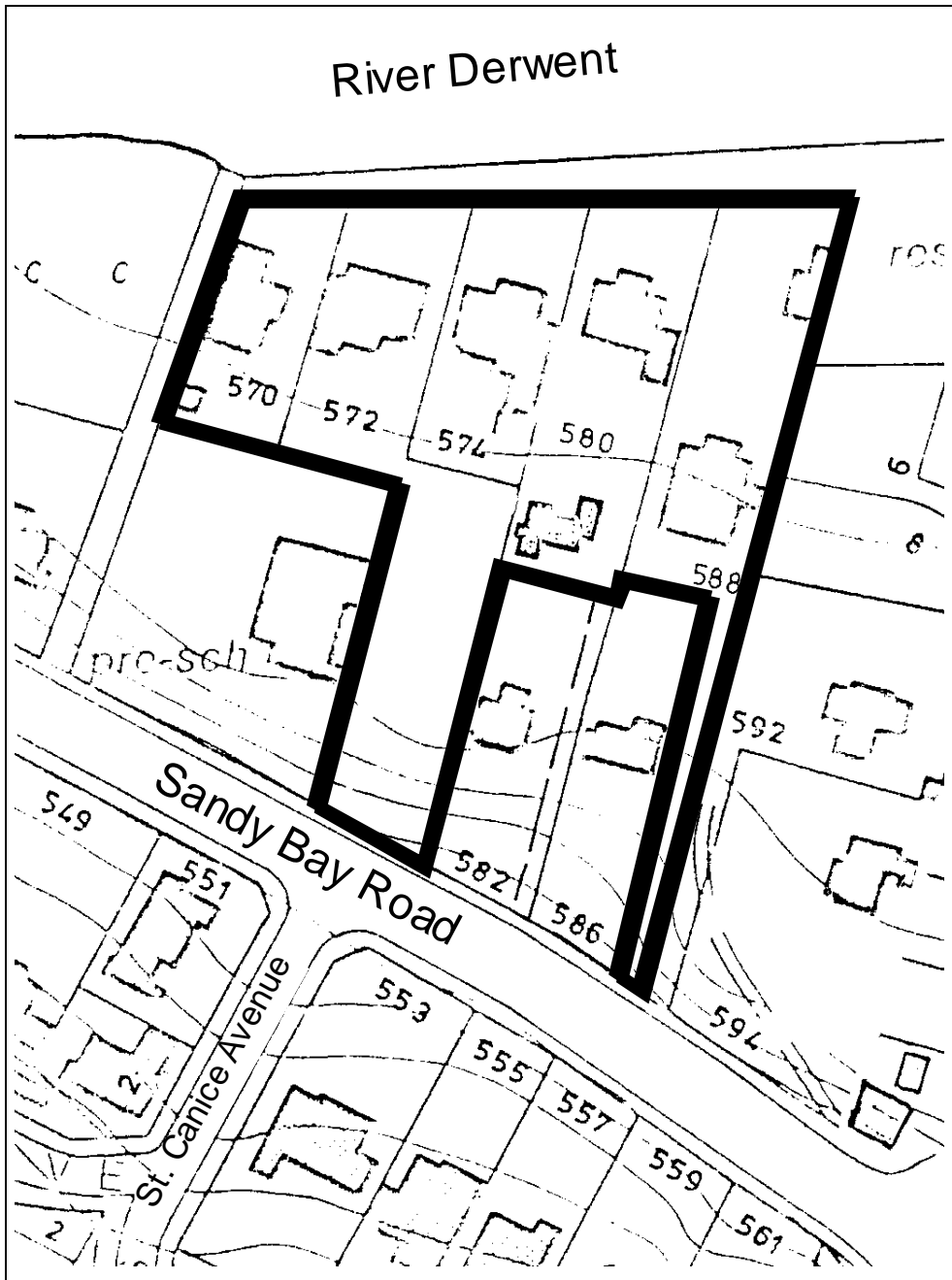
- 1 A fine group of waterfront residences from one period of development and sub-division.
- 2 Demonstrating patterns of sub-division on the waterfront.
- 3 The relatively intact form of the buildings.

Policy

The conservation policy for the Nutgrove Beach Conservation Area aims to:

- retain the predominant early 20th century character of the area,
- retain the scale of single storey residential development
- control new development to provide an appropriate scale and massing to adjacent development
- retain the existing houses
- retain with minimal change the heritage item
- retain garden settings
- surrounding reserves should be maintained as undeveloped open space

- Policy 1** The properties identified as a heritage item shall be retained in its significant form. The building may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work shall be accompanied by a detailed heritage impact statement.
- Policy 2** The predominant single storey form of development should be maintained with no upper floor additions to the existing house forms.
- Policy 3** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 4** No building in the conservation area shall be demolished unless council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 5** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 6** Council shall maintain the foreshore reserve as public open space without the the development of buildings or facilities.



NUTGROVE BEACH CONSERVATION AREA

NUTGROVE-SANDOWN CONSERVATION AREA

History

The farm known as Nutgrove was purchased in the 1880s by John Read from Kinvarra at Plenty who built the timber house Nutgrove. The adjacent property Sandown, the holiday retreat and later residence of the Heathorn family from the 1890s, forms the earlier part of the area. Sandown was sub-divided around 1919 and Nutgrove in the 1930s. Much of the existing housing stock is from these periods of subdivision.

The boundary between Nutgrove and Sandown Estates, which is marked by the rear boundaries separating the properties fronting Nutgrove and Heathorn Aves, was the original land grant boundary. Prior to subdivision the boundary featured a row of walnut trees which gave the area its name.

Character and Description

This residential area is characterised by Federation brick homes on the Sandown Estate area and Inter-war brick homes on the Nutgrove and parts of the Sandown Estate. A number of the houses are very fine examples of the various styles represented.

The sub-division pattern is regular with the streets slightly off a grid pattern reflecting the relationship of the land to Sandy Bay Road. The land is flat which is unusual for Sandy Bay, this being one of the very few such sub-divisions.

Most houses are dark brick with terracotta tiled roofs, the use of decorative brickwork on the facades, use of small parapeted roofs, steep roofs, low pitched roofs and an integrated approach to house, garage and fence designs. The buildings are set in pleasant gardens with a strong suburban character

Intrusions within the Heritage Conservation Area include some unsympathetic alterations, several recent houses that are out of character with the precinct and a small amount of sub-division. Most of the intrusive elements border the area and are located facing the water or along Sandy Bay Road where several apartment buildings have been constructed.

The immediately adjacent Sandown Park and beachfront gives the northern edge of the area a strong recreational character and enhances the amenity of the precinct. It also isolates the area from other residential development giving a village character,

Heritage Significance

Nutgrove-Sandown Conservation Area is of significance:

- 1 For its highly intact Federation and Interwar building stock and sub-division patterns reflecting the original land grants and the last major sub-divisions along the lower section of Sandy Bay.
- 2 For the examples of very fine Federation and Interwar housing located in key positions in the Precinct.

Policy

The conservation policy for the Nutgrove-Sandown Conservation Area aims to:

- retain the predominant Federation and Interwar character of the area,
- retain the predominantly single storey scale of residential development
- maintain the current lot sizes without further sub-division
- conserve the significant streetscape and urban form of the area including traditional fencing and gardens
- not allow carports and garages on street frontages
- control new development to provide an appropriate scale and massing in relation to adjacent development
- retain all existing housing stock built prior to 1950 as significant
- retain with minimal change all properties identified as contributory and as heritage items
- not allow first floor additions to intact single storey houses
- maintain the traditional low fence forms with the use of traditional materials and styles in the area

Policy 1

Properties identified as heritage items shall be retained in their significant form. Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.

Policy 2

The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.

Policy 3

The Federation and Interwar character of Nutgrove should not be altered.

Policy 4

The predominant single storey form of development should be maintained with no upper floor additions within the precinct over existing building forms.

Policy 5

Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.

Policy 6

Carports and garages may be added to sites but should not be added in front of the building line.

Policy 7

No building in the conservation area constructed prior to 1950 shall be demolished unless council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.

Policy 8

New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.

Policy 9

Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.

Policy 10

No further sub-division of residential properties should take place within the conservation area.

PILLINGER STREET CONSERVATION AREA

History

Pillinger Street appeared as an early track leading from the end of Fitzroy Place to Proctors Road. Two buildings are shown on the 1858 Jarman map, although there is little indication of other building activity until late in the century. The sub-division of the high side of King Street took place from the 1880s with large blocks extending through to Pillinger Street, many of these were later sub-divided to form frontages to Pillinger Street. There appear to have been three sub-divisions on the lower side of the street backing onto the rivulet.

Character and Description

This residential area is characterised by the long curving form of the street and the differing relationships of lots and buildings to the street. This is seen in the oblique blocks at either end of the street and the more regular and large lots in the centre.

The oldest surviving building is in the centre of the street (no 20) which is set obliquely to the sub-division marking the difference in its pattern. The houses below this are modest and small scale. Further up the hill the buildings are larger with several very fine turn of the century houses.

The urban form is determined by the sloping topography enhanced by the curved road form with houses stepping down the hillside

Intrusions within the Heritage Conservation Area include unsympathetic alterations, unsuitable fencing and, at the top of the road, a poor quality infill unit and townhouse development.

Heritage Significance

Pillinger Street Conservation Area is of significance for:

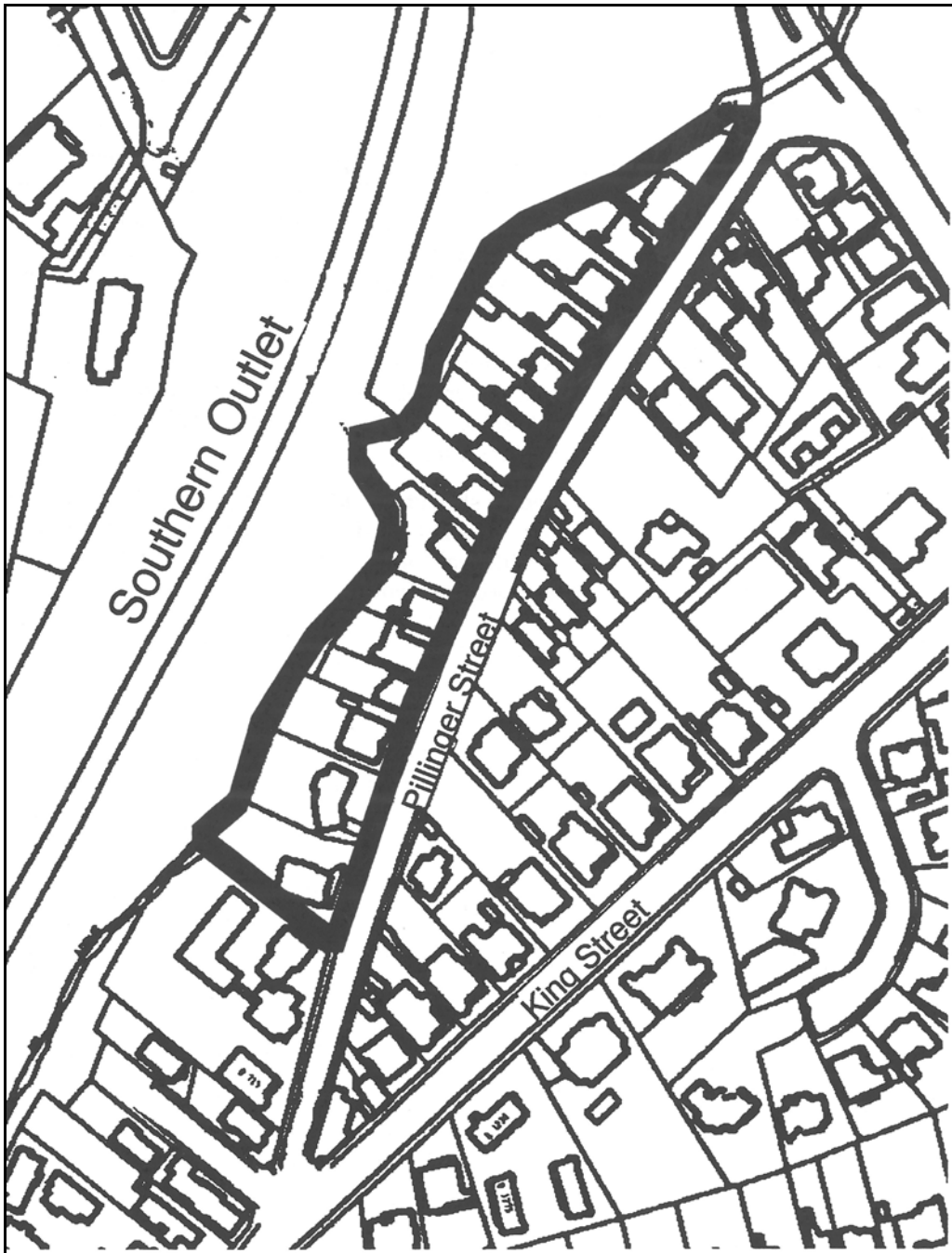
- 1 Its function as an early route to Proctors Road
- 2 Its strong curving form and the stepped housing that defines the streetscape with the houses relating to the rivulet behind
- 3 The fine examples, both unusual and typical, of modest and medium scale housing and for the groups of consistent housing.

Policy

The conservation policy for the Pillinger Street Conservation Area aims to:

- retain the predominant early 20th century character of the area
- retain the general scale of single storey residential development
- maintain the current lot sizes
- retain the traditional relationship of buildings to streets
- encourage new developments, where appropriate, to maintain the use of the predominant and characteristic construction materials such brick and timber and iron or tiled roofs.
- prohibit carports and garages on street frontages
- control new development to provide an appropriate scale and massing to adjacent development with an emphasis on vertical elements and limits on glazing and window openings
- retain all existing housing stock except intrusive elements
- retain with minimal change all properties identified as heritage items
- retain garden settings
- encourage the replacement of fences with more traditional fence forms and the retention of early fencing

- Policy 1** Properties identified as heritage items shall be retained in their significant form. Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.
- Policy 2** The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.
- Policy 3** The predominant single storey form of development should be maintained with no upper floor additions over existing buildings within the precinct.
- Policy 4** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 5** Carports and garages may be added to sites but should not be added in front of the building line.
- Policy 6** No building in the conservation area shall be demolished unless council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 7** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 8** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.



PILLINGER STREET CONSERVATION AREA

QUAYLE-KING STREET CONSERVATION AREA

History

This conservation area occupies land forming part of the early Beaumont Farm which was acquired by Frederick Bell in the late 1830s. He lived near the water at the end of King Street and by 1839 had commenced sub-division of his holding. He also acquired part of Ashfield Estate on which he built his baths. Bell laid out the street pattern and spasmodically but mostly unsuccessfully tried to sell his sub-divided allotments. The major suburban development of the area took place between 1890 and 1920 with some small pockets being developed into the 1930s and 1940s.

Character and Description

This is a large conservation area that forms part of the broader conservation area extending across much of upper Sandy Bay east of Sandy Bay Rd. It is defined by the steep hill at the back of Quayle Street which separates Battery Point from Sandy Bay visually and physically, King Street which formed the boundary of the former Ashfield Estate, the waterfront now reclaimed and the natural division of Sandy Bay Road and the retail commercial area fronting it which has resulted in the loss of much of the significant fabric in that area.

The area is traversed by the rivulet which forms a natural barrier and is characterised by three long descending streets leading from the main road. King and Queen Streets are the early streets crossed by Russell and Princess Streets. The early housing is found in these streets with the later streets including Quayle Street reflecting the various stages of development of the area.

Intrusions around the Heritage Conservation Area include unsympathetic alterations to a number of houses and second floor additions and attic room conversions. There are also a number of intrusive developments including townhouses some individual houses and much of the commercial development along Sandy Bay Road.

The major streets are:

King Street which curves for its top section but which has now lost one side of housing to Magnet Court. The character of the street is predominantly single storey cottages with some key two storey buildings marking changes in direction. There are views down the street to the water from the lower section. Key features are the terrace group on the corner of Nixon Street, No 30 and No 11 and the very interesting early timber house on the corner of Russell Street. The 1960s units are intrusive.

Queen Street features predominantly single storey cottages of various ages stepping down the street towards the water. The street is in two straight sections with a major change in direction in the centre. Buildings are close to the street alignment and have consistent forms. Each section of the street has a termination, the upper section by the bend on the road and a large cypress tree

and a series of chimneys, the lower section terminates with views to the water. The buildings vary in age from around 1850 to 1920. The character of the street changes at Princes Street with the lower blocks sub-divided obliquely to the street pattern resulting in stepped facades. There is a small area of later development including several intrusive unit developments.

Nixon Street is a short contained street which features the only terrace building in the area and a number of individually fine houses of brick and timber construction. It terminates in houses to the west and Battery Point to the east with slot views to the water. It is an unusual street with the dominant terrace form and one of the few streets where the houses are set up from street level.

Balmoral Street slopes down to the north with a vista to the slopes of Battery Point. The houses are single storey and are of later construction as the street was developed in the late nineteenth and early twentieth centuries. The housing is highly consistent, modest in scale and represents early Federation speculative building.

Princes Street is in two sections. The older and upper section has been altered by the construction of Magna Court and forms the side of a number of buildings. The lower section to Quayle Street is a later addition and is characterised by Interwar period housing with a typical curvilinear form and splayed blocks.

Marsden Street, formerly Pier Street, now appears as a laneway rather than a street having only three properties fronting it. It slopes gently towards the water the vista terminating on the present foreshore buildings and on the houses in Nixon Street at the top end.

Quayle Street is the other major street extending from Sandy Bay Road to the water. It has mixed character with late Victorian timber housing on the slopes of Battery Point hill set up from the road and the road itself featuring split levels and split carriageway to traverse the rivulet in the lower sections. There is infill townhouse development in the lower section that is intrusive and out of character with the area. A fine group of speculative houses is seen at Nos 32 - 46 in the upper section demonstrating the change from timber to brick construction around 1918 with the change in the building act. This group is one of the best representative groups of this type of development in the area. The street contains mature street trees which give it much of its character along with the random level changes and split carriageway.

Marieville Esplanade contains a fine group of houses interspersed with houses that have undergone major changes and upgrades. The relationship of houses to the water has dramatically changed with large scale reclamations which has changed the heritage character of the area.

A small group of two storey early twentieth century townhouses line Sandy Bay Rd opposite Byron St (nos 116-128). The houses are on small lots, have a strong relationship to the street and show a contiguity of style and proportion.

Heritage Significance

Quayle to King Street Conservation Area is of significance for:

- 1 The early sub-division pattern of the main streets enhanced by the later street additions to form a coherent area of high integrity.
- 2 The very fine examples of various periods of housing often seen in well established gardens and settings.
- 3 The consistency of housing forms and the relatively low level of intrusive elements.
- 4 The high visual integrity of the streetscapes and the mix of development that allows the historical layers and development of the area to be seen and understood.

Policy

The conservation policy for the Quayle to King Street Conservation Area aims to:

- retain the predominant late nineteenth and early twentieth century character of the area,
- retain the scale of mixed single and two storey attached and detached residential development
- maintain the current lot sizes and discourage amalgamation of blocks for larger developments
- conserve significant streetscape elements such as kerbing, changes of levels, street plantings and street forms
- retain the traditional relationship of buildings to streets in the various precincts
- encourage new infill developments where appropriate to maintain the use of the predominant and characteristic construction materials such as brick and slate, iron or tiled roofs.
- prohibit carports and garages on street frontages
- control new development to provide an appropriate scale and massing to adjacent development with an emphasis on vertical elements and limits on glazing and openings in walls
- retain all existing housing stock built prior to 1920 as significant
- retain with minimal change all properties identified as contributory and as heritage items and encourage their conservation and maintenance
- retain garden settings
- retain original fences and require new fencing to conform with traditional fencing forms and patterns

- Policy 1** Properties identified as heritage items shall be retained in their significant form. Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.
- Policy 2** The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.
- Policy 3** The predominant single storey form of development should be maintained with no upper floor additions to existing houses within the precinct.
- Two storey buildings may be permitted where there are existing two storey buildings in the immediate locality and where they will not impact on the overall pattern of development in the area.
- Policy 4** The planned appearance of buildings should be retained with verandahs being opened up and missing details reinstated with any applications for future work.
- Policy 5** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 6** Carports and garages may be added to sites but should not be added in front of the building line.
- The form of new ancillary structures should reflect the existing built forms of the site.
- Policy 7** No building in the conservation area constructed prior to 1930 shall be demolished unless Council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 8** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 9** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.
- Policy 10** No further sub-division of residential properties should take place within the conservation area.
- Policy 11** Council should consider changing the name of Marsden Street back to Pier Street in recognition of the historical relationship of the street to the early pier.



QUAYLE-KING STREET CONSERVATION AREA

QUORN STREET CONSERVATION AREA

History

Located on land granted to Ann Hussey in 1808, the area was purchased by the Lord family in the 1820s. It remained largely farmland until the late nineteenth century when Lower Sandy Bay became a popular residential area for wealthy Hobartians following the introduction of tram services. Initial development within the conservation area was along Nelson Rd and Earl St. Quorn St and David Ave had been constructed by 1920 and the major development along them occurred in the Interwar period.

Character and Description

This residential area is characterised by Federation brick homes along Nelson Rd and Earl St and Interwar brick homes on Quorn St and David Ave. A number of the houses are very fine examples of the various styles represented.

The sub-division pattern is a regular grid pattern with slightly larger than normal blocks, particularly on Earl St and the eastern side of Quorn St. The land rises slightly from the north and south to peak at David Ave.

Houses in lower Earl St are substantial brick Federation era residences of one and two storeys with terracotta tile roofs, bay and oriel windows and roughcast upper courses. They are picturesque in style and are set in fine established gardens on large allotments. Upper Earl St residences are slightly later and less substantial. Nelson Rd houses are of similar vintage but are smaller in scale. They are largely of brick with terracotta tile and corrugated iron roofs.

Most houses in Quorn St and David Ave are of dark brick with terracotta tiled roofs, the use of decorative brickwork on the facades, use of small parapeted roofs, steep roofs, low pitched roofs and an integrated approach to house, garage and fence designs. The houses along Quorn St are more substantial than the residences on David Ave. The buildings are set in established gardens with a strong suburban character.

The Conservation Area is defined by strong physical and visual boundaries with open reserves to the south, north and west.

Heritage Significance

Quorn Street Conservation Area is of significance:

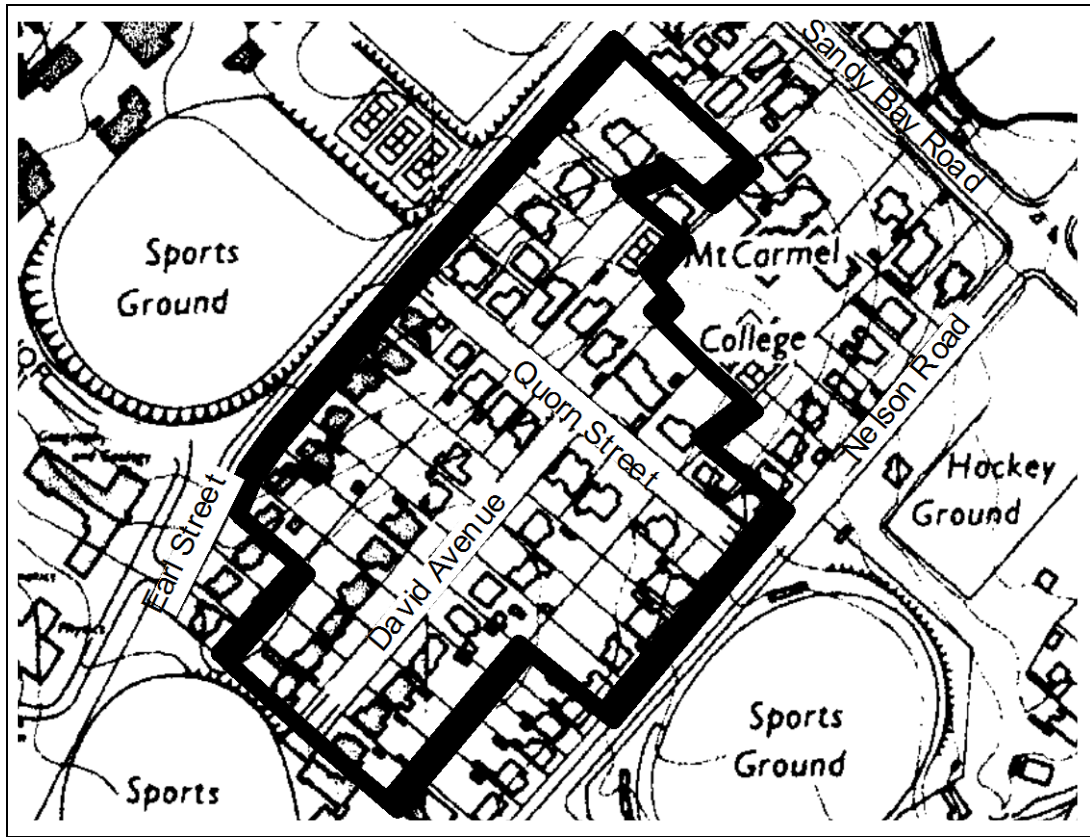
- 1 For its highly intact Federation and Interwar building stock and sub-division patterns reflecting the original land grants.
- 2 For the examples of very fine Federation and Interwar housing located in key positions in the Precinct.

Policy

The conservation policy for the Quorn Street Conservation Area aims to:

- retain the predominant Federation and Interwar character of the area,
- retain the predominantly single storey scale of residential development
- maintain the current lot sizes without further sub-division
- conserve the significant streetscape and urban form of the area including traditional fencing and gardens
- not allow carports and garages on street frontages
- control new development to provide an appropriate scale and massing in relation to adjacent development
- retain all existing housing stock built prior to 1950 as significant
- retain with minimal change all properties identified as contributory and as heritage items
- not allow first floor additions to intact single storey houses
- maintain the traditional low fence forms with the use of traditional materials and styles in the area

- Policy 1** Properties identified as heritage items shall be retained in their significant form. Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.
- Policy 2** The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.
- Policy 3** The Federation and Interwar character of Nutgrove should not be altered.
- Policy 4** The predominant single storey form of development should be maintained with no upper floor additions within the precinct over existing building forms.
- Policy 5** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 6** Carports and garages may be added to sites but should not be added in front of the building line.
- Policy 7** No building in the conservation area constructed prior to 1950 shall be demolished unless council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 8** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 9** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.
- Policy 10** No further sub-division of residential properties should take place within the conservation area.



QUORN STREET CONSERVATION AREA

SANDY BAY ROAD CONSERVATION AREA

History

Sandy Bay Road is the early route through the district containing some of its earliest development and major residences and commercial/retail buildings from most periods of its history. Many of the major residences have been constructed either facing the road on the high side or facing the water with the secondary facades to the road. The road encompasses residential areas, shopping centres and stretches with dramatic views of the river.

Character and Description

This unusual conservation area extends the length of Sandy Bay Road from Nutgrove to Byron Street and comprises a number of related but physically separated precincts. They form one conservation area because of the importance of Sandy Bay Road in the history and development of the area and the consistency of major residential building forms seen along its length.

The form of the road is of interest as it meanders around the water and as it takes in a range of topographies from gentle slopes to escarpments and retaining walls to seawalls. The physical form of the road tells the story of the development of the district.

The precinct from St Canice Avenue to Red Chapel Road includes several fine groups of early twentieth century houses of individual value (Nos 553-561) to the restrained but unusual Telstra Exchange building (No 535) and adjacent corner shop to the Red Chapel building in its altered form.

The houses on the high side of the road are generally set well back on steeply rising ground giving the houses prominent positions from the road and water. The buildings on the lower side, excluding the sub-divisions and several later intrusive buildings have principal elevations to the water. Public access is available to part of the waterfront (eastern end).

The precinct from Mawhera Avenue to Waimea Avenue again is an area of predominantly 1900-1920 houses including some of the finest individual houses in Sandy Bay. The earlier houses (generally 1890-1900) are set on large lots (some sub-divided) with the houses set well back and with commanding views and set in established gardens. Later development is on slightly smaller lots with substantial but more modest buildings. There are only a few buildings on the waterside at the eastern end of the precinct, these date from around the turn of the century. Of particular interest is the Interwar service station on Maning Avenue. There are a number of intrusions into the area including a waterfront block of units and the 1970's development in front of Manresa (No 461). The western waterfront features a step rise in the road and a 1920s concrete retaining wall to the river giving extensive and elevated views over the river.

The section of the precinct near Lambert Avenue is small and related to the sub-division of Lambert Avenue. The precinct contains the Travellers Rest Hotel (No 394) and a group of fine

representative houses to the north of Wrest Point. These buildings were former waterfront buildings and are now surrounded by land reclaimed for Wrest Point.

The precinct from York to Duke Streets is a very intact group of buildings dating from the 1890s through to the Interwar period. The precinct is one of the most intact groups of major houses flanking the main road and includes the fine Henry Hunter house Brentwood (No 296). These houses are excellent examples individually and form a very important group with intact sandstone and iron fencing and fine garden settings. They vary in their relationship to the road but most are set up behind sandstone retaining walls with the road set well below, giving them a visual prominence when viewed from Sandy Bay Road.

The key features of the Sandy Bay Road precinct are the high quality of many of the individual houses and estates, the range of substantial buildings from 1830 to the 1970's and the overall consistency and integrity of the buildings. Despite several subdivisions and intrusions the drive along Sandy Bay Road is most informative in understanding the social importance of the Sandy Bay area.

Heritage Significance

Sandy Bay Road Conservation Area is of significance for:

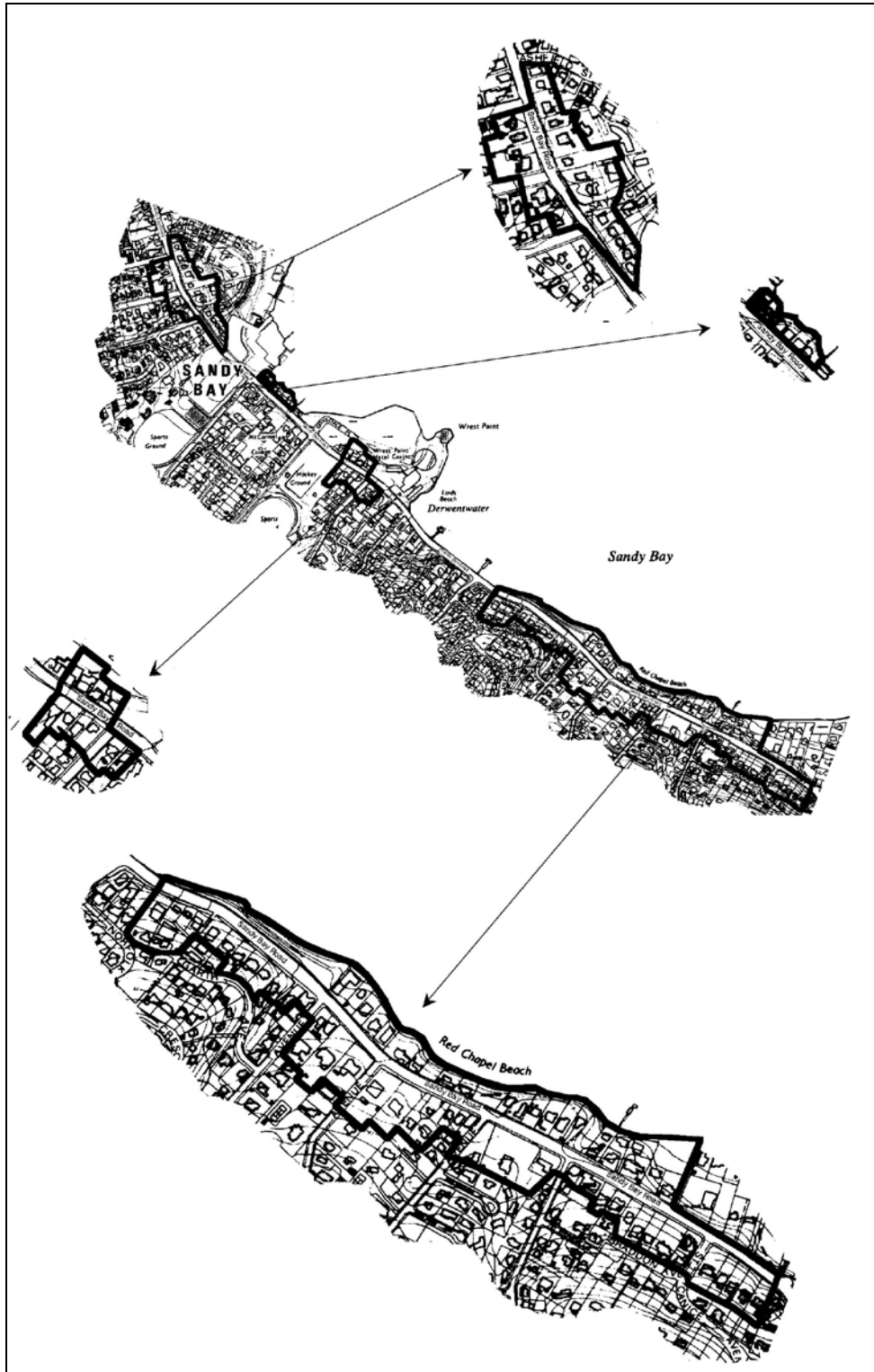
- 1 The key historical role of the road in the development of the area and the buildings and features that demonstrate that history.
- 2 The large number of exceptionally fine residences dating from 1830 through to the present day.
- 3 The commercial and retail buildings which define the village character of the area and are of individual heritage significance
- 4 For the very fine groups of residential buildings representing varying phases of development and demonstrating attitudes to sub-division, styles of building, landscaping and the social value of properties with high levels of exposure and views.

Policy

The conservation policy for the Sandy Bay Road Conservation Area aims to:

- retain the predominant late 19th and early 20th century character of the area,
- retain the scale of single residential development of one and two storeys on single allotments
- maintain the current lot sizes without further subdivision
- conserve significant streetscape elements such as kerbing, sandstone and walls and changes of levels
- retain the traditional relationship of buildings to streets on both high and low sides of the street and maintain traditional setbacks to buildings based on lot size
- encourage new developments, where they are appropriate, to maintain the use of the predominant and characteristic construction materials such brick and slate or tiled roofs.
- prohibit carports and garages on street frontages
- control new development to provide an appropriate scale and massing to adjacent development with an emphasis on vertical elements and limits on the extent of glazing and openings
- retain all existing housing stock built prior to 1940 as significant to the understanding of the area
- retain with minimal change all properties identified as heritage items
- retain garden settings
- retain original fences and discourage inappropriate fencing forms

- Policy 1** Properties identified as heritage items shall be retained in their significant form. Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.
- Policy 2** The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.
- Policy 3** The predominate historical character of each precinct within the conservation area is to be retained as the principle character
- Policy 4** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 5** Carports and garages may be added to sites but should not be added in front of the building line.
- Policy 6** No building in the conservation area constructed prior to 1940 shall be demolished unless council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 7** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 8** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.



SANDY BAY ROAD CONSERVATION AREA

UPPER SANDY BAY CONSERVATION AREA

History

This conservation area had the first land grants in Sandy Bay. Initially market gardens, farms and pastoral land occupied the area. First sub-divisions were taking place by the 1830s, with a number of the buildings constructed at this time surviving. Significant periods of suburbanisation were the 1870s and 1900 - 1935. Subsequent to this, development was primarily infill and the sub-division of larger lots for apartment blocks and small townhouse developments.

Development expanded incrementally south of the rivulet and away from Sandy Bay Road, often with single land owners subdividing their allotments for speculative housing (e.g. James Gregory). Later development can be seen west of Regent Street although isolated examples of earlier buildings unrelated to suburbanisation exist in this area.

The ridge line of upper King Street features a number of more substantial houses, such as Selbourne, reflecting the pattern of higher value ridge development evident elsewhere around Hobart.

In contrast to this are pockets of workers cottages seen in Powell, Randall and Baden Streets. These are non-typical of the suburb and feature small lots, narrow streets and modest, often speculative, dwellings.

Character and Description

This is a large conservation area bounded by Sandy Bay Road, upper King Street, Pillinger Street, Lord Street and the Sandy Bay Rivulet. The area falls into a number of distinct precincts that reflect periods and styles of development and sub-division from the earliest sub-division and construction to the present day.

The area is characterised by a strong grid pattern of streets only broken by upper King Street as it follows the ridge and rivulet to Proctors Road, the lower end of Princes Street as it curves towards the Sandy Bay shops, and the subsequent creation of Gregory Street to accommodate the change in pattern of Princes Street.

The grid layout is determined irrespective of the topography. The area below Regent Street is relatively flat with gentle undulations while above Regent Street the streets climb more steeply.

The hierarchy of streets within the area is also of interest reflecting the pattern and sequence of development of the area. The major roads climbing the hill are generally wide and consistent in width although not as wide as the major streets in the adjacent Golf Links Conservation Area. King and Duke Streets are the wider than Princes and Queen Streets. The cross streets vary in width and alignment. Grosvenor Street for

example is in three distinct sections. North of King Street the street is narrow and not in alignment with the general grid pattern (instead aligning square to Queens Street indicating the earlier development of this precinct). It contains a number of early cottages. Between King and Princes Streets the street widens before widening again to intersect the Golf Links Estate alignment. The King to Princes Street section of the street was the last part of the street constructed within this conservation area.

Regent and Parliament Streets are early streets with the changes of alignment in Parliament Street reflecting increasing development.

Above Parliament Street the grid pattern changes with the narrow small scale of Randall, Powell and Baden Streets reflecting their workers cottage character and the upper section of Randall street widening indicating the later development of this precinct.

Other street patterns are seen in Lasswade street, a foreign element in upper Sandy Bay where a major house, No 3 Lasswade Street was sub-divided and a 1930s subdivision carried out. Crisp Street appears to have a similar history albeit slightly earlier in date.

The sub areas within the broader conservation area are:

6-18 and 13- 25 Proctors Road

This is a group of houses from the 1880s to the 1930s on either side of Proctors Road demonstrating the difficulty of the topography and the response to it with split roads, steep accesses and the varying relationships of the houses to the street. Because of the views and improving transport the houses are substantial with several excellent examples of Victorian and Edwardian house design.

The houses are predominantly single storey with one or two major two storey houses. Their elevation however gives the appearance of large scale houses. Building materials are brick and timber with metal and tiled roofs.

Powell, Baden and Randall Streets

This is a small and intensely developed precinct of narrow streets and workers cottages. The area is at the lowest point of the topography, there are no views and the street vistas are closed. Houses are built close together close to the street alignment, are timber, modest and speculatively built. The area was sub-divided over 20 years between 1890 and 1910.

The houses are predominantly single storey of modest detail and set close to the street, with few front gardens.

Materials are timber, some brick and stone and metal roofs.

Lasswade Avenue

This is a late sub-division within the former grounds of No 3 Lasswade Avenue. It is an unusual cul-de-sac formation with curved street typical of the late 1930-40 period of street layout

but not typical of this area. The sub-division breaks the strong linear pattern of development in the area, but is discreetly located and contains a number of good representative examples of Interwar housing.

The houses are single storey and consistent in form and detail with consistent setbacks and garden settings.

The buildings are dark brick, have tiled roofs and use leaded windows.

96-116A King Street

This precinct contains a number of the major houses and properties in upper Sandy Bay. While not the same scale of development as upper Davey Street (with the exception of Selbourne), the area has substantial houses on large or formerly large lots, with substantial views. The fabric of the surviving houses on the south side of the street has all been severely compromised (except No 3 Lasswade). The houses on the north side have remained largely intact.

The form of houses is predominantly late Victorian to early Federation with a mix of one and two storey buildings. The houses are set in landscaped garden settings.

The buildings are predominantly brick with slate and tiled roofs

Gregory and Lower Princes Street

This area was the result of a sub-division by James Gregory who built his own impressive house at 24 Princes Street and sub-divided his land (King to Princes Streets) to form Gregory Street and the Central section of Grosvenor Street. His 1880s sub-division can be clearly seen with the rows of speculative housing on the north side of lower Gregory street and the south side of upper Gregory Street. This area is characterised by its consistency and fine residential buildings including the former town board offices.

The scale of housing is mixed with a range of single and two storey buildings. Setbacks are consistent and the overall character of the area, apart from the loss of setting of a number of houses in Gregory Street following commercial and retail use, is intact.

The buildings are a mix of brick and timber with some use of stone in base courses. Roofs are slate tile or metal. The earlier houses pre-dating Gregory's sub-division are modest, Georgian style brick buildings now with metal or tiled roofs.

Regent Street and Greenlands Avenue

This precinct contains a number of early cottages fronting Regent Street and the later sub-division of Greenlands Avenue with its predominantly Edwardian character. The buildings are predominantly single storey cottages with consistent buildings setbacks and forms. Recent intrusive unit and townhouse development has impacted badly on the area and

demonstrates the severe reduction of significance with unsuitable and unsympathetic development.

The buildings are a mix of timber and brick and predominantly single storey.

Queen and North Grosvenor Streets

This area is the earliest settled area within the conservation area and contains a number of early cottages and buildings. The houses vary in their relationship to the street, lot size materials and height. The predominant form is single storey brick houses, close to the street alignment with low roofs, but there are a number of larger houses set in gardens and back from the street. The early housing stock is of high significance. The highly intrusive apartment buildings in Regent Street have a severe impact on the area.

Upper Sandy Bay

The balance of the conservation area is characterised by its regular sub-division pattern, consistent lot sizes and consistent relationship of houses to the street in each area. The predominant housing style is early twentieth century with a large number of timber c1920 houses particularly to the west. Closer to Sandy Bay Road are found a number of early houses, some in very intact condition. These can be identified by their siting on their lots or their physical form.

The predominant building form is single storey with some two storey buildings interspersed. The overall character is fairly dense urban development, small to medium scale houses on tight lots built generally close to the street.

Heritage Significance

The Upper Sandy Bay Conservation Area is of significance for:

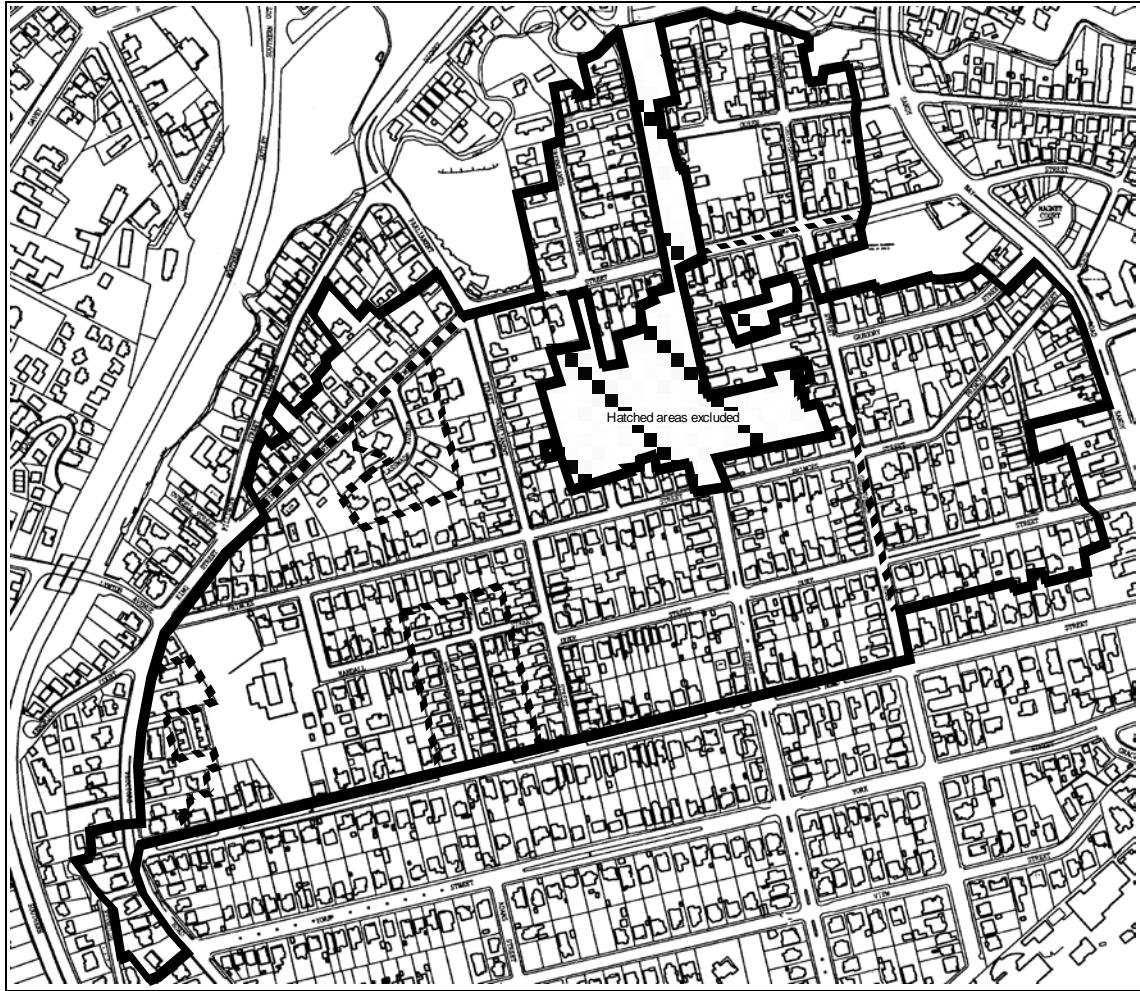
- 1 The early sub-division pattern of the main streets enhanced by the later street additions to form a coherent area of high overall heritage integrity.
- 2 The very fine examples of housing seen throughout the area that represent all of the major phases of development of the area
- 3 The consistency of housing forms and the relatively low level of intrusive elements.
- 4 The high visual integrity of the streetscapes and the mix of development that allows the historical layers and development of the area to be seen and understood.
- 5 The extensive group of early buildings that represent the first phase of development of the Sandy Bay Area.

Policy

The conservation policy for the Upper Sandy Bay Conservation Area aims to:

- retain the predominant late nineteenth and early twentieth century character of the area while conserving the early to mid nineteenth century buildings as rare and highly significant
- retain the scale of mixed single and two storey attached and detached residential development as appropriate to each part of the area
- maintain the current lot sizes and discourage sub-division or amalgamation of blocks for larger developments
- conserve significant streetscape elements such as kerbing, changes of levels, street plantings and street forms
- retain the traditional relationship of buildings to streets in the various precincts
- encourage new infill developments where appropriate to maintain the use of the predominant and characteristic construction materials such as brick and slate, iron or tiled roofs.
- prohibit carports and garages on street frontages
- control new development to provide an appropriate scale and massing to adjacent development with an emphasis on vertical elements and limits on glazing and openings in walls
- retain all existing housing stock built prior to 1940 as significant
- retain with minimal change all properties identified as heritage items and encourage their conservation and maintenance
- retain garden settings where appropriate
- retain original fences and require new fencing to conform with traditional fencing forms and patterns

- Policy 1** Properties identified as heritage items shall be retained in their significant form. Buildings may be altered provided that the work does not reduce the significance of the buildings or sites including gardens or significant site features. Any proposal for work to an item or contributory item shall be accompanied by a detailed heritage impact statement.
- Policy 2** The minimum setback from the street for any new work shall be the greater setback of adjacent properties not including garages, carports and attached constructions and walkways.
- Policy 3** The predominant single storey form of development should be maintained with no upper floor additions to existing single storey houses within the precinct.
- Two storey buildings may be permitted where there are existing two storey buildings in the immediate locality and where they will not impact on the overall pattern of development in the area.
- The use of dormer windows is appropriate only where they are already used within the immediate area, are stylistically appropriate and are detailed to 'fit' the character and period of the house.
- Policy 4** The original planned appearance of buildings should be retained with verandahs being opened up and missing details reinstated with any applications for future work.
- Policy 5** Materials for new work or replacement fabric should match existing materials, for example tiled roofs should not be replaced with concrete tiled roofs or other non-compatible roof surfaces.
- Policy 6** Carports and garages may be added to sites but should not be added in front of the building line.
- The form of new ancillary structures should reflect the existing built forms of the site.
- Policy 7** No building in the conservation area constructed prior to 1940 shall be demolished unless Council is satisfied that the building does not contribute to the overall significance and character of the area and that a heritage assessment is provided establishing that the building does not add any value to the character of the precinct on a local basis.
- Policy 8** New buildings within the precinct must match the form and pattern of existing development, reflecting existing setbacks, roof forms, ridge heights and the use of materials.
- Policy 9** Fences should be either retained in their existing forms for original and early fencing or reinstated using traditional forms and materials with the same scale as the original fencing.
- Policy 10** No further sub-division of residential properties should take place within the conservation area.



UPPER SANDY BAY CONSERVATION AREA