

gregory street
local area plan review

draft for
community consultation
hobart city council
2007



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executive summary

The Gregory Street Local Area Plan is being reviewed.

Gregory Street is in Sandy Bay, and its Local Area Plan includes those properties that front directly onto Gregory Street in addition to several properties in adjacent Princes Street.

Formerly a residential area, houses in Gregory Street were progressively converted for commercial use during the late 20th Century. Following community concern, and in order to protect residential amenity, Council introduced the Gregory Street Local Area Plan (LAP) to establish a boundary to commercial use and prevent further conversion of residential stock.

The LAP forms Schedule H of the City of Hobart Planning Scheme and became part of the Planning Scheme in 1996.

The L and subsequent 3/2001 series of amendments provide clear guidance regarding land use in Gregory Street.

This document considers what the spatial implications might be, with traditional residential fabric being recycled for commercial activities. It asks the question: what sort of urban design strategy might best enhance the way the street is being used by the community?

One major issue emerging from the review of the LAP is that statutory guidance is most useful when configured with separate recommendations for private development and public works.

Another major point is that the initiation of a project brief and public works program for Gregory Street is required to pursue the significant opportunities that exist.

This document looks at the recommendations of the LAP and presents further research on the locale.

Four sections are presented:

The first section deals with context. This part of the document looks at the history and development of the area around Gregory Street.

The second section is a series of principles for street works.

The third part of the document offers a series of principles for private development.

The final section is an urban design strategy for the Gregory Street locale.

context summary

Street formation in the area dates from the mid to late 19th Century.

Gregory Street is a short street only one urban block in length.

Gregory Street has a bending form in contrast to the surrounding orthogonal grid.

A clear spatial hierarchy exists in Sandy Bay composed of 'High Street', 'Side Streets' and 'Residential Streets'.

Setbacks diminish as Sandy Bay Road is approached.

Gregory Street was originally a street of residences. The homes have traditional residential forms with cascading roof forms residential scaled massing.

The ratio of wall to window follows a pattern. Apertures read as punctures in larger opaque walls. Large areas of glazing are limited to those properties that share a boundary with Sandy Bay Road.

Away from the 'High Street' layering between the public space of the street and the private realm of the home interior is significant. This layering is formed by fences, gardens, covered entrances and timber detailing to elements such on verandas.

Gregory Street carries smaller volumes of vehicle traffic than adjacent parallel streets. The intensity of commercial activity increases as properties approach Sandy Bay Road.

The street retains an overwhelmingly residential scale and feel. Generally, original architectural designs remain intact. Features such as roof forms, materials, chimneys, entrances and fenestration and timber detailing retained.

Construction of a supermarket during the 1980's involved substantial lot amalgamation, demolition and construction. The spatial structure was substantially changed. The supermarkets' large lot size and building footprint contrast with the surrounding residential fabric.

In 1996 the Gregory Street Local Area Plan was introduced as a result of this development.

Conversion of dwellings for commercial use also occurred during this time and is focused toward the Sandy Bay Road end of Gregory Street. Some conversions of dwellings did not retain fences and gardens.

Dwellings retain fences and garden.

Properties in Gregory Street facilitate pedestrian movement though to adjacent Princes and King Streets. Absence of fences and gardens allows free movement between buildings.

Pedestrian accessible space now extends completely enveloping 17 of the 23 buildings.

Where this occurs building have in effect, two fronts.

The land is privately owned, but is not being treated traditionally with fences and gardens to differentiate it from the public space of the street.

Removal of fences and gardens has weakened street edge definition, resulting in an amorphous space between footpath and buildings.

Space is being used in new ways. This space is used variously as garden, forecourt or off-street parking.

public works summary

Gregory Street has wonderful potential. Its location and architectural inheritance are excellent, making it most suitable for an urban improvements program.

Principles:

Canvas the implementation of changes to parking restrictions and traffic configuration.

Existing overhead and underground infrastructure constraints should be overcome to allow a symmetrical planting regime in this significant street.

New streetlights should be selected especially for the street with the pedestrian in mind.

Consider opportunities for street tree planting at regular intervals, and along both sides of the street, to form symmetrical edges and reinforce the edge of urban blocks.

Consider opportunities to enhance street space through a redesign of footpath.

private development summary

Introduce new requirements for development applications to ensure consideration of location within transition from residential to busy high street. Different approaches are appropriate for dwellings, converted dwellings, and commercial typologies.

Absence of fences and gardens on private land has caused the lack of legibility, and as such it is suggested that treatment of private land will be the key to improving legibility. Reinstatement of fences and gardens is highly desirable.

Principles:

Commercial – between

Where buildings are **commercial** the space **between** them should continue to provide an informal pedestrian network. Planting is highly desirable.

Commercial – in front

Where buildings are **commercial** the space **in front** of them should be differentiated from the public space of the street. Spatial and tactile strategies assist in creating differentiation.

Commercial – off street parking

Where buildings are **commercial** space in front of and beside buildings should **not be** used for off street parking. Where buildings have in effect two ‘fronts’, parking is precluded.

Dwellings – around

Where buildings are **dwellings** the space around them should be fenced gardens.

Dwellings – off street parking

Where buildings are **dwellings** off-street parking should be located **behind** the building line.

Signs

Incorporate signage provisions for Gregory Street into the signage schedule in the Planning Scheme. Advertising signage for each property to be further restricted to being either a wall mounted Non-illuminated located at or below awning/ eave level or A-frame sandwich boards

Heritage

Consider expanding heritage listings.

introduction

The Gregory Street Local Area Plan is being reviewed. Sections of the plan refer to opportunities for street works to improve the public domain.

Street works would potentially involve a redesign of infrastructure and reconfiguration of parking and traffic arrangements. The purpose of this work is to establish the scope for streetscape works in Gregory Street.

In formal urban design terms, a new landscape design is desirable. Analysis undertaken suggests that the legibility and amenity of the street could be greatly enhanced by a combination of new elements on both the public and private land.

But, what do residents, business operators and visitors think about Gregory Street?

Are people happy with the way the street works? Are there things people would like to see change? Are there things people would like to see stay the same?

What are the parking pressures? What do people think about the current traffic arrangements?

Is expanded pedestrian space a priority? Do people want the 'hard' quality of the street (due to the absence of front gardens) softened by street trees or planting?

How do people feel about the lack of front fences and gardens? Does this arrangement heighten the pedestrian experience? Or should front gardens perhaps be reinstated?

The review of the Local Area Plan provides an opportunity create a vision for the future of Gregory Street and to develop a strategy to realise it.



Gregory Street in central Sandy Bay



Gregory Street LAP boundary

Gregory Street
2004.

background

This document has been prepared as part of a review of the strategic direction provided for Gregory Street in Schedule H of the City of Hobart Planning Scheme, 1982; The Gregory Street Local Area Plan.

Formerly a residential area, houses in Gregory Street were progressively converted for commercial use during the late 20th Century. Following community concern, and in order to protect residential amenity, on the 12th June 1996 The Hobart City Council introduced the Gregory Street LAP into the City of Hobart Planning Scheme. A further amendment to the Scheme (3/2001) established the current LAP boundary, and prevents the further conversion of residential stock in that part of Gregory Street remaining within the Residential 1 Zone.

The Gregory Street LAP, makes recommendations for streetscape improvements including treatment of land use zone boundaries, road width, street trees, interpretation, signs, surface treatments, lighting, and property boundaries.

Intent

This document reviews the strategic direction for Gregory Street in the Scheme.

It is envisioned that this work will provide a resource to:

- inform the new City of Hobart Planning Scheme, currently being prepared, and
- consider the strategic issues for a street works project.

Study Area and Context

The boundary for the Gregory Street LAP encompasses all those properties that front directly onto Gregory Street and also includes several properties in adjacent Princes Street. This document has considered these Streets, as they physically are, embedded within the fabric of Central Sandy Bay.

Physical and visual links with the surrounding city have been considered as the essential context for the development of an urban design strategy.

previous studies

City of Hobart Urban Design Principles Project
Woolley and Baynes, 2004.

Sandy Bay Shopping Centre Statutory Review
Hobart City Council, 1999.

Sandy Bay Heritage Review
Davies & Terry, 1999

'a respectable neighborhood'
Sandy Bay Heritage Review, Stage 1, Thematic History,
Terry, 1998.

Gregory Street/Sandy Bay Planning & Urban Design Study
Douglas, Small, Broadley and Bentley, 1994.

Sandy Bay Shopping Centre Study
Atkinson and Jones, 1990.

City of Hobart Planning Scheme
City of Hobart, 1989.

Authorship

This document was prepared by the Development Planning Unit of the Hobart City Council.

Consultation

The ideas contained within this document will be put to the community in order to stimulate a discourse regarding the future of Gregory Street. Initiatives on both the public and private land will together enhance Gregory Street.

Backing from the local community of landowners, tenants, business operators, customers, visitors and residents will be critical to the initiation of a project.

Methodology

The following activities were involved in the review;

- Familiarisation with literature relating to central Sandy Bay.
- Site visits
- Photographic documentation,
- urban design analysis, and
- Consultation with Officers of the Hobart City Council.

Acknowledgements

The following people provided valuable input:

Director Development & Environment Services
Manager Development Planning
Manager Traffic Engineering
Manager Road Engineering
Manager Architectural Projects
Surveying Services Manager
Landscape Architect
Urban and Landscape Designer
Aboriginal Cultural Officer
Senior Statutory Planner
Assistant Planner
Cultural Heritage Officer
Assistant Cultural Heritage Officer
Cartographic Drafting Officer
Urban Design Officer



current local area plan from the city of Hobart Planning Scheme, 1982.

H.2.1 Streetscape Improvements

H.2.1.1 Boundaries between commercial and residential areas should be signified with visual cues such as the use of street trees and changes in road width.

H.2.1.2 The historical and architectural character of Gregory Street and its buildings should be acknowledged by means of an appropriate information board or interpretation panel.

H.2.1.3 A permit for the use or development of commercial/retail premises shall include conditions for:

- (i) the retention of front gardens or the use of paving in areas between the building and the street.
- (ii) advertising signage for each property to be restricted to either:
non illuminated 'wall signs' on building frontages and A frame sandwich boards,
or:

a single non-illuminated 'pole sign' with a sign face not exceeding 1 x 1.5 metres in size and with a maximum height of 4 metres and mounted to not intrude into the road reservation.

H.2.2 Surface Treatments

H.2.2.1 A consistent style and hierarchy of paving for vehicular, pedestrian and shared areas in Gregory Street and Princes Street commercial areas, shall be applied, which is:

- asphalt for public paths
- asphalt for car parks
- terracotta pavers for shared pedestrian/driveways in carparks
- terracotta pavers in semi-private pedestrian lanes between buildings.

H.2.3 Lighting in Carparks and Pedestrian Areas

Lighting shall be provided in the secondary pedestrian network and carpark areas, either attached to buildings or as free standing lamp posts. Lighting to be low-key and vandal proof and of a consistent style to Council's specifications.

H.2.4 Boundaries to Adjacent Residential Properties

Boundaries between residential and commercial land use and zones must be reinforced both along the front as well as side and back boundaries, using fences or walls if necessary to ensure residences adjoining commercial properties retain their backyard amenity.

local area plan review

The task of reviewing the Gregory Street Local Area Plan has brought into focus a clear requirement for different sorts of information tailored to the needs of several groups:

- the local community
- property owners and business operators in Gregory Street.
- those involved with public works programs
- those involved with private development

local community

This document sets out the strategic direction for the Street in its local context providing a framework for its ongoing use and activity.

property owners and business operators

People who own property or operate a business in Gregory Street are provided with a strategy for the street which enhances residential and commercial aspects.

public works programs

Those involved in the Council's Public works program are provided with a resource document, which forms the first step in the process of initiating a streetworks improvement project.

private development

Those involved in the Council's Development Planning process are provided with a resource document to assist in dealing with Development Applications.

statutory framework

The Gregory Street Local Area Plan currently identifies:

- the extent of commercial use
- the opportunity for historical interpretation
- treatment of space in front of converted dwellings
- appropriate sign types
- a surface treatment style and hierarchy
- a need for lighting in car parks, and
- appropriate treatments for the boundary between commercial and residential uses.

scope

It is suggested that the current Local Area Plan be revised and supplemented by a non-statutory urban design resource which makes a distinction between private and public space.

public works

- the opportunity for a street works project

private Development

- the extent of commercial use
- treatment of private land around dwellings
- treatment of private land around dwellings converted for commercial use
- appropriate sign types
- appropriate treatments for the boundary between commercial and residential uses.

It is proposed that the current Local Area Plan be revised and that this document be used as a resource for those involved in street works projects and development application appraisal.

context

urban morphology

The evolution of the area surrounding Gregory Street can be traced through the series of plans that exist.

The 1814 Plan (opposite) shows subdivision of the area into large lots running down to the waters edge.

In 1839 the area where Gregory Street now exists was beyond the extents of the town boundary, which was defined by the Wellington Rivulet (now Sandy Bay Rivulet).

Within the scope of this review only limited information was available regarding the Mouheneenner people.

KREE.WER	Little Sandy Bay
LIDE.WANE.NE	Sandy Bay Point
NIB.BER.LIN	Derwent River
NIB.BER.LOON.NE	Derwent River
NIB.BER.LING.HE	Derwent River
NIB.BER.LINEG.HE	Derwent River
RAY.GHE.PY.REN.NE	River Derwent
TEEMTOOLE	River Derwent
WALE.RAN.YE	Cartwright Point

Source:
p8
'a respectable neighborhood'
Sandy Bay Heritage Study
Stage 1 - Thematic History,
Ian Terry 1998.

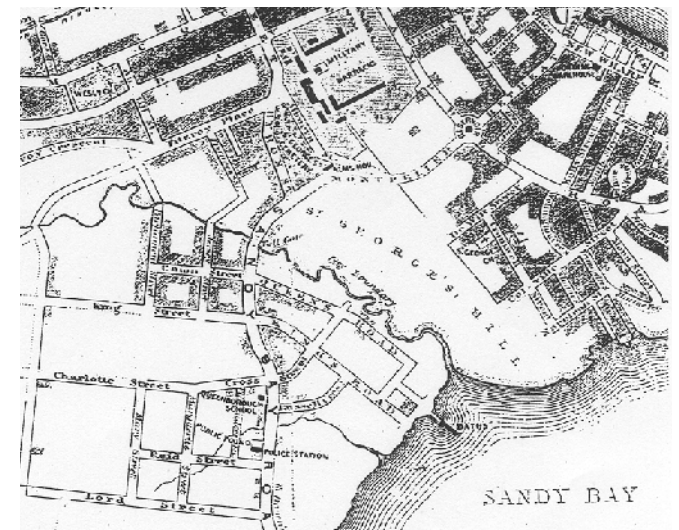


farmland on the hills about Sandy Bay

Viewing toward Sandy Bay.
Date unknown.

Source:
Dension Collection,
Hobart City Council.

1858



This 1858 plan shows King Street, Charlotte Street and Cross Street (now Princes Street). Gregory Street has not yet been created.

1858
Sandy Bay Heritage Review,
1998 (p30). Map of Upper
Sandy Bay 1858 by Richard
Jarman.

1908
Sandy Bay Heritage Review,
1998 (p39)
Map of Upper Sandy Bay
1908, AOT Map 205.

1939
Sandy Bay Heritage Review,
1998. (p28)
Detail of Map by George
Frankland, 1839.

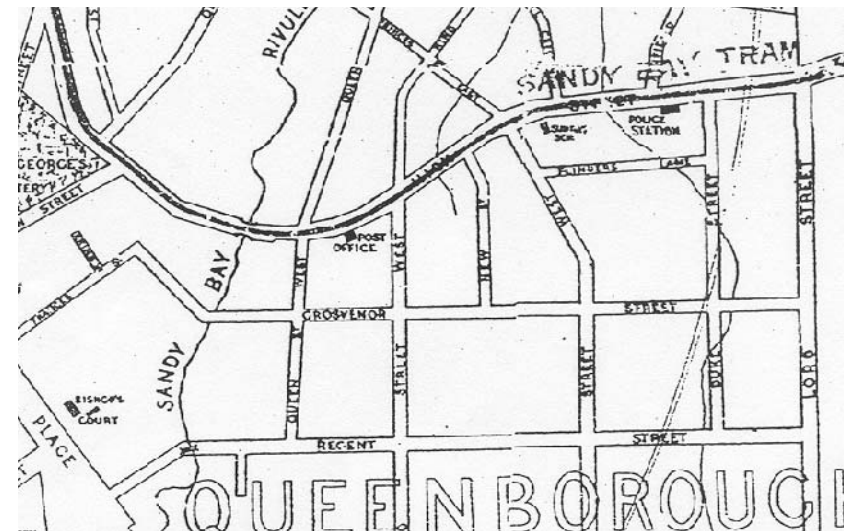


The intersection of Gregory Street and Sandy Bay Road.

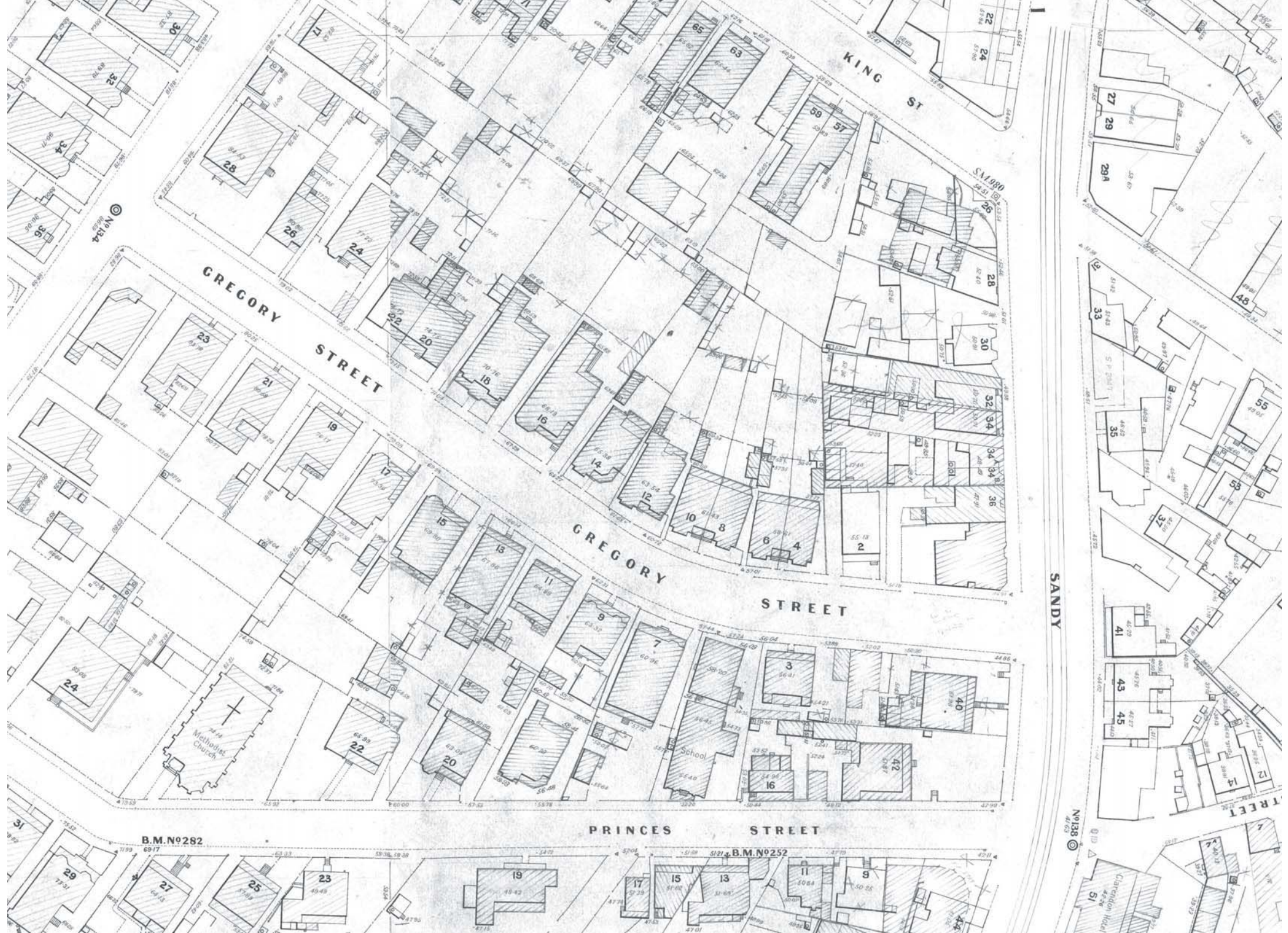
213 Sandy Bay Road
Date unknown.

Source:
Dension Collection,
Hobart City Council.

1908



New Street (now Gregory Street) extends between High Street (Now Sandy Bay Road) and Grosvenor Street. Unlike adjacent streets that were laid out earlier, Gregory Street is relatively short and does not cross High Street.



KING ST

GREGORY STREET

GREGORY STREET

PRINCES STREET

SANDY STREET

B.M. No 282

B.M. No 252

No 138

Methodist Church

School

Carleton Hotel

1

Source:
Hobart Municipal Council
(Queenborough)
Drainage Board Plans 4 and 5
c.1910-45

Streetscape patterns

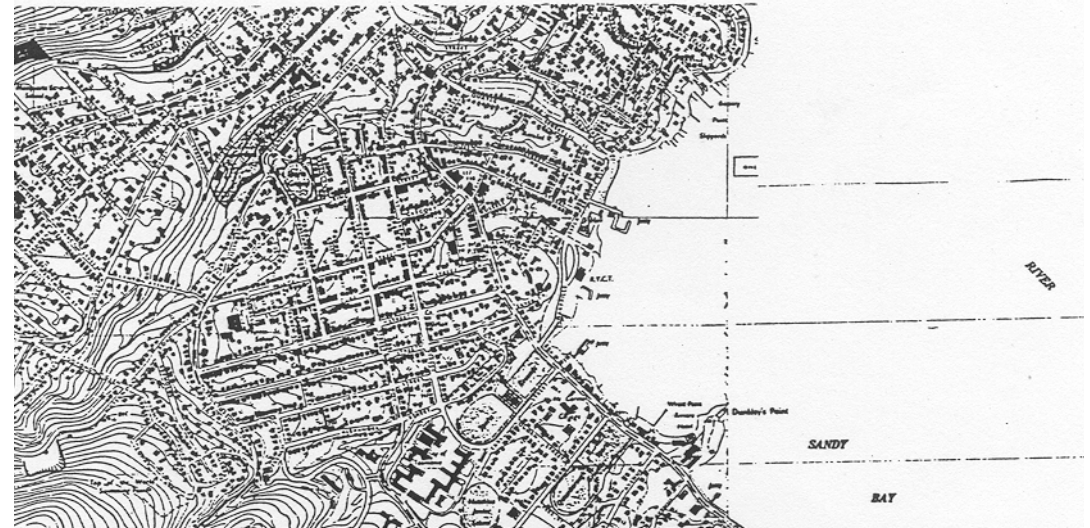
1910-45

- Converging street alignments produces truncated lot forms.
- Setback diminishes toward Sandy Bay Road
- Boundary fences to all properties.
- Small cottage gardens at front and larger private gardens at rear.
- Ancillary structures at rear.
- Short edge of lots to street edge.
- Smaller commercial lots along Sandy Bay Road
- Larger residential lots occur further from High Street.

1962

This plan shows Gregory Street embedded within a rectilinear grid, one of only a few streets to depart from the orthogonal geometry. By 1962 the city has extended up slopes and along the River Derwent, with Gregory Street now a relatively inner area.

1962



Source:
Sandy Bay Heritage Review,
1998 (p54)
Sandy Bay, Hobart Atlas 1962,

2005

land form



Gregory Street is located in low-lying land embedded within an extended rectilinear grid that was the result of subdivision and development in the 1880's.

streets



Gregory Street is embedded within an extended rectilinear grid that was the result of subdivision and development in the 1880's.

buildings



Patterns of development are responsive to slope and highly permeable.

On gently sloping land streets forms an extending grid. This form offers many connections and multiple paths through the area.

urban form

Source:
GIS, 2005

Hobart City Council.

As the foundation of the city the physical attributes of landform have influenced urban development patterns and provide cues for urban design strategies. This document is underpinned by an understanding of Gregory Street's location within the spatial hierarchy of Hobart.

Gregory Street is on land that gently slopes away to the East toward the nearby River Derwent. To the West the land gradually builds to eventually become the foothills of the Wellington Ranges.

Gregory Street is part of an area identified in the *City of Hobart Urban Design Principles Project (2004)* as 'Central Sandy Bay'.

The area is bound by the physical edges of the River Derwent, land sloping over

10 degrees, Sandy Bay Rivulet and Proctors Rivulet.

Geology, slope and contour provide boundaries to the area of Central Sandy Bay.

Subsequent arrangement of streets, lots and buildings was significantly informed by slope and contour further defining the entity of Central Sandy Bay.

The orthogonal grided form of streets dates from the 19th Century and extends across low lying flat land. As the slope becomes more abrupt landform features provide an edge. Higher up the streets take on curved forms that move with the contour.

Beyond slopes of 10 degrees or more street formation generally occurred later, with curved forms that respond to significant gradients.

Gregory Street extends between a busy shopping area and residential streets. It is one of several 'side streets', which make the transition from the diversity of a high street, through to the relative homogeneity of residential suburb.

An urban design strategy for Gregory Street must operate within the existing spatial framework of the city. In this low lying inner city area public works should be undertaken to promote the livability of the inner city area, with high quality urban detail that promotes the pedestrian experience.



RESTAURANT

BAKERY

VACANCY

HOLIDAY FLATS

Laundrette

high street

A clear spatial hierarchy exists in Sandy Bay composed of High Street, Side Streets and Residential Streets.

Sandy Bay Road is the community and shopping focus of Upper and Lower Sandy Bay and is the activity centre for many residents of adjacent suburbs such as Dynnyrne, South Hobart, Mount Nelson and Taroona.

The High Street of Sandy Bay should be an enhanced public realm with significant amenity providing a location for people to meet, talk, and shop. Street trees, feature paving, street furniture, artwork, feature lighting, bus stops and bike racks should be provided along it.

Urban detail should enhance pedestrian experience with a particular emphasis on broad accessibility.

The existing spatial hierarchy should continue to inform development patterns.





BREAKFAST

METZ

petrusma.com.au

Roberts real estate

Roberts

side streets

A clear spatial hierarchy exists in Sandy Bay composed of High Street, Side Streets and Residential Streets.

The Side Streets make the transition between High Street and Residential Streets and urban detail should reflect this.

Urban detail should enhance pedestrian experience with a particular emphasis on accessibility. The Side Streets of Sandy Bay should be enhanced public spaces with street trees and street furniture provided within them.

Given the absence of a public park near Sandy Bay Shopping Centre the Side Streets present an opportunity to be furnished to provide a high quality public space where people can meet, talk, shop, sit and watch.

The existing spatial hierarchy should continue to inform development patterns.





residential streets

A clear spatial hierarchy exists in Sandy Bay composed of High Street, Side Streets and Residential Streets.

The Residential Streets make up the great majority of city streets and have elementary urban details. Within this typology the public realm urban detail should continue to consist of standard municipal treatments with street trees, standard municipal surface treatments and standard municipal lighting.

The existing spatial hierarchy should continue to inform any development proposals.



figure ground



Strong legible urban form.

Sandy Bay Road has curvilinear form. Residential streets are generally orthogonal in form. Side streets bend connecting the two.

urban blocks



Consistent lot size and arrangement with notable amalgamation for supermarket complexes.

lots



Consistent building footprint size and alignment with some notable exceptions - supermarket complex.

Larger buildings occur closer to Sandy Bay Road.

1
 The largest Setback is 10.3m (No. 24 Gregory Street) and the smallest at 0m (213 and 217 Sandy Bay Road). Analysis of setback according to land-use also confirms this pattern with commercial properties (with reduced setback) clustered near Sandy Bay Road. Residential use – average setback 5.5m (median 5.1m, mean 7.4m)
 Commercial use – average setback 2.1m (median 2.2m, mean 2.75m)

2
 Princes Street: 936m
 Duke Street: 572m
 Lord Street: 1000m
 York Street: 970m
 View Street: 810m

The area around Gregory Street demonstrates a coherent urban grain where streets are generally rectilinear. In contrast, Gregory and Princes Streets diverge from the orthogonal pattern and bend as they approach Sandy Bay Road.

The traditional urban form is one of houses with fences and gardens between primary façade and street, with parking behind or beside buildings.

Houses are aligned square to, and set back from the street.

The median setback in the street is 3m and the mean setback is 2.5m. Generally setback diminishes as Sandy Bay Road is approached. 1

Gregory Street extends between Grosvenor Street and Sandy Bay Road. It is a street one urban block in length. This is a relatively small length (197m) when compared to other streets in the area, which generally extend from Sandy Bay Road to Regent Street. 2

As it is not a major ‘through’ street, volumes of traffic in Gregory Street are significantly less than in other side streets extending from Sandy Bay Road. These characteristics mean the street lends itself to on street activities such as on street dining more readily than other streets in the area.

The length and bend of Gregory Street result in a relatively enclosed streetscape. Along the length of the street, views to the river and mountain are framed by the consistent height and setback of the buildings.

A considerable number of the dwellings were converted for commercial use (predominately in the 1980s) and have had fences and gardens removed.



land use, 2007.

- Church/Hall
- House/Flats
- Visitor Accommodation
- Office/Consulting Rooms
- Shop/Personal Service
- Restaurant
- Garden intact



- Church/Hall
- Garden intact
- Residential Zoning

The Church at 22a Princes Street is a significant element and provides a counterpoint to the adjacent residential and commercial fabric. Form, use and scale differentiate it from other buildings in the area, in which it is a local landmark. Boundary fences are generally intact in properties adjacent the Church.

Lot patterns and building footprints remain close to those identified in the 1890 (1910) survey, with some notable exceptions. The supermarket complex between Gregory and King Streets is the result of significant lot amalgamation, building demolition and redevelopment. This redevelopment has had major lasting impacts for the fabric of the area. Here the area in the centre of an orthogonal urban block saw the removal of private gardens, which were replaced with off-street parking. This land was eventually completely redeveloped into the supermarket complex present today. The lot size, plot ratio, and building footprint are markedly different to the urban grain of the area.

It was during the development application process for the supermarket complex that the pedestrian lanes were initiated. The enhanced permeability of the area is directly attributable to that process. The construction of the complex involved considerable alterations to levels in the area. The large footprint of the building saw significant cutting into the land and as a consequence levels have been modified to achieve pedestrian access.

The supermarket itself is an 'anchor' business for the area drawing large volumes of people and thus a critical part of the viability of the Sandy Bay Shopping Centre. The ground level parking forecourt and rooftop customer car parking area allow people to park conveniently and frequent shops and services.

Forms and patterns are in contrast to adjacent fabric reflecting changes in behavior, particular those relating to land use and transport.

On both sides of Gregory Street the private open space typically in the centre of urban blocks in Sandy Bay does not occur.

In effect the converted buildings do not have a 'front' to the street and a 'back' onto private open space. Rather they have two 'fronts', both of which open onto public space.



1910/45

Source:
Based on Hobart
Municipal Council
(Queenborough)
Drainage Board Plans
4 and 5
c.1910/45

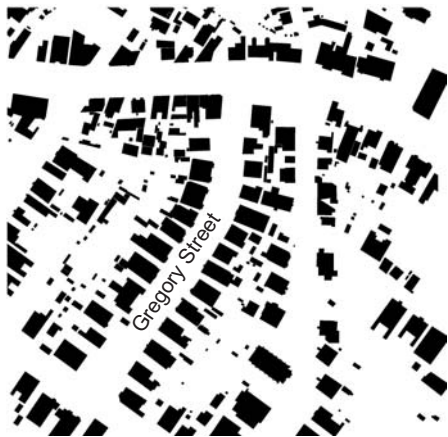


figure ground c.1910

Consistent setback.
Boundary fences.
Small cottage gardens at front.
Larger private gardens to rear
Ancillary structures at rear.

2005

Source:
Based on
Hobart City Council
GIS, 2005.



figure ground c.2005

Consistent setback.
Boundary fences removed at commercial
uses. Fences retained at dwellings.
Small cottage gardens removed at
commercially zoned properties. Gardens
retained at dwellings.
Major lot amalgamation, demolition and
redevelopment between Gregory and
King Street.
Some spaces to rear converted for OSP
(between Gregory and Princes Streets).



1910/45

Based on Hobart Municipal Council (Queenborough) Drainage Board Plans 4 and 5, c.1910/45



lot size and edges c.1910

Property boundaries clearly define individual lots and collectively delineate urban blocks.

2005

Based on site visits and GIS 2005.



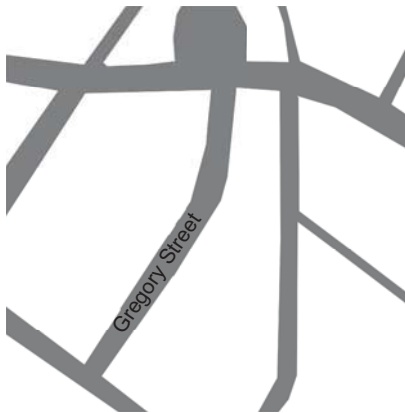
lot size and edges 2005

Where dwellings have been converted for commercial use property boundaries are no longer marked with fences and gardens. Rather, space flows around buildings and across individual lots. Definition between private properties is reduced, as is the definition between private and public land.



1910/45

Based on Hobart Municipal Council (Queenborough) Drainage Board Plans 4 and 5, c.1910.



movement paths c.1910

Pedestrian space extends along public streets.

movement paths 2005

Gregory Street has an extensive spatial network where the absence of boundary fences allows free movement between buildings and through urban blocks. Removal of fences during conversion for commercial use has also resulted in ambiguity at the street edge.

Fences - the traditional item to mark the distinction between Public Street and Private Land - are conspicuous by their absence in front of converted buildings.

Removal of fences also results in space around buildings being used for parking.

Pedestrian space now extends beyond public streets and footpaths moving between buildings and through blocks. Gregory Street offers a highly permeable urban fabric, with pedestrian links crossing private land.

2005

Based on site visits and GIS 2005.





MY GOODNESS
LIVE ON TASTY FOOD • VITAMIN & HERBAL SPECIALISTS • NATURAL SKIN CARE

Professional Nutritional
Service

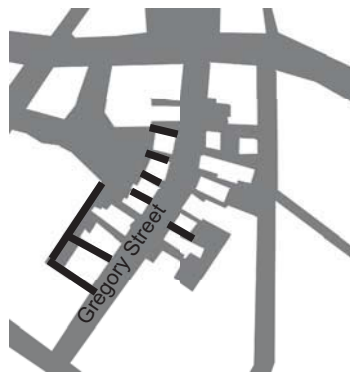
HEALTH FOODS
LIVE ON TASTY FOOD • VITAMIN & HERBAL SPECIALISTS • NATURAL SKIN CARE

Staley Spa

ACTUAL
RESULTS
ARE
GUARANTEED

Several ROW's were created during the development application process for the supermarket complex.

— ROW



movement and right-of-way

The pedestrian and vehicle network between buildings occurs entirely on private land.

Not all of the pedestrian network in Gregory Street is formalized as legal Right-of-Way. Rather, the removal of fences and gardens has resulted in private land being accessible to the public.

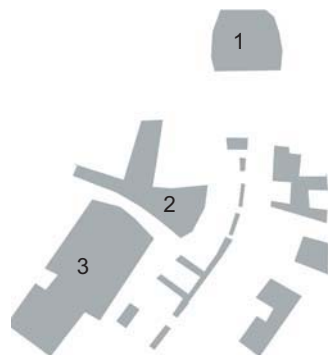
parking

Off Street Parking in Gregory Street occurs in front of, to the rear of and between buildings, in the spaces where gardens formerly existed.

Parking and pedestrian use often occur concurrently.

Off street parking space at the Supermarket and in Magnet Court provide a significant shopper amenity to Gregory Street.

- Off street parking
- 1 Magnet Court.
 - 2 Ground floor - supermarket.
 - 3 Roof top - supermarket.





Fence, garden and veranda provide a layered ensemble.



Entry is covered with plants adding to 'screened' effect.



Roof forms are highly articulated.

architectural quality

Gregory Street was originally a street of residences.

The buildings have traditional residential forms with cascading roofs and residential scaled massing. Some dwellings feature original slate roofs.

The ratio of wall to window follows a pattern. Apertures read as punctures in larger opaque walls. Large areas of glazing are limited to those properties that share a boundary with Sandy Bay Road. In all other properties layering between the public space of the street and the private realm of the interior is significant.

This layering is formed by low transparent fences, cottage gardens, inset or covered entrances and timber detailing to elements such as verandas.



Fences and gardens generally only extend up to window sill height. This allows occupants to see out with building facades are apparent from the street.

The traditional urban form of the street, this arrangement encourages passive surveillance.

resource for street works



Background

Gregory Street offers a counterpoint to the 'high street' of Sandy Bay Road.

The opportunity to redesign the road reservation is mooted in the Local Area Plan.

The bending form and (relatively) short length of the street lends itself to an enhanced pedestrian experience.

Street form may lend itself to occasional street closures such as markets and events.

Gregory Street has wonderful potential. Its location and architectural inheritance are excellent, making it most suitable for an urban improvements program.

Opportunities exist to enhance street space through a redesign of the road reservation.



A redesign of the road reservation offers an opportunity to broaden footpaths, accommodate soft landscaping and street furniture, slow vehicle speeds and providing an enhanced pedestrian experience.

street



Roberts real estate

sma.com.au

THE POST

THE POST

Barbours Chicken

Mol

FLIGHT CENTRE

ANZ

Principles

Consider opportunities to enhance street space through a redesign of footpath configuration.

Footpaths should be safe, generous and broadly accessible spaces where pedestrian movement is unobstructed.

Pedestrian crossings should be located where streets intersect*.

Pedestrian crossings should be located directly opposite one another and should align with direction of travel along footpaths.

Gregory Street is a 'secondary' street, which together with King and Princes Streets, form part of the Central Sandy Bay grid. This coherent 'secondary' fabric should share a paving strategy.

*Whilst beyond the boundary of the Local Area Plan, the intersection of Gregory Street Sandy Bay Road with Magnet Court forms a 'natural' crossing point. Introduction of traffic lights and/or a pedestrian crossing here should be considered.



footpaths



FA 4549

Principles

Canvas the implementation of changes to parking restrictions and traffic configuration.

Any options considered will need to be the subject of detailed investigation and analysis, and in particular their potential implications for traffic generation and movement in adjacent residential streets.

(Refer to Appendix)



on street parking



Principles

Tree planting strategy should reinforce urban form.

Street tree planting should occur at regular intervals and along both sides of the street to form symmetrical edges and reinforce the edge of urban blocks.

Existing overhead and underground infrastructure constraints should be overcome to achieve a symmetrical planting regime in this significant street.



Street Trees provide shade, colour and movement.

planting



Principles

Lighting strategy should reinforce urban form.

Existing overhead infrastructure has prevented a symmetrical planting regime in this significant street.

Power poles and lines should be replaced with new underground infrastructure designed and located to facilitate street works.

New streetlights should be selected especially for the street, with the pedestrian in mind.



2P
8-6
8-3
1P
8-6
8-11

Sunny
WHOLEFOOD



Principles

Public signs are often mounted on existing elements, and this less obtrusive technique should be adopted whenever possible.



Public sign mounted on existing poles - visually non-obtrusive.

signs



Principles

Additional litterbins could be usefully located near the Sandy Bay Road end of Gregory Street.

Notes:

As has been noted in previous pages, it is the absence of elements on private land that have led to an unusual spatial arrangement in Gregory Street.

Given the current width of footpaths, there is limited opportunity for public seating.

However on street dining can be accommodated where fences and gardens have been removed, and add to the vitality of the locale.



furniture



MEMORANDUM
FOR THE
MANAGEMENT
OF THE
PROPERTY
NO. 12345678

Principles

'Lanes' are on private land and as such, would not be a part of any public works program.

Notes

There exists no clear separation between pedestrian and vehicle space in front of and between buildings. This situation is problematic in terms of public safety. Lack of legibility on private land cannot be addressed by public works.

Property owners need to address this issue. Ideally, this would occur concurrently with any street works program. Elements on private land such as fences and cottage gardens are the traditional items to separate public and private space. If these elements have become redundant, new creative strategies are required.

Refer to pages 58-63.



'Lanes' present an opportunity to be 'furnished' with planting and activity becoming lively inviting spaces.

private space

resource for private development



Espresso & More
COFFEE
TEA
PASTRIES & BEAN

MerrBe's
DELICIOUS
BREADS & PASTRIES
BAKED TO ORDER

Espresso & More
COFFEE
TEA
PASTRIES & BEAN

1AEP-095

New ways of structuring the street are needed to reflect the new way the street is being used by the community.

It is proposed that Development Applications in Gregory Street be required to submit an urban design statement that illustrates how development responds to the issues raised in this document:

- where is the development in the identified hierarchy?

- a) in the high street?,
- b) in the side street? or
- c) the residential street typology?

- is the use going to be residential or commercial?

- what will the treatment be for space in front of buildings?

- what will the treatment be for space beside buildings?

- where will off-street parking be provided?

- will there be new lighting?

- will there be new signs?

- which special details are being retained or introduced and why?

strategy



Sandy Bay
Animal
Hospital

Prime
Pet Services

Ph: 4223 8111

Principles

The existing spatial hierarchy (one of transition from residential to high street) should continue to inform development patterns.

Development should be tailored the appropriate typology; high street, side street or residential street.

high street

shops
shop top living
2 storey +
hard to street edge
on street parking

long narrow lots
large glazing and active use at street level

(with the exception of
the supermarket frontage
to Sandy Bay Road)

side streets

converted dwellings
dwellings
1-2 storey
setback 2-3m
parking behind/beside b/l
on street parking
lot size
active use at street level

residential streets

dwellings
corner shops
1-2 storey
setback 2-3m
parking behind/beside b/l
on street parking
lot size
private use at street level

street



Fences and gardens
protect residential
amenity.

Principles

Where buildings are dwellings the space around the building should continue to be fenced at the property boundary forming private open space.

Retention and/or planting of gardens with fences are highly desirable.



Refer to;
New fences for Old Houses - A guide to designing a traditional fence for your home.
Hobart City Council. Nelson L, Lennard B, Miller G, 2003.

space around dwellings



Low narrow planting
'furnishing' the
lanes.

As has been noted in previous pages, it is the absence of elements on private land that have led to an unusual spatial arrangement.

Principles

Consider introducing private furniture such as fences, bollards or gates to separate pedestrians and vehicle space.

Retain or introducing planting to 'furnish' laneways.

Low ground cover (<1000mm) or clear trunked trees are preferred to ensure good sightlines.



TEMA

LAPA

77

AAZURE
FASHIONS
&
ACCESSORIES

AAZURE
FASHIONS & ACCESSORIES
4700 17th Ave
Whitby, ON L1B 4B1

Nearby in King Street converted dwellings retain low fence and garden whilst maintaining a commercial presence on street.

Principles

Where buildings are have been converted for commercial use the private land in front of buildings should be differentiated from the space of the public footpath and street.

Reinstatement of fences and gardens is preferred.

If traditional fences and gardens are not used to define private space a new creative approach is required.

Tactile (surface treatment) alone is not adequate. Spatial elements are also required.



In Gregory Street converted dwellings may not have fence and garden resulting in ambiguous space.

space in front of shops



AP-3164
TASMANIA - HOLIDAY ISLE

EIS 6224 5500 www.eis.com.au EIS

Person standing near the van

Roberts

Traditionally off street parking is located beside or behind the building line. The area dedicated to parking is only one part of the unbuilt part of a property.

In Gregory Street, in some instances gardens and fences have been removed and outdoor space is being used for Ad hoc parking.

Ad hoc off street parking in front of buildings obscures and detracts from building facades in particular, and the streetscape in general.

Principles

Off street parking should occur behind building line.

Where fences and gardens have been removed, a new strategy is required which satisfies both parking standards and streetscape considerations.



There may be opportunities for parking spaces to be negotiated in nearby locations, which do not negatively impact on the streetscape

off street parking



RAGGEDY ANN

SALE 50%

stark

MY GOODNESS

Professional Naturopathic Services

HEALTH FOODS

Staley

ART GALLERY PRINTS

Principles

Signs mounted on buildings should be designed as a part of overall facade and should generally be located at or below awning/eave level.

Free standing signs should be located and designed and scaled for the pedestrian customer.



signs



cafe-wine bar

The following buildings are listed in the City of Hobart Planning Scheme:

4-10	Gregory Street
9-23	Gregory Street
12	Gregory Street
14-16	Gregory Street
15	Gregory Street
18	Gregory Street
20-22	Gregory Street
21-23	Gregory Street
24-28	Gregory Street
28	Gregory Street
22a	Princes Street
24	Princes Street

Consider expanding heritage listings to include No's 2, 3, 5 and 25 Gregory Street. Consider making Gregory Street a Heritage Area as recommended in the *Sandy Bay Heritage Review*, 1999.

Refer to the Burra Charter as adopted on 23rd April, 1988 and Schedule F, of the City of Hobart Planning Scheme, 1982



Gregory Street is the centre of a cluster of significant fabric.

heritage listings



Existing buildings should retain traditional forms with particular attention given to roof configuration and entrance articulation.

The ratio of wall to window should follow the pattern in the street. Windows should read as punctures in larger opaque walls. Large areas of glazing should be limited to those properties with awnings and street level shop fronts.

Where dwellings have been converted, layering between the public space of the street and the private realm of the building interior is desirable. Layering can be formed by fences, gardens, covered entrances and screening detailing of elements such as verandas.

Original architectural design elements such as chimneys should be retained/ repaired. Original materials and finishes contribute much to the character of the street and should not be removed or painted over. Original slate roofs should be conserved.

New infill (for which there is limited opportunity) should adhere to the patterns of setback, bulk and height of neighbors.

architectural quality

strategy



Sandy Bay Rivulet River Derwent waters edge.






Sandy Bay Road shops and activity spine.

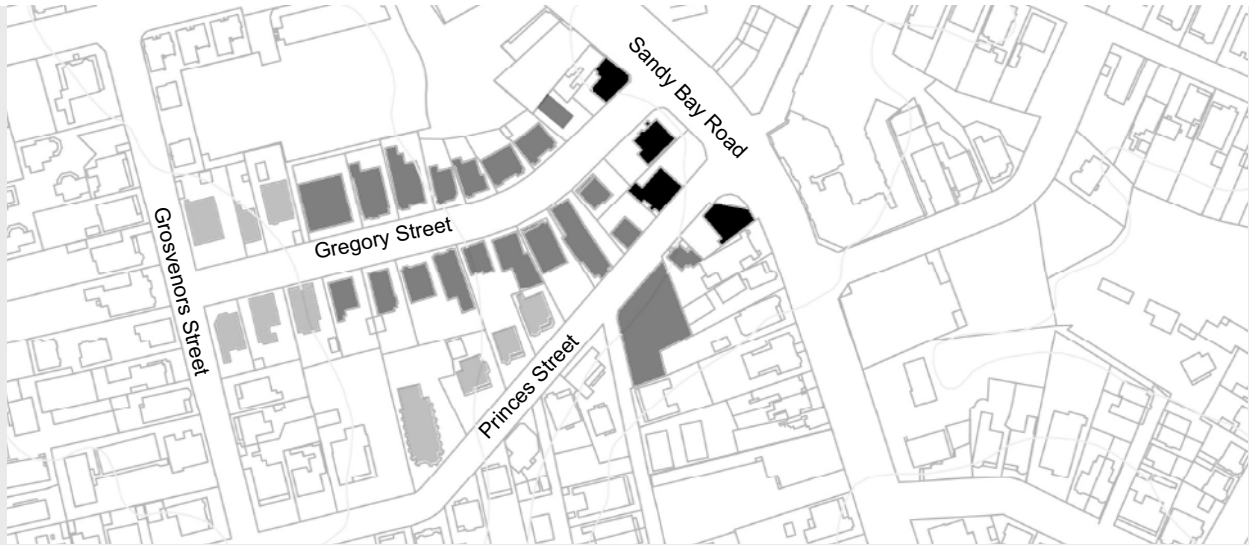


Gregory Street; a counterpoint to the 'high street'.

city scale



-  Opportunity for enhanced pedestrian space in Gregory Street
-  Opportunity for enhanced pedestrian space along 'spine' of Sandy Bay Road and at junctions of side streets
-  Opportunity for enhanced pedestrian links between 'spine' rivers edge, city and university.



- residential typology
- side street typology
- high street typology

street scale

residential street

Reinforce cohesive pattern of private gardens with front and side fences.

Enhance pedestrian experience by contributing to the definition of well formed footpath space through the provision of fences and gardens.

side street

Promote permeability and commercial activity.

Enhance urban form by maintaining and enriching existing buildings and showcasing period features.

Furnish lanes with planting.

On street dining opportunities.

high street

Reinforce Sandy Bay Road as the public and commercial focus.

Active frontages at ground level.

Corner entrances.

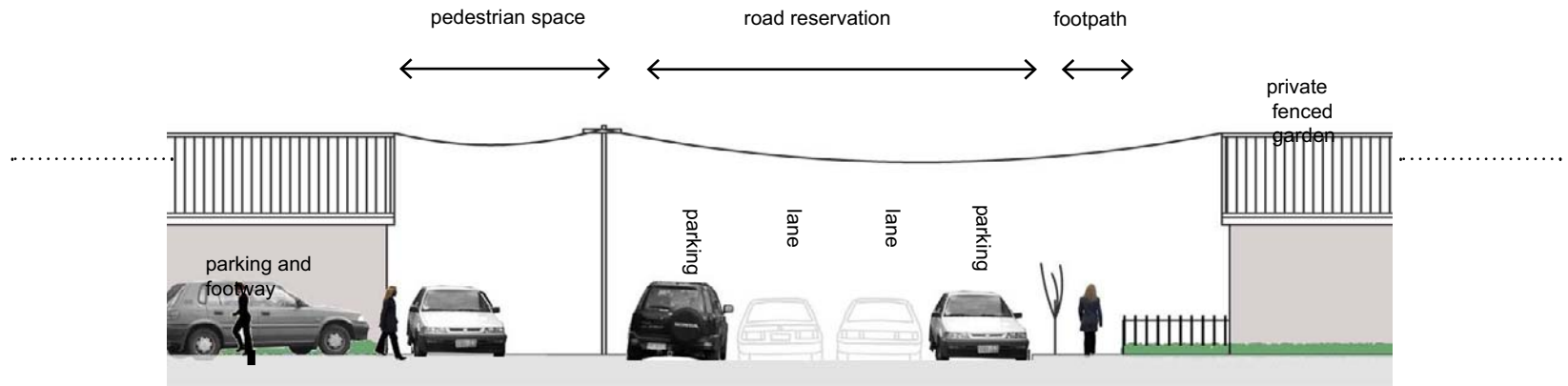
Double story.

appendix

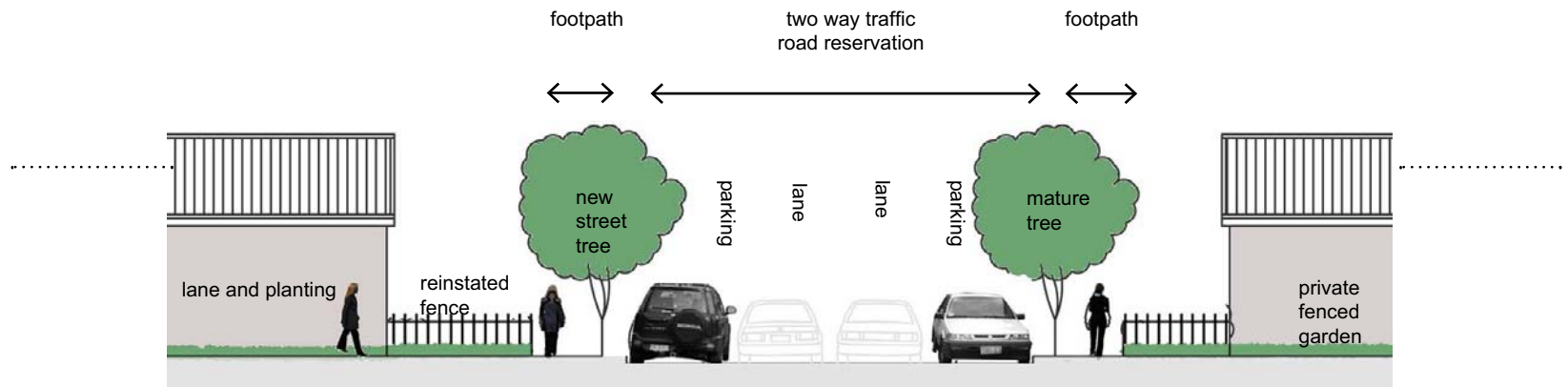
These diagrams have been prepared to illustrate the current structure of the street, and to illustrate some future strategy options. The purpose of this exercise is to speculate on how Council might pursue the potential that Gregory Street holds.

The concepts would be the subject of detailed investigation and analysis, in particular their implications for traffic generation and movement in adjacent streets. The views of residents and business operators will be particularly important in regard to the number and direction of traffic lanes, and availability of on-street parking.

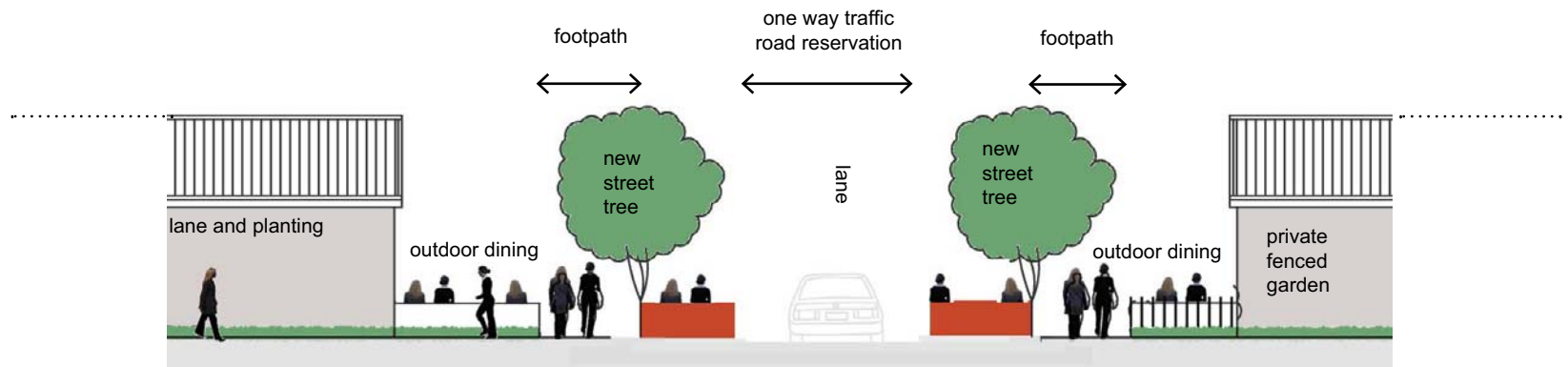
current situation



**landscaping opportunity
no changes to parking/traffic**



**landscaping opportunity with
changes to parking/traffic**



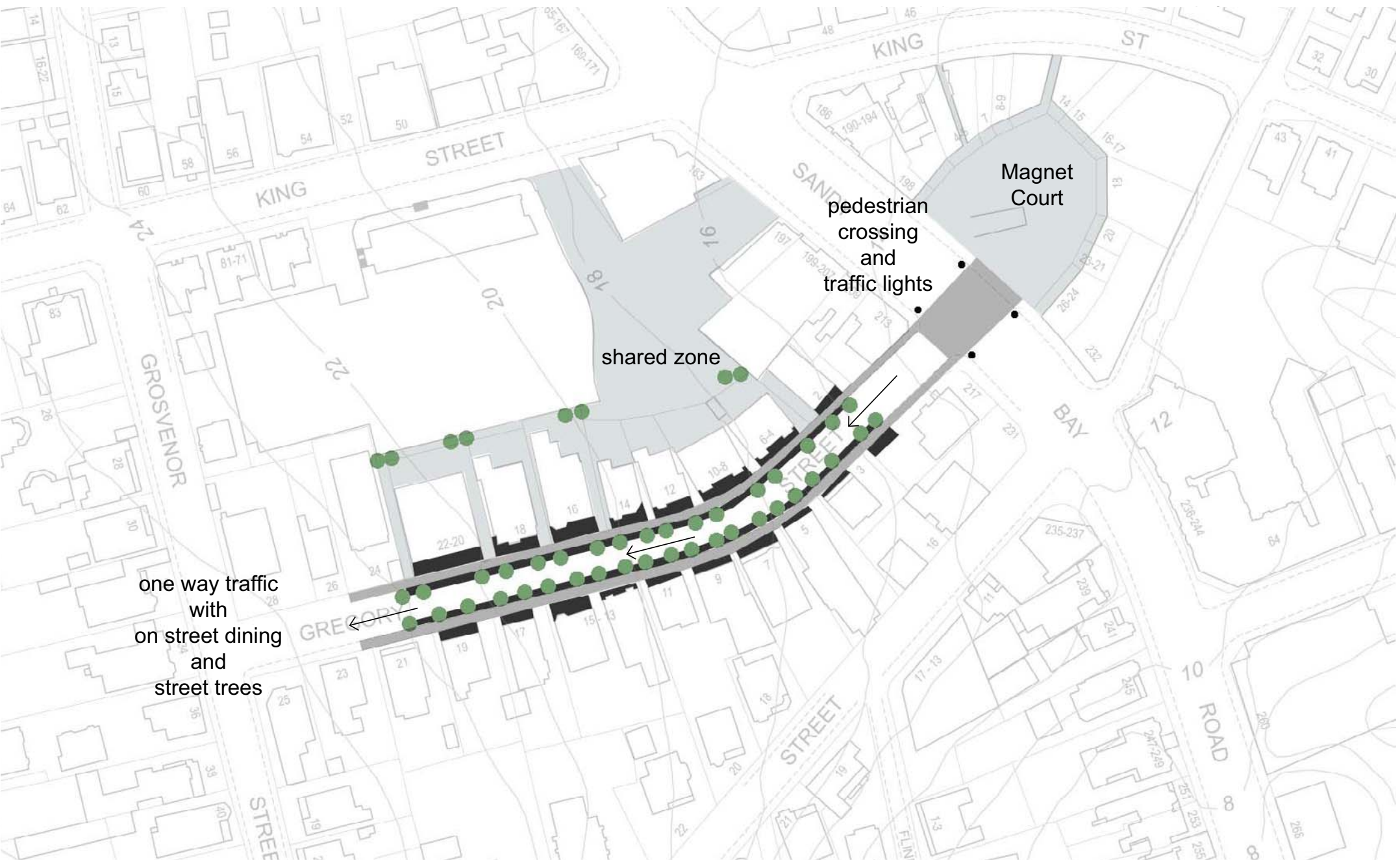
concept for street section

landscaping opportunity no changes to parking/traffic





- no change to footpath: 1200mm
- no change to parking or traffic
- parking on both sides
- two way traffic
- remove overhead wires
- plant street trees

landscaping opportunity with changes to parking/traffic

- change to parking and traffic
- parking on one side only
- one way traffic
- remove overhead wires
- widen footpath
- plant street trees
- on street dining



concept for public works

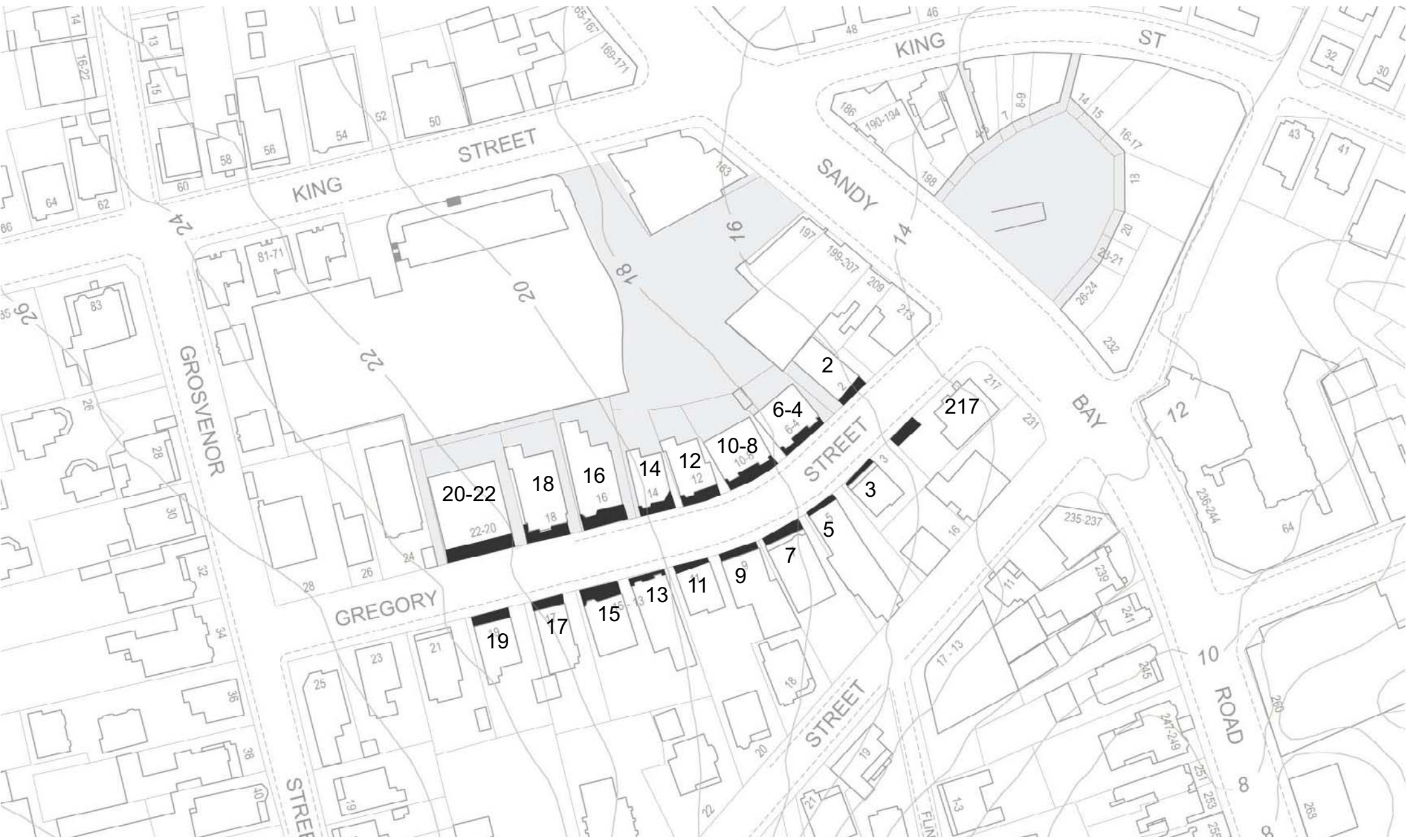
-  shared zone
-  Street Tree
-  Footpath
-  seating/parking

Changes in the streetscape have resulted in weak edges



Strong edges need to be reestablished in Gregory Street





concept for development control

■ Pedestrian access

■ ambiguous space/ new treatment required

Changes in the streetscape have resulted in weak edges

Strong edges need to be reestablished in Gregory Street





Gregory Street

28 Gregory Street	House	25 Gregory Street	House
26 Gregory Street	Flats	23 Gregory Street	House
24 Gregory Street	Louisa's Cottage B&B	21 Gregory Street	House
22 Gregory Street	Offices (Vacant)	19 Gregory Street	House
20 Gregory Street	Harmony Chinese Medical Centre	17 Gregory Street	Merre Be's B&B
18 Gregory Street	Sandy Bay Chiropractors	15 Gregory Street	Frangipani Fabrics
16 Gregory Street	Stuart Tanner Architects & Nest Property	13 Gregory Street	Soundy's
14 Gregory Street	Tasmanian Coffee Roasters	11 Gregory Street	Sandy Bay Animal Hospital
12 Gregory Street	David Hemming Podiatrist	9 Gregory Street	The Prime Dental Surgery
10 Gregory Street	My Goodness Health Foods	7 Gregory Street	Bay Beauty Clinic & Any Length Hairdresser
8 Gregory Street	Botanical Resource Australia	5 Gregory Street	Waxed Restaurant & Bar
6 Gregory Street	Penny Proud Dental Surgery	3 Gregory Street	Gay Flowers
4 Gregory Street	Furneaux + MacLaurin	217 Sandy Bay Road	The Metz
2 Gregory Street	EIS Property		
213 Sandy Bay Road	Roberts & Petrusma		

Princes Street

231 Sandy Bay Road	Gilt Wine Bar	235-237 Sandy Bay Road	Shops
16 Princes Street	Shop (Vacant)	11 Princes Street	House
16a Princes Street	The Spice Restaurant	13-17 Princess Street	Offices & Consulting Rooms
18 Princes Street	House		
20 Princes Street	Consulting Rooms		
(part of 9 Gregory Street)			
22 Princes Street	House		
22a Princes Street	Church & Hall		
24 Princes Street	House		