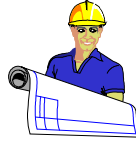


# ANDY'S DESIGN & DRAFTING



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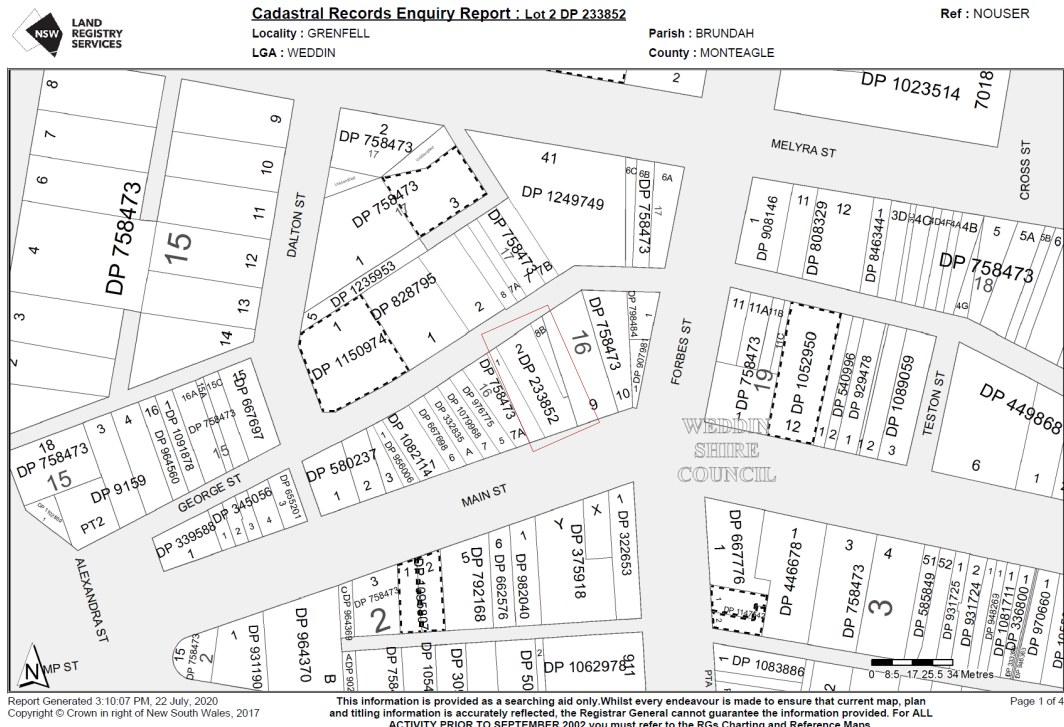
## Modification Statement Heritage Impact Statement

### Proposed Verandah Addition

Weddin Local Environmental Plan 2011 (pub. 5-12-2011)  
Land Zoning B2 - Local Centre: (pub. 5-12-2011)

### Property Description

66 MAIN STREET GRENELL 2810  
2/-/DP233852



Prepared by Andy J Reidy 09/10/24

## 1. Summary

*Andys Design and Drafting has been engaged to prepare a*

- Statement for Modification
- Heritage Impact Statement
- Application to modify Consent DA 20/2021

Determination Date 02/08/2021

1. Development is to be in accordance with approved plans.

The development is to be implemented in accordance with the plans and supporting documents stamped and approved and set out in the following table except where modified by any conditions of this consent.

Plan No./ Supporting Document	Prepared by/Reference Details	Weddin Shire Council Reference
Architectural Plans Pages 1-6	Andy's Design and Drafting Dated 16/4/21	Stamped No. 20/2021
Statement of Environmental Effects	Andy's Design and Drafting	Stamped No. 20/2021

In the event of any inconsistency between conditions of this development consent and the plans/supporting documents referred to above, the conditions of this development consent prevail.

## Modifications

### Plan Elements

1. Reduction of Verandah width from 4.0 m to 3.1 m—setback 900 mm from Gutter line
2. 2 Additional posts located at rear (100\*100\*5 RHS) (structural elements/incidental impact)
3. 3 support piers /incidental impact barriers
4. Stormwater directed to street as per condition of consent/Removal of Bollard
5. Kerb adaptor
6. Convert Existing windows to French Door

### Conditions to be modified:

- A. Remove item 10 (iii) (galvanised roofing/drainage elements)- Replace with Zincalume
- B. Amend item 10 (vii) Window to be French Doors

### Item 1—Verandah width— Vehicle impact Zone

Consideration was given in Original proposal that Posts would be located on Gutter line as is common with all existing posts of awnings/verandahs located along Main street. The exception being the Medical Centre posts which sit approximately 300 mm from Gutter line to face of posts.

### Post Damage from Vehicle impact

Every existing post (Main street) located on gutter line (*with exception of posts behind a landscape element*) is damaged from Vehicle impact.

No barrier or impediment has been created to separate vehicles from structural elements or any other structures

Common practice is that vehicles are parked to kerb with an element that will intrude into the footpath pedestrian space. (see photos), rendering this area unusable for any pedestrian.

This has been recognised in other jurisdictions that have lead to a policy of setback for all structures within a zone or modification of roads.

### Pedestrian Path: Trafficable Area/Obstruction

Average standard pathway width of 1.2 m is found as typical pathway in Grenfell

Observations of Main street pedestrian pathway include: (*pathway width 4.1 m*)

1. Street Furniture/utilities (bins/lights) in the zone (indicated in drawing as Vehicle impact zone)
2. Street furniture/accessible ramps/café tables/chairs/utilities in the zone of 900 mm from building boundaries
3. Clear Pathway of 1200 mm in Centre of pathway

*The proposed pathway width with reduced verandah proposal is 2.7 m between posts (refer plans) which exceeds minimum average pathway width 1200 mm*

The setback **would not create** an unwarranted obstruction or reduce the usable trafficable section of footpath.

The area from Gutter to approximate 0.9 m to 1.1 m is commonly unavailable for a pedestrian presence due to vehicles which include standard passenger vehicles to utilities with extended trays (common in area) which impede due to parking requirements.

## 11. Heritage Impact Statement

### Grenfell Urban Conservation Area Significance: Local

#### 13.10 Authenticity

##### Objectives

*To protect the original fabric that contributes to the significance of a heritage asset.*

##### Standards

4. Original and significant fabric of a premises should be retained in situ.

##### No change to Building fabric

5. Original character and fabric should not be fundamentally altered or irreversibly changed by new work.

##### No change to Building fabric

6. Traditional building elements should only be removed where there is a firm proposal to restore or replace something sympathetic in that same location or where specifically identified for removal by a heritage assessment.

##### No change to Building fabric or removal of any Building elements

7. Traditional elements are to be reconstructed based upon historic research of a particular building in preference to details that are simply typical for a period.

Proposal is not a reconstruction of any previous Verandah. Historical Society indicated that up to 3 previous Verandahs were constructed at this location

8. Traditional construction materials and techniques should be used where possible for the repair or alteration to a heritage asset.

Condition considered met

#### 13.11 Streetscape

##### Objectives

*To protect the unique streetscape character and appearance of the main shopping streets of the Weddin commercial area.*

*To conserve and promote the heritage streetscape character as a marketing tool for encouraging tourism within the Shire.*

##### Standards

1. Development should consider its relationship to the following elements of the streetscape:

##### Applicable:

##### Front setback

*Main Modification is the reduction in street setback which is a variation to the streetscape.*

*Research has indicated that this verandah is the first new verandah Construction in 90 to 100 years.*

*Original Verandah setback requirements met a different set of conditions when constructed*

##### Conditions of Consent

*Item 3 (i) to (iv) Kerb Adaptor*

*Item 10 i) Item 20 (not to extend past inside line of gutter)*

**would not be able to be met with a zero setback**

*Proposed Post piers provide a vehicle impact barrier as well as a presence that is easily detected by pedestrian*

*Further measures such as tactile indicators could enhance safety if required*

*Consideration to the Safety factor of project along with the requirement to minimise any element that causes a obstruction or danger is the main factor for the setback request of 900 mm*

##### Materials, colours, textures

*Proposed Colour scheme to be provided in Construction Certificate Application*

##### Roof form and pitch

*To Match existing verandahs in street*

##### Scale, height and proportion of buildings

*To Match existing verandahs in street*

##### Spaces between buildings

*To Match existing verandahs in street*

##### Façade treatments

*To Match existing verandahs in street*

##### Verandahs

*To Match existing verandahs in street in Material and trim*

##### Window placement and treatment

*To Match existing verandahs in street*

##### Not Applicable

*Landscaping and gardens Provision of new services, in particular air-conditioning out of sight*

*Height and design of fences Placement and design of driveways, garages and carports*

*Placement and design of external signs and advertising Existing street trees*

*Provision of new services, in particular air conditioning out of sight Height and design of fences*

*Placement and design of driveways, garages and carports Existing street trees Placement and design of external signs and advertising*

2. The design of new buildings should complement and not dominate in the existing streetscape. Condition considered met

3. Development should be designed to minimise any impact upon the heritage significance and character of the street. Condition considered met

4. Development should be consistent with but not replicate the heritage character of immediately adjoining properties. Condition considered met

# 13.12 Alterations and Additions

## Objectives

*To ensure that subsequent alterations and additions do not detract from heritage significance.  
To provide guidance on the most common alterations and the best method for such works to be undertaken.*

## Standards

1. Development must consider the following principles for Alterations and Additions.

- Compatible Design:

Maintain the character of the building. [Condition considered met](#)
- Scale:

The scale and bulk of any new work should not dominate and be of similar size or smaller in relation to the original building. [Condition considered met](#)
- Siting:

Avoid altering sympathetic street facades, with new work best located to the rear or side of the building.  
[Condition considered met](#)
- Materials:

Reuse existing materials where possible or use matching or compatible new materials [Condition considered met](#)
- Use:

The best use for a building is usually the one for which it was built. Where this is not possible to retrofit one which is suited to the overall design of the building or one which requires minimal structural alterations.  
[Condition considered met](#)
- Repair rather than replace:

The original fabric of the building is unique to the time and place it was built and contains information about materials and construction techniques of the day. It is therefore important, where possible, to repair rather than replace. [Condition considered met](#)
- The aging process:

The age of a building and often successive changes add much to its character and significance, do not try to hide age or sympathetic changes [Condition considered met](#)
2.

The design approach adopted in any given situation depends on the configuration of the main building, its orientation and views, the proposed use, size and slope of the site. [Condition considered met](#)
3.

In all additions, new doors, windows and external details should match the original in proportion, style, materials, roof and wall construction. [Condition considered met with the exception of setback to street gutter](#)





Canowindra Street Posts





Retro fit for Gutter to provide vehicle impact zone away from posts  
This option for rear or front in parking

Similar option at site could be used if parking spaces in front of verandah are parallel  
This would enable posts to be closer to gutter line





Damage to posts with 300-450 mm setback  
Main Street Medical





Damage solution to posts— Forbes





Typical Street parking Main street Grenfell

