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The General Manager
Mid-Coast Council
PO Box 482
TAREE NSW 2430

Our reference: EHC24/0184
12 December 2024

Dear Sir / Madam,

Concise Heritage Impact Statement for construction of a carport at 3 Broadway Street, Stroud.

Edwards Heritage Consultants Pty Ltd (EHC) has been engaged by Michael Tyne to prepare a concise Heritage Impact Statement for the construction of a carport at 3 Broadway Street, Stroud ('the site').

This concise Heritage Impact Statement (HIS) provides a concise assessment of the development proposal and is to accompany a Development Application with Mid-Coast Council.

1. Brief description of the site

The site is known as Lot 11 in Deposited Plan 95876, and commonly known as 3 Broadway Street, Stroud. The site comprises a rectangular shaped allotment, oriented to sit parallel to Broadway Street and perpendicular to Lowrey Street. The site has a conventional frontage to Lowrey Street.

Situated on the site is a single-storey detached-style dwelling with a rectangular footprint and asymmetrically composed front elevation. Despite the conventional lot configuration and presentation to Lowrey Street, the dwelling is oriented to have its front elevation facing northeast and subsequently addresses the adjoining block to the east of the site.

The dwelling is of brick construction and characterised by face brick on all elevations. The roof form is hipped and clad in corrugated sheet metal. Protruding from the ridge of the roof form, slightly offset from the centre, is a masonry chimney with a curved metal chimney cowl. A similarly detailed chimney protrudes from the southern facing roof plane.

Sitting underneath the roof form to the eastern (front) side is a skillion verandah roof clad in corrugated sheet metal, supported by timber beams. The verandah runs along the eastern elevation, and the verandah floor is constructed and finished as a concrete slab.

The front elevation is delineated by three sets of 2x8 timber framed casement windows, separated by two single-leaf timber doors both featuring additional aluminium flyscreen doors on the external side. Fenestration throughout the remainder of the dwelling is largely timber-framed casement windows or timber framed double-hung sash windows.

The western (rear) elevation is characterised by two separate lean-to additions clad in timber cladding, one to the northern side housing a bedroom, and another to the south housing the bathroom and laundry. These are connected through a narrow patio. There is an existing garage adjoining the dwelling to the north.



Figure 1: Aerial view of the subject site (denoted by red outline)
[Source: NSW Land Registry Services, with EHC overlay]



Figure 2: View of the front (eastern) elevation of the subject site.



Figure 3: View of the dwelling from Lowrey Street.



Figure 4: View of the subject site from the corner of Lowrey and Broadway Streets.



Figure 5: View of the western side yard, facing south-west.



Figure 6: View of the western side yard facing north.

2. Heritage listing status

The site **is not** identified as an item of heritage significance, listed under Schedule 5 of the *Great Lakes Local Environmental Plan 2014*.

The site **is** located within the *Stroud Heritage Conservation Area* (Conservation Area "C5") listed on Schedule 5 of the *Great Lakes Local Environmental Plan 2014*.

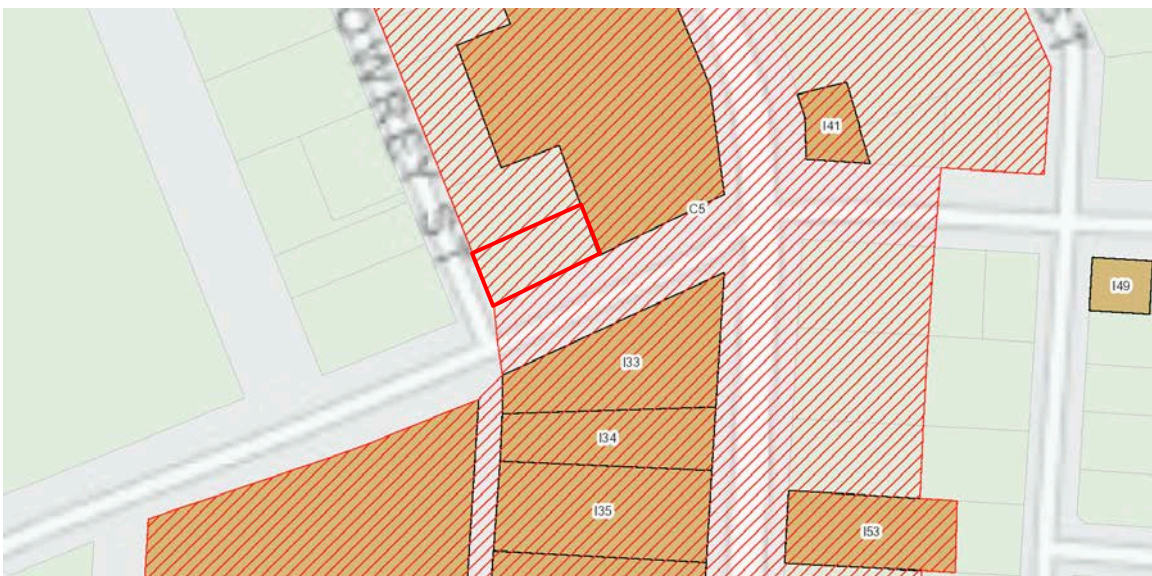


Figure 7: Map showing the heritage listing status of the site (denoted by red outline).

[Source: *Great Lakes Local Environmental Plan 2014*, NSW Planning Portal Digital EPI Viewer with EHC overlay]

3. Items of heritage significance within the vicinity of the site

For the purposes of this heritage impact assessment, the term ‘in the vicinity’ is taken to be any item or items that:

- i) Are within an approximate 100m radius of the boundaries of the subject site.
- ii) Have a physical relationship to the subject site i.e. adjoin the property boundary.
- iii) Are identified as forming a part of a group i.e. a row of terrace houses.
- iv) Have a visual relationship to and from the site; or
- v) Are a combination of any of the above.

In applying the above criteria, items of local heritage significance (including any Heritage Conservation Areas) (listed under Schedule 5 of *Great Lakes Local Environmental Plan 2014*) within the vicinity of the subject site are set out in Table 1 below:

Heritage Item	Item No.	Address	Relationship to the subject site
‘Baptist Church’	I41	70 Cowper Street, Stroud	Within the vicinity
‘A.A. Co. Cottage’	I133	1 Berkeley Street, Stroud	Directly opposite
‘A.A. Co. Cottage’	I134	3 Berkeley Street, Stroud	Within the vicinity
‘A.A. Co. Cottage’	I135	5 Berkeley Street, Stroud	Within the vicinity
‘A.A. Co. Cottage’	I136	7 Berkeley Street, Stroud	Within the vicinity
‘Silo Hill – underground grain silos and cannons’	I38	Broadway Street, Stroud	Diagonally opposite

Items of State heritage significance (listed on the State Heritage Register (SHR) under the *Heritage Act 1977*) within the vicinity of the subject site are set out in Table 2 below:

Heritage Item	Item No.	Address	Relationship to the subject site
‘St John the Evangelist Anglican Church Group (including Quambi House)’	I45	83-87 Cowper Street, Stroud	Directly adjacent

4. Existing heritage significance assessments

The NSW State Heritage Inventory (Heritage Item ID: 1650527J) provides a Statement of Cultural Significance of the Stroud Heritage Conservation Area as follows:

‘The Stroud Heritage Conservation Area is historically significant as a record of the Australian Agricultural Company’s initial settlement in the Port Stephens Estates during the period 1826 to 1856 and of Stroud’s subsequent growth during the later nineteenth century and early twentieth century.

Although the A. A. Company’s Port Stephens Estates were ultimately a failure in their purpose to produce fine wool for the British market, the Company played an important role in establishing the Australian wool industry and developing the export of Australian agricultural produce. It shaped the settlement pattern and land use of the western part of the Great Lakes area and the adjoining Gloucester Shire during its occupation.

The Conservation Area contains range of building types, methods of construction and styles spanning the period from about 1830 to about 1940 and includes civic, religious, commercial and residential buildings. Early colonial building are represented by St Johns Anglican Church and Quambi House, later Victorian styles by the post office and the former courthouse. Twentieth century buildings include the former council chambers and the former Bank of New South Wales. Dwellings include the early ‘Stroud House’ and a range

of cottages from early AA Co brick cottages to later weatherboard and ‘plank’ houses. The A. A. Co silos are rare survivors of earlier times.

Stroud has survived relatively unchanged over the years, with later development adding to rather than replacing earlier phases of development. This characteristic enhances its significance.’

5. Description of the development proposal

This concise HIS provides an assessment of the development proposal as shown on the plans and drawings referenced in Table 1 below:

TABLE 1 – Plans and drawings referenced				
Drawing No:	Revision:	Title:	Dated:	Prepared By:
1	-	Roof Plan	31.10.2024	Fair Dinkum Builds
2		Elevations		
3		Material Schedule & Structural Notes		
4		Footing and Connection Details		
5		Sunset Beam Stitching Detail		

The development proposal seeks the consent of Mid-Coast Council for the construction of a freestanding carport structure.

Currently, no provision is made for covered on-site carparking and the objective of the proposal is to address the owners’ requirements to provide for covered vehicle parking.

To achieve this, it is proposed to construct a steel-framed awning carport structure within the existing rear (western) side yard, over an existing hard surfaced area which is presently being utilised for informal parking. Five (5) concrete pad footings will be installed around the perimeter of the carport to support the structural frame, with the gabled structure then being constructed atop. There is no concrete slab proposed, and the carport will sit neatly within the western side yard, utilising the existing level ground surface.

The carport will be open on all four sides, with a gabled roof form clad in Colourbond roof sheeting in the colour ‘Shale Grey’.

There are no further works proposed to the dwelling or landscaped garden setting of the site.

6. Heritage impact assessment

The ensuing heritage impact assessment is based upon the Statement of Significance (refer above); available physical and documentary evidence including a virtual inspection of the site and statutory planning requirements.

The *NSW Heritage Manual* (Heritage Council of NSW, 2001) and ‘*Guidelines for preparing a statement of heritage impact*’ (Department of Planning and Environment, 2023) have developed a series of evaluation criteria for assessing the likely impact of a proposed development on the heritage significance of listed heritage items or heritage conservation areas¹, which are listed below and considered in the ensuing statement of heritage impact.

- i) Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP)
- Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?

¹ NSW Heritage Branch, ‘Heritage Impact Statements – Some questions to be answered in a Statement of Heritage Impact and Supporting Information Required’.

The dwelling at 3 Broadway Street, Stroud is considered to have contributory value to the wider Stroud Heritage Conservation Area, positively reinforcing the prevailing period housing character and documenting the housing stock of the late 19th century period. The dwelling contributes to an understanding of the Stroud locality, and represents one of the prevalent housing typologies within the area.

The proposal seeks to construct a carport at the rear of the site in order to utilise the available site area more efficiently. The proposed location of the carport is situated within the 'rear' yard (western side), despite sitting closer to the street frontages than that of the building line. This is due to the orientation of the dwelling, addressing the eastern side. Accordingly, the proposed carport will not interrupt views to or from the site nor in and around the streetscape.

The proposed works do not involve any demolition, thus does not involve the removal of any contributory features of the dwelling or its curtilage. The carport will be a standalone structure situated quietly at the rear of the dwelling and in an area of the site that is unencumbered by significant built or landscape features. In this manner, the proposed carport is considered a minor addition to the site with the existing footprint and overall language of the dwelling remaining as is. This will ensure that the heritage significance of the HCA, as well as that of the adjoining heritage items, will not be affected by the proposed development.

An examination of early aerial photography for the site shows that the site formerly contained a freestanding shed structure, which was located in the approximate location of the proposed carport. The carport has been designed to incorporate a pitched gabled roof form, which aids in interpreting the former shed location in the similar location and relationship to the existing dwelling.

- *Will the proposed works affect views to and from the heritage item? If yes, how will the impact be mitigated?*

The proposed carport will be situated at the rear of the existing dwelling, though conventionally, appears to sit within the front setback area (if the boundary to Lowrey Street is taken as the front boundary of the site). In this manner, the carport will be visible when viewing the site from Broadway and Lowrey Streets, however as the primary views of the dwelling (and indeed the primary orientation of the dwelling) are obtained from the east, this will not conceal the contributory features of the existing dwelling and instead will sit behind the primary footprint of the dwelling. The rear (western) portion of the site evidences some change, including an existing garage and lean-to addition, thus is considered the most sympathetic location for the proposed carport. Additionally, owing to the pitch of the roof of the subject dwelling, the works will not be visible from the dwelling's primary and eastern elevation.

As a result, the proposed carport will not dominate or obscure primary views to or from the item. The carport will not visually dominate the dwelling, nor will obscure key characteristics and values which define its contributory values to the wider Heritage Conservation Area.

Further, the dense landscaping around the south-western corner of the site will assist in filtering views of the carport to the nearby heritage items, particularly those to the south and south-west of the subject site. Accordingly, the proposed works will not impact on significant views to and from the heritage items within the vicinity of the subject site.

- *Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?*

The proposed works stem from the owners' desire to increase protection to their vehicles from the weather. The proposed carport will assist in providing this protection, and is

considered to be a more sympathetic alternative than another garage. The proposed structure is lightweight and open on all sides in order to minimise visual impact.

The proposed works will have a low impact on the streetscape, adopting a form and language that presents as a contemporary structure that will be easily delineated as new work, whilst still harmonising with the language of the primary dwelling.

The carport is appropriately proportioned within the site and streetscape, and will not dominate the roofline or profile of the dwelling on the site. The location of the carport is considered the most sympathetic option situated within the rear yard of the dwelling. The works will not impact on the understanding of the HCA, nor will impact on the integrity or views to and from the adjoining heritage items.

7. Recommendations and mitigation measures

This concise Heritage Impact Statement has been prepared to consider the potential heritage impacts resulting from the proposed development, which involves the construction of a carport. The proposal has been assessed with regards to the identified heritage values and available physical and documentary evidence, including a visual inspection of the site and statutory planning requirements.

The evaluation criteria for assessing the likely impact of a proposed development (as published by the Department of Planning and Environment and the Heritage Council of NSW) have been applied in this impact assessment. Having considered all relevant matters for consideration in this report, the proposed construction of a carport at 3 Broadway Street, Stroud, is considered to have a negligible and entirely acceptable heritage impact.

The proposal satisfies the objectives and relevant provisions of clause 5.10 of the *Great Lakes Local Environmental Plan 2014* and the applicable development controls of Part 8 of the *Great Lakes Development Control Plan 2014*.

Consequently, the proposal is favourably recommended to Council.

Should you have any further questions on this matter, please do not hesitate to contact the undersigned at our office.

Yours faithfully,



Holly Challenger B.A., M.Herit.Cons
Heritage Consultant

For

EDWARDS HERITAGE CONSULTANTS PTY LTD