



**CARCOAR
DEVELOPMENT CONTROL PLAN
NO. 4**



**DEVELOPMENT GUIDELINES FOR HERITAGE
CONSERVATION**

ADOPTED – 12 July 2004

Amendments:

Amendment No.1 – Adopted 9 May 2005

*Includes additional heritage items and changed Local Environmental Plan
heritage provisions (Clauses 25 to 30A)*

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INTRODUCTION: CARCOAR HERITAGE SIGNIFICANCE

SIGNIFICANCE OF CARCOAR

Carcoar is one of the most intact examples of a Victorian township in New South Wales. It has retained much of its early character with the main development of the town focused around Belubula, Icely and Naylor Streets and the Belubula River. Churches with their spires provide landmarks on the hillsides around the centre of the town and pockets of housing stretch out from the town nucleus. The lack of twentieth century intrusions into the town is unusual and has ensured that Carcoar has retained its strong historic character, its aesthetic qualities being reinforced by its setting in the Belubula River valley.

A number of buildings within the town are important individually for their strong architectural character. The civic buildings reflect the importance of the town as an administrative centre in the mid to late nineteenth century. These are reinforced by the fine gothic churches and commercial buildings. Additionally, Carcoar has an important stock of nineteenth century houses ranging from the simple cottage to finer houses on larger estates. The homogeneity of materials (red brick, corrugated steel, timber windows) and simple forms with medium pitched roofs and simple verandahs used in the buildings reinforces the character of the building stock.

Historically, Carcoar has an important place in the development of the Central West region. It was the third official town to be established west of the Blue Mountains and served as an important administrative centre for much of the nineteenth century.

HISTORY

(Based on Latona, Ken 1975 *Carcoar – Future Options for an Historic Village* for the National Trust of Australia (NSW))

Carcoar was officially established in 1839 with the approval of Assistant-Surveyor Walker Davidson's plan for the town on 20 October. The plan followed a request the previous year from Thomas Icely, the founder of the nearby Coombing Park estate, for the establishment of a town. The first sales of land in Carcoar were held in July 1840.

The new town grew rapidly, supported by the good farming land in the district, and by 1850 with a population of 500 was the second most populous town west of the Blue Mountains. A flour mill was established during the 1850s and a branch of the Commercial bank was opened in 1863. By 1860 the population had reached a peak of 600.

After 1866, the growth of Carcoar slowed virtually to a halt. This was due initially to the discovery of gold in districts outside Carcoar. A larger long term influence was the completion of the Western Railway to Blayney in 1876. While the railway eventually reached Carcoar in 1888, the intervening years saw private enterprise developing in Blayney where there was a major node for the transportation of goods. By 1881, the population had dropped to 540.

Despite this, Carcoar still developed as an administrative centre and public buildings such as the courthouse(1882), police station(1884), School of Arts (1901), and post office (1879) continued to be built.

From the 1880s to 1911 the population of Carcoar remained quite stable but fell by 1921 to only 263. It was to rise again in the 1930s to 478 when the depression brought people from the city looking for work.

By 1954, Carcoar was a small town with virtually no administrative or economic base. Much of the population had moved to nearby towns or drifted to the cities. The lack of growth of Carcoar after the nineteenth century, and the rerouting of the highway to bypass the town in the 1970s, has meant that the early character of the town has been retained.

DESCRIPTION

As well as retaining a strong nineteenth century character, Carcoar is also visually isolated from other towns or settlements by surrounding hills.

The regular grid that was laid out for the town is overlaid by the main historic route through the town from northeast to southwest, which cuts across the grid diagonally. The Belubula River also interrupts this grid and development has become concentrated near the river.

Most of the buildings in Carcoar were erected in the period 1850 to 1890 and are good examples of the period ranging from the vernacular to the highly stylised. This gives the town a strong visual quality and historic character. The buildings range from two storey public and commercial buildings to one and two storey houses to gothic churches to stables and railway stations. Almost all the buildings are detached, with those on the main route through the town close to the street frontages. Away from the centre of the town, houses are spaced further apart and some cases such as the former Catholic Presbytery are set well back from the street in large grounds. Many buildings have open verandahs on timber posts and virtually all have medium pitched roofs. The buildings have a consistency of materials using corrugated iron roofing and red brick or stone. Timber cladding is rare.

The village features distinct visual groupings of buildings such as the village centre in Belubula and Icely Streets, the Catholic Church group, Stoke House and its stable, the railway station, St Paul's Anglican Church and the hospital. The contrast between the vernacular buildings and the more formal architecture of the commercial and civic buildings creates a strong village character.

The Belubula River flows through the town creating an important open space. Other recreational spaces exist to the south and west of the village, which, with the undeveloped Stoke and Reservoir Hills containing the town.

The town is planted almost entirely with exotic species, while the rural lands around the village support fine stands of native eucalypts, making the village distinct from the surrounding countryside.

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PART 1: HOW TO USE THIS PLAN

You will only need to refer to this Development Control Plan (DCP) when you want to make changes to, or develop your property, such as building a garage, re-roofing, making alterations or additions, building a new house or subdividing land.

The plan comprises the following parts:

1. Outlines how to use this plan.
2. Describes the land that the plan applies to. The DCP applies to all the land within the area edged in the dotted black line on Map 1.
3. Outlines the aims and objectives of the plan.
4. Outlines when the plan came into effect, what the plan is called and how it relates to other planning regulations and legislation.
5. Describes the design guidelines that Council will take into account when considering a development application for building work in Carcoar.
6. Looks at individual streets and precincts and outlines the streetscape and style of buildings that should be considered in conjunction with Part 5 when designing or planning any new work.
7. Provides a sample copy of the “Good Neighbour” policy form that is to be included with development applications for new buildings or significant alterations or additions.

When planning or designing any new development within Carcoar, the general guidelines described in Part 5 shall be considered, especially in relation to the streetscape and style of surrounding buildings outlined in Part 6. These principles should then be applied to the “Good Neighbour” Form to be submitted to Council with any development application for building work or subdivision in Carcoar.

Some minor forms of building work are normally exempt from needing development consent (refer to *Blayney Local Environmental Plan 1998*, Schedule 6, or check with Council). It should be noted that these exemptions do not apply to land within the *heritage conservation area* or to buildings identified as a *heritage item* (see Schedule 1). In these areas you will need development consent for minor work unless Council is satisfied that the work will not adversely affect the heritage significance of the item or area (*Clause.25(2) Blayney LEP 1998*).

PART 2: WHERE THIS PLAN APPLIES

This Development Control Plan applies to all the land within the village of Carcoar, being the area within the 2(v) Village or Urban Zone boundary under *Blayney Local Environmental Plan 1998*.

Map 1 shows the area covered by this Development Control Plan.

Council has the flexibility to relax one or more of the provisions of this plan where the applicant specifically seeks consent to do so. In such circumstances, the applicant must demonstrate that the aims of the plan will still be met. Council must be satisfied that any variation to the guidelines, or application for development that is not in keeping with the character of the locality, will not detract from the heritage significance of the streetscape or precinct as described in Part 6 of the plan.

PART 3: AIMS OF THIS PLAN

This plan aims to ensure that all new developments, and alterations or additions to existing buildings in Carcoar, are designed and built in a way that will maintain and enhance the heritage significance of the village by:

- Providing design guidelines for buildings that should be considered when planning new development;
- Outlining significant streetscape elements and building styles for individual streets that should be taken into account when designing new development in the vicinity; and
- Requiring submission of Council's "good neighbour" policy with any development application submitted for work in the area that this plan applies to.

PART 4: STATUTORY DETAILS OF THE PLAN

WHEN THIS PLAN COMMENCED

This plan has been prepared in accordance with Section 72 of the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000*.

This plan was adopted by Council on the **12 July 2004** and came into effect on **15 July 2004** in accordance with Section 21 of the *Environmental Planning and Assessment Regulation 2000*. The plan may only be amended in accordance with the provisions of the *Regulation*.

Amendment No. 1 – 9 May 2005

THE NAME OF THIS PLAN

This plan is called ***Carcoar Development Control Plan No.4 - Development Guidelines for Heritage Conservation***. The plan consists of the written statement and maps attached.

RELATIONSHIP WITH OTHER PLANS

The guidelines contained in this plan are additional to and complimentary to the statutory provisions contained in *Blayney Local Environmental Plan 1998*. Accordingly, both should be read in conjunction with each other.

Where there is an inconsistency between this plan and another environmental planning instrument, the provisions of the environmental planning instrument shall prevail. An environmental planning instrument includes *Blayney Local Environmental Plan 1998*, a *State Environmental Planning Policy* or *Regional Environmental Planning Policy*.

PART 5: DEVELOPMENT DESIGN GUIDELINES

The following part is a guide to the different components of a building that need to be considered when designing a new development, or designing alterations and additions to an existing building. It is particularly important that any new building work, especially infill development between existing buildings, is considerate of the form, materials, colours and scale of its surroundings.

The purpose of these guidelines is not to require a continuous reproduction of buildings, but rather to ensure that similar proportions and design elements are maintained in adjoining developments to produce a harmonious streetscape that respects the heritage significance of Carcoar.

For development on land with no immediately adjoining neighbours, the following design guidelines shall still be followed, and buildings designed so that they are not conflicting with the heritage character of Carcoar. All new development within the area covered by this plan should strive to be sympathetic and compatible with the heritage significance of Carcoar.

SCALE

- New buildings shall not visually dominate, compete with or be incompatible with the form and scale of existing buildings in the locality.
- Extensions shall not significantly increase the form, size or height of a building when viewed from the street
- Two-storey development will only be considered where surrounding development is of a similar scale and where the ridgeline of the proposed development is consistent with that of adjoining development.
- The overall size (width and height) of buildings shall be in keeping with streetscape character, particularly when viewed from the street.
- Site coverage shall be similar to the existing pattern of development.
- New buildings shall take into account the frequency and design of verandahs in the locality and the methods of incorporating them into the building design.

MATERIALS AND COLOURS

A restricted palette of building materials has been used in the construction of the nineteenth and early twentieth century buildings in Carcoar. The dominant building material of most heritage items identified in this plan is brick with timber used for joinery and verandah framing. Corrugated steel is used for roofs. Some timber cladding is found, mainly on rear additions and outbuildings. Colours for timber elements vary and should be chosen to be consistent with the streetscape character identified elsewhere in this plan. The brickwork is almost uniformly red unless it has been painted in later years.

- Commonly used building materials identified in Part 6 shall be maintained in new developments where possible.
- Brick colour and texture shall be chosen to blend with surrounding developments of heritage significance.
- Applicants shall consider the dominant streetscape colours and materials identified in the plan and ensure that new developments are not inconsistent or conflicting.
- Where there are a variety of styles, sizes and materials used in the locality, new developments shall maintain the style of nearby buildings of heritage significance rather than that of immediately adjoining modern developments.



Bricks are by far the most common wall material in Carcoar, with the locally made red bricks giving a warm colour to the streetscape.



Some buildings combine bricks with stucco finishes used in a decorative manner.



Only a few buildings in the town are fully stuccoed and these tend to be commercial or public buildings.

ROOFS

- New buildings shall have roofs that reflect the size, shape, pitch, materials, eaves and ridge heights of existing roofs in the locality.
- Roofs of extensions shall relate to the existing roof form, pitch, materials and eaves and be in proportion with the existing building.
- The ridgelines of roofs of extensions should generally be lower than that of the main roof.
- Attic rooms shall generally be contained within the roof and not dominate the principal elevations. New windows for attic rooms should be on rear roof slopes rather than front slopes.
- Roofing material is predominantly corrugated steel with new buildings to use either galvanised or colourbond steel. Concrete roofing tiles are not corrugated or considered in keeping with the heritage character of Carcoar. Zincalume roofs are not permitted.
- Flat roofs are generally not permitted, except as a rear skillion.
- The above criteria shall be applied to all buildings including garages, carports and sheds.



Corrugated steel is the most common roofing material in Carcoar. Roof forms are usually simple with hipped roofs dominant.

WINDOWS

- Windows and doors in additions shall be compatible with the proportions, position, size, materials and detailing of existing doors and windows.
- Windows and doors in new buildings shall be compatible with the proportions, position, materials and style of those in the locality.
- Timber windows and doors are preferred to aluminium, particularly when facing the street.



Most of the early houses in Carcoar have vertically proportioned windows in a symmetrical arrangement.



Windows openings of the older buildings in Carcoar usually have vertical proportions. Where the opening has horizontal proportions it is usually divided vertically as can be seen and in the arched opening of the post office in the left photo and in the ground floor windows of the right photo..



Windows at the ground floor of shop buildings tend to have square or horizontal proportions and are combined with a recessed shop entry. The actual window is still divided either vertically or into small panes.

VERANDAHS

Many buildings in Carcoar have verandahs. A variety of profiles are used. Verandahs on new buildings are encouraged and should consider the style and width of verandahs used on nearby buildings.

- Verandah depth should be compatible with nearby buildings.
- Verandah framing should generally be timber with fairly simple detailing. Brackets and valances should be compatible with nearby buildings.
- Front verandahs should generally be kept open apart from simple railings or screens based on traditional elements in nearby buildings.



Verandahs are a common element in both commercial and domestic buildings in Carcoar. They have a variety of forms including the skillion at top left, ogee profile at top right, bullnose at bottom left, and an extension of the main roof at bottom right. The use of lattice to provide shade to west facing verandahs as seen in the photo at top right is a useful traditional practice. Most verandahs in Carcoar have timber framing and fairly simple detailing.

SETBACKS

The front setback of buildings in Carcoar varies considerably from zero metres upwards. In determining a setback for new buildings the applicant shall take into consideration the setback of adjoining properties and those nearby. Generally, Council's policy requirement of 8 metres setback from the front boundary will be relaxed where surrounding development is setback a lesser distance. In some areas where development is less dense, a greater setback than 8 metres is desirable in order to retain the semi-rural character of the outskirts of the town. New developments should aim to maintain the existing streetscape of the locality.

The following points shall be applied in relation to the specific locality character

- The existing pattern of front and side setbacks should be retained.
- New buildings or extensions are not to be built forward of the existing building line.
- Side setbacks should be typical of the spacing of buildings in the particular locality, such that the rhythm of buildings in the streetscape is retained. However, side setbacks for dwellings shall not be less than 1 metre.
- An adequate curtilage including landscaping, fencing and any significant trees shall be retained.

GARAGES, CARPORTS AND SHEDS

Many of the older dwellings in Carcoar have separate garages, generally located towards the rear of yards and in any case well behind the front building line. Visual emphasis on driveways and garages at the front of dwellings, and long continuous rooflines from the dwelling over adjoining garages should be avoided.

Garages and carports forward of the building line and forming a significant component of the facade can dominate and destroy any heritage streetscape. As such the following criteria shall be adopted:

- Side access on corner lots should be utilised in preference to front access.
- Garages, sheds and carports are to be located well behind the building line, and preferably behind the rear of the main building.
- Garages and carports shall be separate from the main dwelling and have a separate roof line.
- Separate garages and carports may be linked to the dwelling or shed by a covered walkway that is not part of the building roof line
- Skillion roof carports attached to the side of existing buildings are discouraged, especially where visible from the street and should be free standing.
- Double garages are to be avoided unless set at the rear of a property and where it can be established that they do not have an impact on the streetscape or major views of and in the town.
- Garages may be located on the ground floor of a two storey development, however, should not face the street and large driveways are to be avoided.
- Materials, form and design of separate garages shall harmonise with and be compatible with the main building.
- The above guidelines, with respect to form, scale, materials, colours, roofs, etc are to be applied to sheds and garages.
- Small, pre-fabricated garden sheds are exempt development where less than 10m².
- Large sheds for commercial or industrial purposes are generally not permitted in areas of predominantly residential development.
- Steel buildings are to be of corrugated type material either galvanised or colorbond using colors sympathetic to the area.



Garages and sheds are traditionally located at the rear of the site where they have minimal impact on the streetscape. This allows the main building on the site to be the dominant element.

Garages are usually single car. A second space can sometimes be created by using a skillion on the side of the structure.

FENCING

Fencing to the early buildings in Carcoar is in a variety of patterns. It includes stone walls, hedges of plants and timber picket fences. Many houses have no street fences at all. Street fences are often desirable for privacy or security and should respect the style and character of the traditional fencing.

- Front fences must be constructed of materials consistent with streetscape character and be in keeping with the period style of the building.
- Timber paling fences are generally preferred as dividing fences, however corrugated steel either galvanised or colorbond finish is permitted.
- Corrugated or steel panel fences are not permitted in front of the building line or along the side street frontage of corner lots
- .Original fences should be retained or repaired where practical. Replacement fences should be sympathetic to the scale and style of the property and can reproduce original fences where evidence of the original fence survives.



A substantial brick fence, consistent with the style and scale of the large and architecturally important building behind it.



A paling fence used as a side fence, providing privacy to the rear yard in a traditional manner. The lighter timber and wire mesh fence at the front of the property has a minimal impact on the streetscape.



Use of a hedge as a fence can provide a high level of privacy.



A simple wire fence can be used to define the boundary while maintaining a sense of open space..



An early decorative picket fence used as a side fence.

LANDSCAPING

Council does not have specific landscaping requirements for residential development, however encourages the incorporation of decorative garden plantings where appropriate to beautify the locality and planting of deciduous trees in keeping with the village character. Front footpath gardens are also encouraged where there is no obstruction to pedestrian traffic or utility services located underground.

Council regulation of landscape environs within the “*heritage conservation area*” will be restricted to those identified in Schedule 1 of this plan. There is no tree preservation order over Carcoar and development consent is not required to remove trees on private land unless specifically identified as a significant landscape feature in Schedule 1.

UTILITY / SERVICE STRUCTURES

Utility/service structures are a general term given to ancillary developments that may be attached to, or adjacent to existing or new buildings. Such structures shall not be attached to the front facade of the building and shall not interfere with the views from neighbouring properties. Utility/service structures include the following:

- Solar collector panels and solar hot water systems - installed on the roof cladding at the same pitch and not facing the street.
- External hot water tanks and hot water heaters - not visible from the street.
- TV aerials - located towards the rear of the building and below the ridge height of the roof where possible.
- Rain water tanks - located at the rear of the building or be suitably screened. Colours should be in keeping with the existing roof or wall colour of the building.

COMMERCIAL DEVELOPMENT

The above design guidelines have not been written specifically with commercial development specifically in mind. However, the general principles outlined above shall be applied in any design of new commercial developments or extensions to existing commercial developments within Carcoar. Similarly, renovation or extension of any former or currently used commercial or public buildings shall be based on the design principles outlined above and the specific locality characteristics identified in Part 6.

DEMOLITION

All demolition requires development consent from Council prior to proceeding.

Should you wish to totally or partially demolish a building of heritage significance (refer to Schedule 1), a development application will need to be submitted to Council, and then referred to the NSW Heritage Office for comment. Substantial justification for the proposed demolition of a heritage item would need to be submitted with any such development application.

ADVERTISING SIGNAGE

All advertising signage requires development consent from Council prior to erection.

It is not true that the historic preservation of Carcoar will kill your business through restricted advertising. Your advertising signs can be as bold, bright and brassy as you like, provided they are done in the Victorian style, which can still show us a thing or two about vigorous promotion and display. It is important to watch that the style and proportions are right for any new signage.

Colours

Generally speaking, colours selected from the “Heritage” range of paint distributors are suitable for signage within the Heritage precinct. Colours selected should blend in with the existing and surrounding buildings.

Materials

You can make your sign on painted wood or flat metal or any building surface that complies with the local regulations. It is important to ensure that the sign is securely fastened to resist strong wind gusts.

Placement

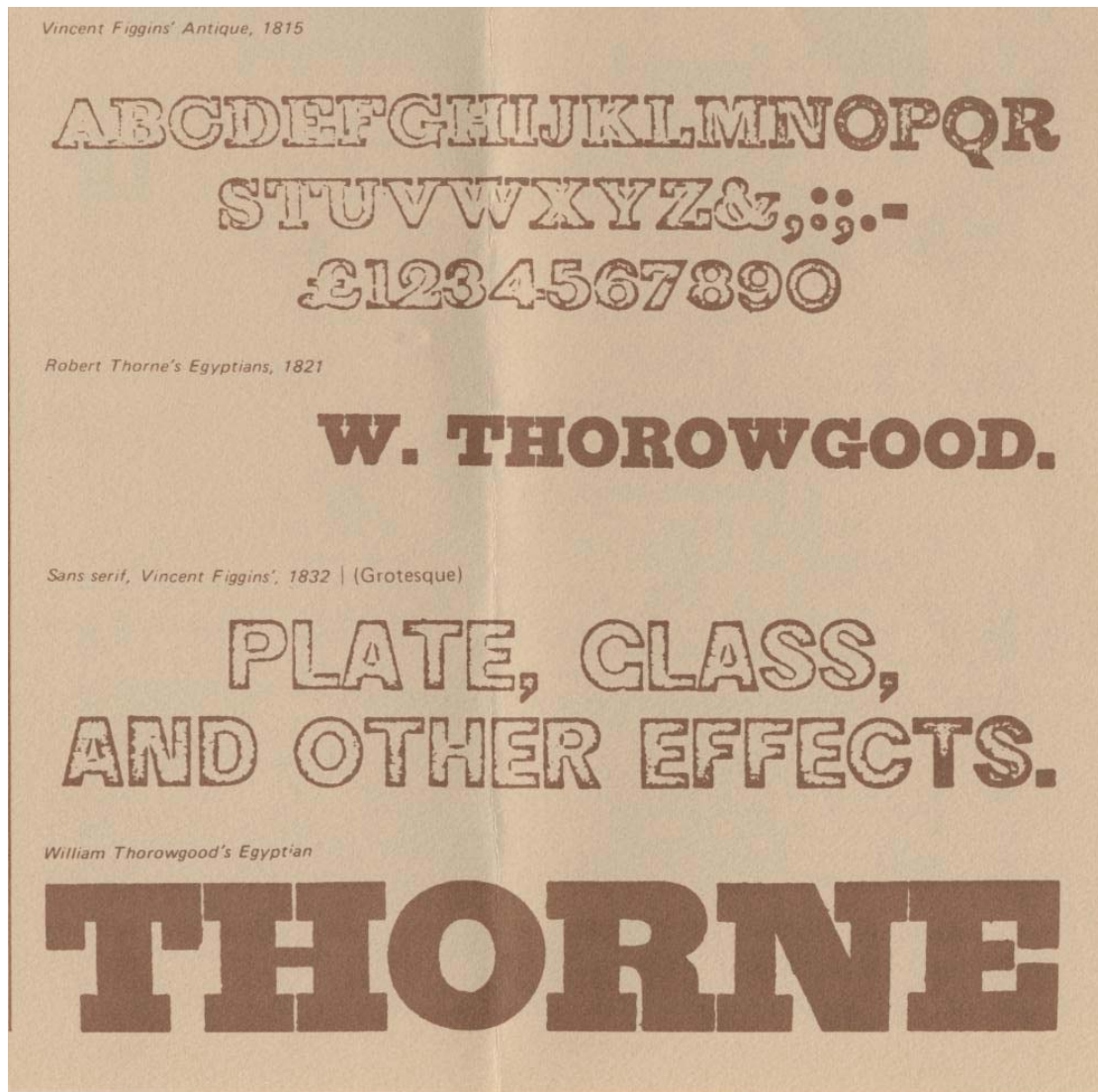
Size and height of advertising signs be compatible with the scale of the building and/or site, the surrounding character of the area, and the size and nature of other signs in the area. Signs complement the design and appearance of the buildings on which they are displayed.

Lighting

Electric signs, neon or fluorescent lights are not acceptable. However you can discuss with Council other external lighting opportunities for your building.

Lettering style

All signage should be in capital letters. The following lettering styles or similar would be acceptable:



PART 6: STREETScape CHARACTERISTICS

The individual street by street analysis of existing buildings contained in Schedule 3 highlights both common and significant design elements that shall be taken into consideration when designing new buildings or alterations and additions to existing buildings.

Some buildings may not necessarily contribute to the overall streetscape and may be out of character with the heritage significance of the area. In such circumstances, any new building in the locality should concentrate on the design elements of nearby heritage buildings that contribute more positively to the streetscape.

The desired outcome of new building design is to achieve a development that is in keeping with the overall precinct characteristics, and that does not replicate inappropriate development in the area.

The matters outlined in Schedule 3 for each street are common to those contained in the Development Impact Form.

PART 7: “GOOD NEIGHBOUR” POLICY

SAMPLE APPLICATION FORM

Applicants are to relate the proposed development to the nearest heritage buildings (A) to the left and (B) to the right of the proposed site, or to the nearest buildings that contribute positively to the streetscape. View shall be from the street or the front. Buildings opposite may be taken into consideration if they have heritage relevance. Dimensions of adjoining buildings can be approximate.

Applicant: _____

Proposed Development: _____

Development Site: _____

	(A) Nearest building (left)	(B) Nearest building (right)	Proposed Development
<u>SCALE</u>			
Number of storeys	_____	_____	_____
Height to eaves	_____	_____	_____
Height of roof ridge	_____	_____	_____
Width of building	_____	_____	_____
<u>MASSING</u> (Circle appropriate)			
Roof pitch	Flat low medium high	Flat low medium high	_____
Roof Style	Hip gable skillion	Hip gable skillion	_____
Roof type	Straight bullnose	Straight bullnose	_____
Window shape/style	Vertical horizontal	Vertical horizontal	_____
Verandah			_____
Carport/Garage	yes no	yes no	_____
And location	yes no	yes no	_____
Other (eg. Chimney)	_____	_____	_____
<u>MATERIALS</u>			
Walls	_____	_____	_____
Roof	_____	_____	_____
Other (eg. Verandah post railing, gables)	_____	_____	_____
<u>COLOURS</u>			
Walls	_____	_____	_____
Roof	_____	_____	_____
Other	_____	_____	_____

Blayney Shire Council - Carcoar DCP No. 4

SCHEDULE 1: CARCOAR HERITAGE ITEMS

BUILT HERITAGE

Heritage Items identified in Blayney Shire Council's Heritage Study
(Havenhand & Mather, February 1991)

Ψ Indicates heritage listing under Blayney Local Environmental Plan 1998

<u>ID No.</u>	<u>Name</u>	<u>Address</u>	<u>Property Description</u>
#203Ψ	Village Centre	Belubula Street, Carcoar	
#204Ψ	St Pauls Anglican Church	Belubula and Collins Street, Carcoar	Lots 8-10, Section 18, DP 758225
#205Ψ	Cottage	13 Belubula Street, Carcoar	Lot 7 Section 18 DP 758225
#206	Old Commercial Bank	11 Belubula Street, Carcoar	Lot 6 Section 18 DP 758225
#207Ψ	Old Commercial Hotel	9 Belubula Street, Carcoar	Lot 1 DP 996351
#208Ψ	Shops and Residences	7 Belubula Street, Carcoar	Lot 4 Section 18 DP 758225 & Lot 1 DP 731723
#209Ψ	Old CBC Bank	5 Belubula Street, Carcoar	Lot 1 DP 737938
#210Ψ	Carcoar Post Office	3 Belubula Street, Carcoar	Lot 1 Section 18 DP 758225
#211Ψ	Former Court House	1 Belubula Street, Carcoar (Corner of Icely Street)	Lot 1 DP 1045421
#212Ψ	Old Anglican Church Rectory	Belubula Street, Carcoar	Lots 8-10, Section 18 DP 758225
#213Ψ	Old Anglican Church Rectory	Belubula Street, Carcoar	Lots 8-10, Section 18 DP 758225
#214	Cottage	12 Belubula Street, Carcoar	Lot 6 Section 17 DP 758225
#215Ψ	Residence	10 Belubula Street, Carcoar	Lot 305 DP 630011
#216Ψ	Residence	8 Belubula Street, Carcoar	Lots 4 & 5 Section 17, Village of Carcoar
#217	Royal Hotel	6 Belubula Street, Carcoar	Lot 306 DP 630011
#218	Shop and Residence	2A & 4 Belubula Street, Carcoar	Lot 1 Section 17 DP 85900 & Lot 1 Section 17 DP 996333
#219Ψ	Shop	2 Belubula Street, Carcoar	Lot 2 Section 17 DP 70599
#220Ψ	Old Catholic Presbytery	Coombing and Collins Streets, Carcoar	Lots 1-4 Section 11, DP 758225
#221Ψ	Residence	14 Collins Street, Carcoar	Lot 8 Section 16, DP 758225
#222	Cottage	25 Icely Street, Carcoar	Lot 1 DP 73830
#223Ψ	Stammers House	40 Icely Street, Carcoar	Lot 7 Section 7 DP 758225
#224Ψ & #225Ψ	"Shalom" House of Prayer	7-13 Collins Street, Carcoar	Lots 17-20, Section 10 DP 758225
#226Ψ	"Shalom" House of Prayer Former Hall	Coombing Street, Carcoar	Lots 17-20, Section 10 DP 758225
#227Ψ	Catholic Church	16-22 Collins Street, Carcoar	Lots 1-4, Section 11 DP 758225
#228Ψ	Cottage	12 Stoke Lane, Carcoar	Lot 31 DP 853751
#229	Cottage	7 Stoke Lane, Carcoar	Lot 6 DP 8143
#230Ψ	Stoke Stable	16 Naylor Street (Crn Stoke Lane), Carcoar	Lot 1 DP 525920
#231Ψ	Old Bakery	18 Naylor Street (Crn Stoke Lane), Carcoar	Lot 1 DP 662024
#232Ψ	Stoke Hotel	12 Naylor Street, Carcoar	Lot 442 DP 706264
#233	Cottage	10 Naylor Street, Carcoar	
#234	Cottage	41 Naylor Street, Carcoar	Lot B DP 161163
#235	"Hillcrest" Cottage	33 Naylor Street, Carcoar	Lot 1 DP 745188
#236	Cottage	31 Naylor Street, Carcoar	Lot 1 DP 798714
#237	Old Chronicle	35 Naylor Street, Carcoar	Lot 3 DP 155433
#238Ψ	Shop	25 Naylor Street, Carcoar	Lots 1 & 2 DP 798228
#239Ψ	Houses	25 Naylor Street, Carcoar	Lots 1 & 2 DP 798228
#240	Cottage	19 Naylor Street, Carcoar	Lot 2 Section 2 DP 978069

#241Ψ	The Old Bakery	9 Naylor Street, Carcoar	Lot 10 DP 628908
#242	"Kentucky" Cottage	5 Naylor Street, Carcoar	Lot 1 DP 781070
#243Ψ	Carcoar Hospital	7 Eulamore Street, Carcoar	Lot 1 DP 817698
#244Ψ	Public School	19-23 Icely Street, Carcoar	Lot 91 DP 1043599
#245Ψ	The Saddlery	11 Icely Street, Carcoar	Lot 1 Section 19 DP 758225 and Lot 1 DP 704726
#246	Residence	7-9 Icely Street, Carcoar	Lots A & B DP 371474
#247Ψ	School of Arts	5 Icely Street, Carcoar	Lot 1 DP 910924 & Lot 1 DP 411674
#248Ψ	Post Office Wall and Old CBC Bank Stables	4 Icely Street, Carcoar	Lot 1 DP 737938
#249Ψ	Police Station	6 Icely Street, Carcoar	Lot 2 DP 823397
#250Ψ	Cottage	8 Icely Street, Carcoar	Lot 1 Section 10 DP 758225
#251Ψ	Presbyterian Church	10-14 Icely Street, Carcoar	Lots 2-4 Section 10 DP 758225
#252, Ψ #268, #269, #270	"Blenheim Hall"	16-26 Icely Street, Carcoar	Lots 5-16 Section 10 & Lot 10 Section 11, DP 758225
#253Ψ	Carcoar Railway Station	Off Naylor Street, Carcoar	Railway Land

LANDSCAPE ITEMS

Landscape features identified in Blayney Shire Council's Heritage Study
(Havenhand & Mather, February 1991)

<u>ID No.</u>	<u>Description</u>	<u>Location</u>
L40	Carcoar Showground - Cultural Landscape	Eulamore Street, Carcoar
L41	Belubula Streetscape & Granite Kerb and Guttering	Belubula Street, Carcoar
L42	Walled former Churchyard (Catholic) and Convent Grounds	Coombing Street, Carcoar
L43	St Pauls Anglican Church Grounds	Belubula Street, Carcoar
L44	Carcoar Public School Grounds	Icely Street, Carcoar
L45	War Memorial	Icely Street, Carcoar
L46	Carcoar Bridge	Naylor Street, Carcoar
L47	Belubula River Willows	Icely Street, Carcoar
L48	Mature Trees – Stoke Stable	Naylor Street, Carcoar

MISCELLANEOUS HISTORICAL SITES

Specific places identified in Blayney Shire Council's Heritage Study
(Havenhand & Mather, February 1991)

<u>ID No.</u>	<u>Description</u>	<u>Location</u>
2.2	Stables, "Blenhiem Hall"	Icely Street, Carcoar
2.4	Stoke Stables	Stoke Lane, Carcoar
3.3	Flour Mill	Naylor Street, Carcoar
5.3	Station Masters Residence	Naylor Street, Carcoar
5.5	Railway Bridge	Stoke Lane, Carcoar
C.2Ψ	Carcoar General Cemetery	Carcoar Road, Carcoar
D.5	Kitchen/Laundry, "Blenhiem Hall"	Icely Street, Carcoar
B.1	Belubula Bridge	Carcoar

SCHEDULE 2: HERITAGE PROVISIONS FROM BLAYNEY LOCAL ENVIRONMENTAL PLAN 1998

25. Protection of heritage items and heritage conservation areas

(1) When is consent required?

The following development may be carried out only with development consent:

- (a) demolishing or moving a heritage item or a building, work, relic, tree or place within a heritage conservation area,
- (b) altering a heritage item or a building, work, relic, tree or place within a heritage conservation area by making structural or non-structural changes to its exterior, such as to its detail, fabric, finish or appearance,
- (c) altering a heritage item by making structural changes to its interior,
- (d) disturbing or excavating a place of Aboriginal heritage significance or an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,
- (e) moving the whole or a part of a heritage item,
- (f) erecting a building on, or subdividing, land on which a heritage item is located or which is within a heritage conservation area.

(2) What exceptions are there?

Development consent is not required by this clause if:

- (a) in the opinion of the consent authority:
 - (i) the proposed development is of a minor nature or consists of maintenance of the heritage item or of a building, work, archaeological site, tree or place within a heritage conservation area, and
 - (ii) the proposed development would not adversely affect the significance of the heritage item or heritage conservation area, and
- (b) the proponent has notified the consent authority in writing of the proposed development and the consent authority has

advised the applicant in writing before any work is carried out that it is satisfied that the proposed development will comply with this subclause and that development consent is not otherwise required by this plan.

- (3) Development consent is not required by this clause for the following development in a cemetery or burial ground if there will be no disturbance to human remains, to relics in the form of grave goods or to a place of Aboriginal heritage significance:

- (a) the creation of a new grave or monument, or
- (b) an excavation or disturbance of land for the purpose of carrying out conservation or repair of monuments or grave markers.

- (4) **What must be included in assessing a development application?**

Before granting a consent required by this clause, the consent authority must assess the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

- (5) **What extra documentation is needed?**

The assessment must include consideration of a *heritage impact statement* that addresses at least the following issues (but is not to be limited to assessment of those issues, if the heritage significance concerned involves other issues). The consent authority may also decline to grant such a consent until it has considered a *conservation management plan*, if it considers the development proposed should be assessed with regard to such a plan.

- (6) The minimum number of issues that must be addressed by the heritage impact statement are:

- (a) for development that would affect a *heritage item*:
 - (i) the heritage significance of the item as part of the environmental heritage of Blayney Shire Council and
 - (ii) the impact that the proposed development will have on the heritage significance of the item and its setting, including any landscape or horticultural features, and
 - (iii) the measures proposed to conserve the heritage significance of the item and its setting, and

- (iv) whether any archaeological site or potential archaeological site would be adversely affected by the proposed development, and
 - (v) the extent to which the carrying out of the proposed development would affect the form of any historic subdivision, and
- (b) for development that would be carried out in a *heritage conservation area*:
 - (i) the heritage significance of the heritage conservation area and the contribution which any building, work, relic, tree or place affected by the proposed development makes to this heritage significance, and
 - (ii) the impact that the proposed development would have on the heritage significance of the heritage conservation area, and
 - (iii) the compatibility of any proposed development with nearby original buildings and the character of the heritage conservation area, taking into account the size, form, scale, orientation, setbacks, materials and detailing of the proposed development, and
 - (iv) the measures proposed to conserve the significance of the heritage conservation area and its setting, and
 - (v) whether any landscape or horticultural features would be affected by the proposed development, and
 - (vi) whether any archaeological site or potential archaeological site would be affected by the proposed development, and
 - (vii) the extent to which the carrying out of the proposed development in accordance with the consent would affect any historic subdivision pattern, and
 - (viii) the issues raised by any submission received in relation to the proposed development in response to the notification or advertising of the application.

26. Development affecting places or sites of known or potential Aboriginal heritage significance

Before granting consent for development that is likely to have an impact on a place of Aboriginal heritage significance or a potential place of Aboriginal heritage significance, or that will be carried out on an archaeological site of a relic that has Aboriginal heritage significance, the consent authority must:

- (a) consider a heritage impact statement explaining how the proposed development would affect the conservation of the place or site and any relic known or reasonably likely to be located at the place or site, and
- (b) except where the proposed development is integrated development, notify the local Aboriginal communities (in such way as it thinks appropriate) and the Director-General of Department of Environment and Conservation of its intention to do so and take into consideration any comments received in response within 28 days after the relevant notice is sent.

26A. Development affecting known or potential archaeological sites of relics of non-Aboriginal heritage significance

(1) Before granting consent for development that will be carried out on an archaeological site or a potential archaeological site of a relic that has non-Aboriginal heritage significance (whether or not it is, or has the potential to be, also the site of a relic of Aboriginal heritage significance), the consent authority must:

- (a) consider a heritage impact statement explaining how the proposed development would affect the conservation of the place or site and any relic known or reasonably likely to be located at the place or site, and
- (b) notify the Heritage Council of its intention to do so and take into consideration any comments received in response within 28 days after the notice is sent.

(2) This clause does not apply if the proposed development:

- (a) does not involve disturbance of below-ground deposits and the consent authority is of the opinion that the heritage significance of any above-ground relics would not be adversely affected by the proposed development, or
- (b) is integrated development.

27. Development in the vicinity of a heritage item

- (1) Before granting consent to development in the vicinity of a heritage item, the consent authority must assess the impact of the proposed development on the heritage significance of the heritage item and of any heritage conservation area within which it is situated.
- (2) This clause extends to development:
 - (a) that may have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item or by overshadowing, or
 - (b) that may undermine or otherwise cause physical damage to a heritage item, or
 - (c) that will otherwise have any adverse impact on the heritage significance of a heritage item or of any heritage conservation area within which it is situated.
- (3) The consent authority may refuse to grant any such consent unless it has considered a heritage impact statement that will help it assess the impact of the proposed development on the heritage significance, visual curtilage and setting of the heritage item.
- (4) The heritage impact statement should include details of the size, shape and scale of, setbacks for, and the materials to be used in, any proposed buildings or works and details of any modification that would reduce the impact of the proposed development on the heritage significance of the heritage item.

28. Advertised Development

The following development is identified as advertised development:

- (a) the demolition of a heritage item or a building, work, tree or place in a heritage conservation area, and
- (b) the carrying out of any development allowed by clause 30.

29. Notice of demolition to Heritage Council

Before granting consent for the demolition of a heritage item identified in Schedule 2 as being of State significance, the consent authority must notify the Heritage Council about the application and take into consideration any comments received in response within 28 days after the notice is sent.

30. Conservation incentives

The consent authority may grant consent to the use for any purpose of a building that is a heritage item, or of the land on which such a building is erected, even though the use would otherwise not be allowed by this plan, if:

- (a) it is satisfied that the retention of the heritage item depends on the granting of consent, and
- (b) the proposed use is in accordance with a conservation management plan which has been endorsed by the consent authority, and
- (c) the granting of consent to the proposed use would ensure that all necessary conservation work identified in the conservation management plan is carried out, and
- (d) the proposed use would not adversely affect the heritage significance of the heritage item or its setting, and
- (e) the proposed use would not adversely affect the amenity of the surrounding area otherwise than to an insignificant extent.

30A Development in heritage conservation areas

- (1) Before granting consent for the erection of a building within a heritage conservation area, the consent authority must be satisfied that the features of the proposed building will be compatible with the heritage significance of the heritage conservation area, having regard to the form of, and materials used in, buildings that contribute to the heritage significance of the heritage conservation area.
- (2) In satisfying itself about those features, the consent authority must have regard to at least the following (but is not to be limited to having regard to those features):
 - (a) the pitch and form of the roof (if any), and
 - (b) the style, size, proportion and position of the openings for windows or doors (if any), and
 - (c) the colour, texture, style, size and type of finish of the materials to be used on the exterior of the building.
- (3) Consent must not be granted to development on a site within a heritage conservation area, which will result in a landscaped area of less than 5% of the site area.

SCHEDULE 3: STREETSCAPE ANALYSIS

BELUBULA STREET (NORTH OF COLLINS STREET)

North of Collins Street, Development in Belubula Street is well spread out and tends to face the cross streets. There is only infill development in this part of Belubula Street.

New buildings with a boundary to this end of Belubula Street should consider facing the cross street if possible. Where this is not possible, the streetscapes of Collins Street, Rodd Street and Rothery Street (depending on which street is the closest) should be considered.

BELUBULA STREET (SOUTH OF COLLINS STREET)

Belubula Street, south of Collins Street is the most densely developed part of Carcoar. Two storey buildings dominate and are closely spaced. Most are set close to the street boundary, particularly at the centre and south end of the block.

Scale:	Many of the buildings are two storey, some with verandahs over the footpath. At the north end of the block, the buildings are single storey, but are still closely spaced. Approximately 6m to eaves on two storey buildings, 3m on single storey.
Setback:	On or close to the street boundary at the center and south end of the block. Side boundaries also have small or no setbacks.
Massing:	Generally hipped roofs, some behind parapets. A gable is sometimes incorporated as a feature. Roof pitch lower when concealed by parapets. Otherwise medium (30-35°) to high (45°). Verandahs face the street with posts at 2.5 to 3m spacings. On commercial buildings, verandahs provide shelter to the footpath
Roof Materials:	Galvanised corrugated steel except to the courthouse
Wall Materials:	Usually brick with sandstone or rendered details. Render is used for decorative work or for the whole façade for some commercial buildings.
Windows:	First floor windows are double hung with strong vertical proportions. A few have sashes divided into smaller panes with glazing bars.
Shopfronts:	Shopfronts are very important in this zone. These usually have large panes of glass, framed with timber. The shop entry is sometimes recessed from the streetfront. At high level, the glazing has a horizontal panel, sometimes used for displaying the shop name.

Colours: Roofs galvanised or painted green or red. Brickwork usually red or greybrown. Creams and stone tones found with dark reds and greens for joinery and timberwork.



COLLINS STREET (SOUTH SIDE)

Older development on Collins Street is concentrated around Belubula Street and Coombing Street. The Catholic and Anglican Churches are key buildings in this street. The former Anglican Presbytery completes the group of gothic buildings on the south side of Coombing Street.

Scale: Two storey. Approximately 6m to eaves on two storey buildings and approximately 3m to eaves on church buildings but the steep roof pitches on the churches gives the height of two storeys.

Setback: Varies. New development in the vicinity of church buildings should be set back behind the line of the church buildings.

Massing: Medium to steeply pitched gabled roofs (30-60°). Feature elements such as bell towers.

Roof Materials: Corrugated steel or timber shingles.

Wall Materials: Local stone and brick. Use of contrasting stone or brickwork to emphasise windows or gables. Timber used for windows and decorative elements such as barge boards.

Windows: Vertically proportioned, use of pointed arches for church buildings.

Colours: Red bricks and natural stone.
Grey/galvanised steel roofing.
Off white, cream and Brunswick green timberwork.

Landscape Elements: Masonry fences to church buildings.



COLLINS STREET (NORTH SIDE)

Older development on Collins Street is concentrated around Belubula Street and Coombing Street. The north side of Coombing Street has a residential character with single storey buildings with simple hipped roofs and verandahs.

Scale: Single storey. Approximately 3m to eaves.

Setback: Older development is close to the streetline. Later development, is set back further.

Massing: Medium pitched (30-35°) hipped roofs.
Chimneys are important visual elements.
Verandahs facing the street under either the main roofline or a separate roof.

Roof Materials: Corrugated steel.

- Wall Materials:** Mainly brick with some use of weatherboard
- Windows:** Vertically proportioned, often divided into small panes.
- Colours:** Red brickwork, grey or silver roofs, cream and stone for timberwork.
- Landscape Elements:** Attractive gardens with shrubs and trees.



COOMBING STREET

Much of the development on Coombing Street faces the cross streets of Icely, Collins and Rodd Streets. Where possible, this pattern should be continued. Where there is no frontage to a cross street, the streetscape analyses of the nearest cross streets should be considered as well as that of Coombing Street.

- Scale:** Single storey. Approximately 2.7-3m to eaves.
- Setback:** Many buildings face the cross streets so the setbacks vary. Buildings facing Coombing Street tend to have deep setbacks.
- Massing:** Simple hipped roofs with medium pitch (30-35°), usually with a verandah on the street frontage. Chimneys are often an important element.
- Roof Materials:** Corrugated steel

Wall Materials:	Brick
Windows:	Timber framed, vertically proportioned, often divided into small panes.
Colours:	Red or greybrown for brickwork with featurework in a contrasting colour (e.g. red), grey or galvanised silver for roofs, creams and stone for timberwork.
Landscape Elements:	Generous gardens screen houses from the street.

EULAMORE STREET

Eulamore Street is dominated by the former hospital and the showgrounds. Other development on Eulamore Street can be considered to be infill.



ICELY STREET

Icely Street is one of the most important streets in Carcoar as it is a main entry to the village. At the east end it is dominated by residential buildings. Closer to Belubula Street, the buildings have a more civic role and this is reflected in their larger scale and design.

Scale:	One and two storeys. Approximately 5.5-6m to eaves on two storey buildings, 2.5-3.5m to eaves on single storey buildings.
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- Massing:** Hipped roofs with medium pitches (30-35°) dominate, with a number of buildings also having gables with steeper pitches (up to 45°). Roof forms are generally uncomplicated. Chimneys are important visual elements. Most buildings have single storey verandahs facing the street.
- Roof Materials:** Corrugated steel except for the Courthouse
- Wall Materials:** Usually brick with some rendered detailing on civic buildings. Render, coursed in imitation of ashlar, is also found.
- Windows:** Timber with vertical proportions. Usually double hung sashes.
- Colours:** Roofs either galvanised or grey. Brickwork either red, red and brown decorative work, or greybrown with red feature work. Plasterwork usually cream or stone coloured. Timberwork picked out with cream or stone colours.
- Landscape Elements:** Gardens often important for residential buildings.



JONES STREET

Jones Street is largely undeveloped. A few houses are set well back from the street with generous grounds creating a semi-rural character.

MANDURAMA STREET

Only the northern end of Mandurama Street has been formed. The early houses facing Mandurama Street have a simple Victorian character with hipped roofs and single slope verandahs.

Scale:	Single storey. Approximately 3m to eaves.
Massing:	Hipped roofs with medium pitch (30-35°) to the main house. Verandahs facing the street.
Roof Materials:	Corrugated steel
Wall materials:	Brick
Colours:	Red or greybrown brick, red painted roofs
Landscape Elements:	Shrubs planted around house

NAYLOR STREET

Naylor Street was once the main road into Carcoar from the south. It has a mixture of buildings including a number of former commercial buildings sited close to the streetfront. Most buildings are single storey but some two storey buildings are also found here.

Scale:	Usually single storey but some two storey buildings. Approximately 3m to eaves on single storey buildings, approximately 6m to eaves on two storey buildings..
Massing:	Hipped roofs with medium pitches (30-35°) are most common with gables also used, mainly behind parapets. Street verandahs are common, reflecting the original function of the building for commercial purposes such as hotels or shops
Setback:	Close to or on the street boundary at the north end and middle sections of the street. Some houses at the south end of the street are set back further.
Roof Materials:	Galvanised corrugated iron.
Wall Materials:	Brick is most common, with some weatherboard.
Windows:	Generally vertically proportioned double hung windows. Commercial buildings sometimes have larger windows divided into small panes or shopfronts with recessed entries across the entire front elevation.
Verandahs:	Single pitch, bullnose or bellcast with timber posts. Some verandah roofs are hipped at the ends or return along the sides of the house.
Landscape Elements:	Some well developed gardens complement the houses.



RODD STREET

Most of Rodd Street is undeveloped. The only nineteenth century building on the street is The Briars, the former Catholic Presbytery, at the corner of Coombing Street. It is a substantial single storey house with its stables set in a large garden. The infill development is scattered on the remainder of the street, contributing to a semi-rural character.

ROTHERY STREET

Rothery Street is dominated by low scale houses from the second half of the twentieth century. Development is spaced well apart.

STOKE LANE (EAST OF NAYLOR STREET)

East of Naylor Street, Stoke Lane is dominated by late twentieth century infill. The houses are single storey with simple massing of gabled or hipped roofs.

STOKE LANE (WEST OF NAYLOR STREET)

West of Naylor Street, development on Stoke Lane is single storey but varies from small cottages to larger homes.

Scale: Single storey. Approximately 3m to eaves.

Massing: Simple hipped roofs of medium pitch (30-35°). Chimneys are important in the roofscape.

Skillion verandahs are common on the front of the houses.

Roof Materials: Corrugated steel

Wall Materials: Masonry, usually brick but some local stone.

Windows: Generally timber with vertical proportions divided into small panes.

Colours: Roofs galvanised steel or grey.
Walls red or greybrown brick, sometimes painted cream.
Dark red and green used for highlights.

Landscape Elements: Simple fences and use of hedges. Generous gardens around houses.



REFERENCES:

Blayney Local Environmental Plan 1998 - *Blayney Shire Council*.

Blayney Shire Heritage Study Final Report - *Perumal Murphy, 1991*

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Millthorpe Development Control Plan No. 2 – *Blayney Shire Council*

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Development Control Plan for Hill End - *Robert A. Moore Pty Ltd and P. Pike, 1992 (Evans Shire Council)*

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Heritage and Conservation Development Control Plan No.19 - *Willoughby City Council,*

Haberfield Heritage Conservation Area Development Control Plan - *Ashfield Municipal Council, 1995.*

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