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Proposed Partial Demolition and Minor Additions to Local Heritage Listed Dwelling House 25 Wellington St Petrie Terrace



(Subject site)

This report examines a proposal to construct minor additions and alterations to a heritage listed terrace house located at 25 Wellington St Petrie Terrace. The house was constructed as part of a row of 4 terrace houses in circa 1884 (making it 142 years old). The allotment is very small, just 124 m^2 in area, only 4.5 m wide and 27.658 m long. The house is built on a steeply sloping block of land with approx. 800 mm cross fall to the west, and approx. 7 m of fall from back to front boundaries.

The house has mixed stone and brick walls, timber floors and a corrugated roof. It is built to the boundary on both sides. It has 3 storeys comprising a partial ground storey with subfloor behind, a middle level, and an attic style upper level in the gable roof with dormer windows front and back. The rear slope of the roof has a modern skylight insert. The ground level is about 1/3rd the size of the middle floor. The uppermost level is about ½ the floor area of the middle level and includes a non original bathroom wing off the rear. The house has a two brick chimneys on the west wall, extending from the ground level up for the front chimney, and from the mid level up for the rear chimney.

In front of the house is a very small terrace style yard, being setback only 1.86 m from the front boundary. The front boundary has an original sandstone retaining wall with a wrought

iron spear point fence and gate built right on the front boundary. The level of the front yard is consistent with the level of the ground floor of the house. The pavers are modern. Original sandstone steps access the yard level from the street. These steps are located within the street verge, but cannot be removed because they form part of the heritage fabric of the building.

The back yard has 3 stepped yard spaces comprising a car parking pad off the rear lane (Wellington Lane), and 2 terraces at upper and middle levels compared to the house. The pavers and stairs are modern. The car parking pad is a shared level with the neighbouring car pad. The car pad extends over the rear boundary by about 170 mm. The rear boundary aligns with the end of the side block wall (RHS) in the image below. The bitumen pavement of the rear lane (Wellington Lane) adjoins the concrete pad. The spear point ironwork is not original, as the wall they are set in is Bessa block, but they may have been relocated from the original back fence.



Proposal

Need for the proposal

The proposal allows for the continued use of a heritage listed dwelling house as a dwelling house. Currently the house is considered in need of urgent repair to address fretting masonry and persistent mould, both caused by rising damp.



Examples of fretting in walls



Example of visible rising damp

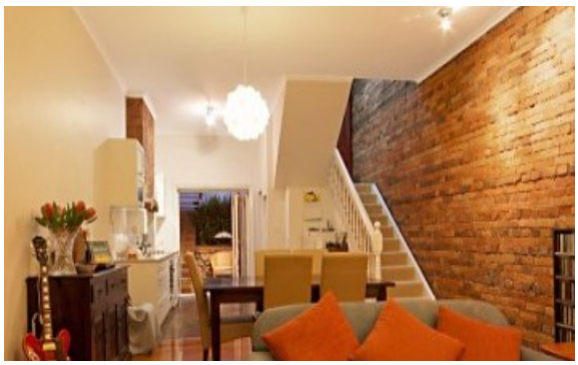
Proposed works

As a heritage item, the proposed internal building work is assessable development.
The proposed works will excavate the subfloor to introduce effective damp proofing, and also infill the 2/3^{rds} (of footprint) subfloor space as additional ground floor living space for the residents. The internal repairs will re-point and refurbish the masonry walls, add a silica/chemical damp coarse and at the same time introduce upgraded plumbing and wiring.

Stairs

The stairs are being removed. These stair treads are not be original, nor are the wrought iron balustrades. They are being replaced, close to the original location. The original stairs are still present (refer image on plans), but were boxed in underneath the existing stairs. They are very narrow (about 600 wide), steep, and uneven/substandard regarding rise and tread. They do not comply with current building standards and need to be removed, not repaired, as they are built into the soil and contribute to rising damp. The wrought iron balustrades on the internal stairs do not match the exterior ironwork and wooden

balustrades that are used in the other houses in the row (eg 19 Wellington St – see photo below). The original wooden balustrades having been long since removed from No. 25.



(image from neighbour - 19 Wellington St – showing stairs without wrought iron)

Bathroom Wing

The bathroom wing is being demolished and replaced. The bathroom wing is 2 storey and appears to be mid war 1930's construction. It is apparent these wings were built to replace the night soil boxes which served the site from Wellington Lane. When sewer was introduced in the inter-war period (circa 1930), the owners clearly took advantage and supplied indoor plumbing. The bathroom wing has a laundry below and it is clear that this wing was only constructed when water and sewer became available to all 4 terrace homes in the 1930's, and not before. The construction material of the wing is not masonry like the rest of the house, and is of lower standard. It has suffered more degradation than the rest of the building, and as it is not original, so it is being replaced with a more suitable modern structure with this renovation.

Power and Plumbing and Air Conditioning

The whole building is being provided with new electrical, data and plumbing, and repainted. The new sub floor enclosure includes a new bathroom for which plumbing which needs to be installed. The extant electrical work is typically conduit tacked onto the skirting boards, and only 9 outlets serve the building. This is insufficient for a modern building and new conduit will be hidden behind the new internal finishes of the structure. The proposal also includes new air conditioning to be installed into the building using conduit through the floor and wall spaces.

Front door

The current front door is weather damaged, ill fitting and the latch area of both the door is apparently broken and is not able to be properly repaired. The proposal is to replace the front door with a door of nearly identical appearance (without the damage).

Front yard

In the front yard, the brick pavers are being replaced. These do not appear to be original pavers.

Back yard and Drainage

The lower terrace of the back yard will be provided with upgraded drainage leading to the stormwater manhole that is in the current laundry. Stormwater pipes leading from the laundry back to Wellington St have been internally checked for their state of repair and adequacy/capacity and found to be sufficient for the proposal. Similarly, the sewer lines were also checked and found to be both in good repair and adequate for the proposed additions. No excavation of existing pipes under the building is required.

The back yard has a 2 flights of stairs leading up to Wellington Lane which are more modern, being blockwork for the lower flight and timber on steel stringers for the upper flight. The lower flight has been subject to some soil movement and the upper flight the treads are very weathered, so both sets will be refurbished/repaired.


Lower flight (courtyard up to mid terrace)


Upper flight (from mid terrace up to car pad)

Pool

The proposal includes plunge pool constructed in the mid terrace of the back yard. There is no impact upon the heritage fabric to construct this pool. The pool pump will be located under the new stairs to the rear. Pool fencing will become part of the new balustrades for the car pad level and the stairs

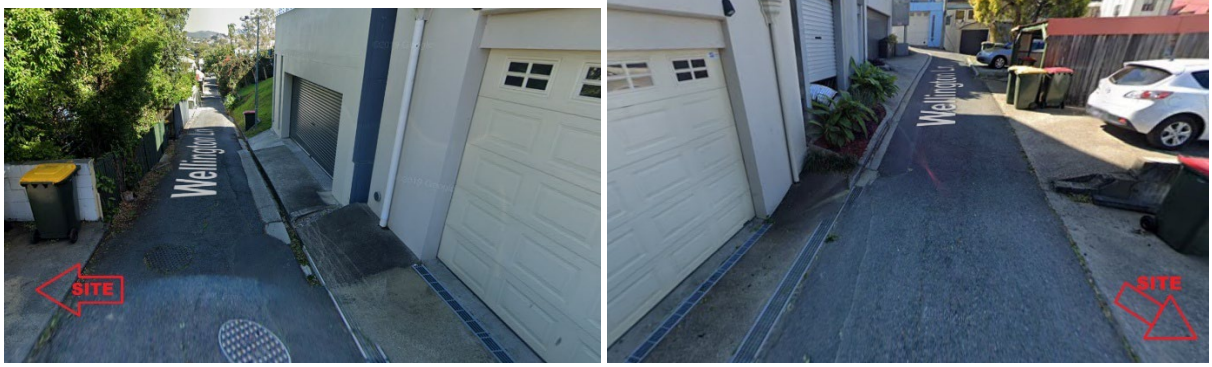
Garage and roof top deck

At the very rear of the site the proposal includes a covered batten walled garage with a roof top deck above. The proposal meets the client's need for a secure parking space and more outdoor amenity. Security is needed because this area is known for frequent vandalism and break/enter of cars. Amenity because apart from the mid terrace, the house has no private open space. The proposed roof top deck will allow views toward Suncorp stadium. Above the deck is a flat skillion containing solar cells for the house. A battery and inverter will be installed beside the AC unit in the proposed garage.

Parking Access

Parking access in Wellington Lane is restricted by the narrow pavement width. In this location Wellington lane is 4 m wide with a 3.0 m pavement. The properties north of Wellington Lane all have garage doors on the laneside boundary with setbacks to the pavement edge of about 800-900 mm. The proposal is for the garage door to be set 300 mm from the rear boundary. The 3.5 m wide garage door allows sufficient width to complete part of the entry/exit manoeuvres within the site, so despite the narrow pavement, there will be sufficient room to enter and exit the site safely (we are seeking a traffic engineering sketch to show the turning template.)

The proposal is for a small scale residential addition (garage) and refurbishment works. It is therefore considered **minor** building work and is permitted as Impact assessable development (subject to council approval) because it involves building works on a heritage item



Wellington Lane



(Aerial of subject house site – 2021 Planning Scheme and 2023 Qld Globe)

Planning Considerations

The proposal requires assessment against the following codes, for which assessments are attached in the appendix:

- Character residential zone
- City West neighbourhood plan
- Dwelling House (small lot)
- Heritage overlay
- Streetscape hierarchy
- Traditional building character (demolition) overlay
- Traditional building character (design) overlay

The following codes also apply to the site, but are considered superfluous and not applicable as the proposal does not trigger any provisions within those codes. For this reason, a specific assessment against those codes was considered irrelevant and therefore no formal assessment against these codes is provided:

- Airport environs overlay
- Bicycle network overlay

- Community purposes network overlay
- Critical infrastructure and movement network overlay
- Dwelling house character overlay
- Potential and actual acid sulfate soils overlay
- Road hierarchy overlay
- Transport noise

Summary
The proposal has been assessed against the council's codes and policies and is considered to comply with the requirements of Cityplan. The proposal is therefore recommended to council for approval subject to standard conditions.

kindest regards

Marc Joyce

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