

# Heritage Impact Statement

48 Wood Street, Manly NSW 2095

Prepared by Jacob Williams  
Planner and Heritage Advisor

0448 780 882  
jacob.williams626@gmail.com  
ABN: 41 429 418 145

APRIL 2021

## **INTRODUCTION**

This report has been prepared in response to the determination of DA-2020/1448. The proposal has been amended to take into consideration recommendations of the Heritage Officer. As such the car pad has been lowered in height so as to reduce visual impact on the locality as discussed within this report.

This report is prepared by Jacob Williams to satisfy the requirements of the Northern Beaches Council Manly LEP 2013 and Manly DCP 2013. Jacob Williams has over 3 years' experience in Local Government Heritage management, Heritage advisory and Development Assessment. for the property of 48 Wood Street Manly Lot 1 DP 998291 for alterations and additions to the dwelling house including a car parking space, fencing and a pergola within the rear yard. The site is a locally listed heritage item and is in the vicinity of other locally listed items.

This report addresses the requirements of the Manly Local Environmental Plan 2013, Manly Development Control Plan 2013 and utilises the methodology outlined within the NSW Heritage Manual and the Australian ICOMOS Burra Charter.

The site is located at 48 Wood Street, Manly NSW 2095, known as Lot 1 DP 998291.



*Figure 1 Aerial photograph of site and immediate locality. sixmaps.nsw.gov.au NSW Government 2020.*



The site is currently zoned R1 General Residential and identified as Heritage Item I261 which also includes 42 and 46 Wood Street within the Manly Local Environmental Plan 2013. The listing is described within Schedule 5 as Houses. The listing is for the dwelling's single storey cottage appearance.



Figure 2 Manly Local Environmental Plan 2013 Heritage Map. ePlanning Spatial Viewer NSW Government 2020.

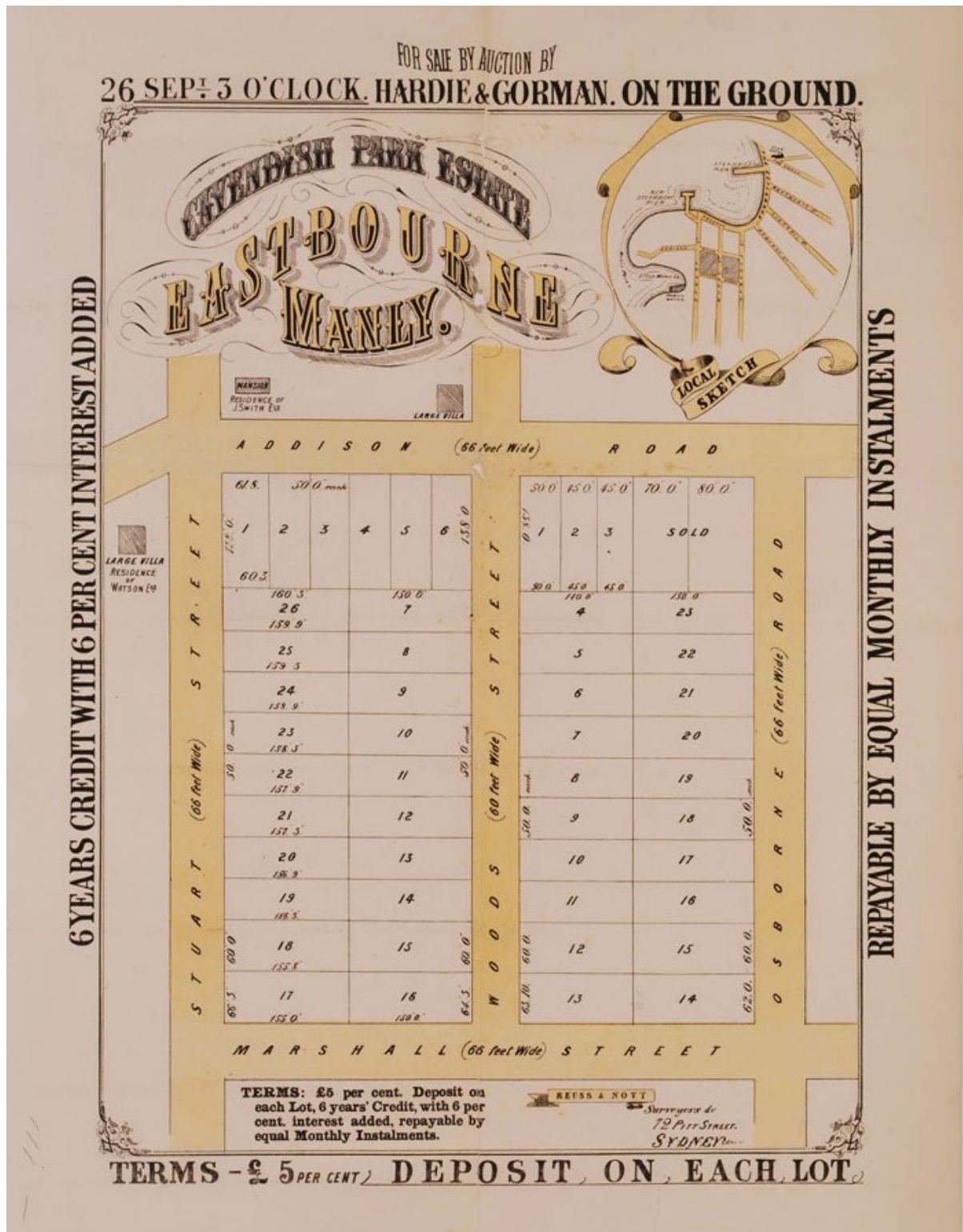
## **HISTORICAL BACKGROUND**

The site was an allotment within the Bassett-Darley Estate and sold in the 1870s. The below extracted map indicates that the site and street are located within Section 14.



Figure 3 Gilchrist, Stubbs & Weston. East Brighton, Bassett-Darley estate, Manly [cartographic material] 1894 – 1906. MAP Folder 92 LFSP 1442. Part 1.

Both Wood Street and the subject site have not yet been formed, with these occurring within the subsequent subdivisions.





## **HERITAGE ITEM**

### **Building Style**

48 Wood Street is a single storey weatherboard cottage with hipped roof form and gable roof vents. The façade is presented with a verandah with columns and decorative frieze.



*Figure 5 The above image has been taken from the State Heritage Register for the listing of I261. "Group Weatherboard Cottages Image by: W. McArthur Image copyright owner: Manly Council". The subject site is the left dwelling within the image.*

The Heritage Listing I261 includes houses 42, 46 and 48 Wood Street. The listing's Statement of Significance is "Listed as a unified group of modest single storey weatherboard cottages". It is noted that Councils Heritage Advisor is conducting a review of the Heritage Inventory sheets, and as such Statements of Significance may be incomplete, however a search of previous Heritage Impact Statements of the subject site, and other sites within the listing indicate that the Statement of Significance has remained related to the single storey weatherboard cottages of 42, 46 and 48.

The Physical Description is listed as "Single storey weatherboard cottages with hipped corrugated metal roofs with skillion roofed verandahs and timber louvred gable vents. Verandahs feature stop-chamfered timber posts."

The Physical Condition was last updated in 1999, since then all three properties have had significant alterations, specifically No. 46 which now incorporates a first floor addition, No. 42 which includes a

car parking space within the front setback and the subject site which has had its façade refurbished following the building becoming dilapidated.

## Assessment of Significance

### NSW Heritage Guidelines

**CRITERION A** *An item is important in the course, pattern, of NSW's cultural or natural history (or the cultural or natural history of a local area).*

The site is within the earliest subdivisions of Manly as a township, being the Bassett-Darley Estate, and further subdivided within the Cavendish Park Estate. The building is also of the Federation era c. 1903 and strengthened with the houses on 42 and 46 Wood Street.

It is considered that the site satisfies this criterion at a local level.

**CRITERION B** *An item has strong and special association associated with the life and work of a person or groups of persons of importance to NSW's cultural or natural history (or the cultural or natural history of a local area).*

While the site was part of the initial subdivisions of Manly, it does not have sufficiently strong or special associations with a person or groups to satisfy this criterion at a local or higher level.

**CRITERION C** *An item is important in demonstrating aesthetic characteristics and or/ a high degree of creative or technical achievement in NSW (or a local area).*

The building is a typical of a weatherboard cottage of its era, the building was not designed by a prominent architect or constructed using a prominent architectural procedure/practice.

The site does not satisfy this criterion.

**CRITERION D** *An item has strong or special associations with a particular community or cultural group in NSW (or local area) for social, cultural or spiritual reasons.*

There are no identified strong or special associations with a particular community or cultural group.

The site does not satisfy this criterion.

**CRITERION E** *An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of a local area).*

The house is an example of its type is not the only example within the street or locality. It does not demonstrate designs or techniques of exceptional interest and is not rare in its context.

The site does not satisfy this criterion.

**CRITERION F** *An item processes uncommon, rare or endangered aspect of NSW's cultural or natural history (or the cultural or natural history of a local area).*

The building is not rare.

The site does not satisfy this criterion.

**CRITERION G** *An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments, or a class of the local areas' cultural or natural places; or cultural or natural environments.*

The building at has some representational value as a Federation era weatherboard cottage and in conjunction with the buildings on 42 and 46 Wood Street.

The site satisfies this criterion.

***Statement of Significance***

The house is within the original Bassett-Darley Estate, further subdivided within the Cavendish Park Estate. The building is representative of the development of this subdivision, being the Federation era, in that it presents as a federation style single storey weatherboard cottage, which is strengthened by Number 42 Wood Street and to a lesser extent 46 Wood Street.



## **ASSESSMENT OF HERITAGE IMPACT**

### **Manly Local Environmental Plan 2013**

#### **5.10 Heritage conservation**

- (1) *Objectives* The objectives of this clause are as follows—
- (a) *to conserve the environmental heritage of Manly,*
  - (b) *to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
  - (c) *to conserve archaeological sites,*
  - (d) *to conserve Aboriginal objects and Aboriginal places of heritage significance.*
- (2) *Requirement for consent* Development consent is required for any of the following—
- (a) *demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)—*
    - (i) *a heritage item,*
    - (ii) *an Aboriginal object,*
    - (iii) *a building, work, relic or tree within a heritage conservation area,*
  - (b) *altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,*
  - (c) *disturbing or excavating 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,*
  - (d) *disturbing or excavating an Aboriginal place of heritage significance,*
  - (e) *erecting a building on land—*
    - (i) *on which a heritage item is located or that is within a heritage conservation area, or*
    - (ii) *on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,*
  - (f) *subdividing land—*
    - (i) *on which a heritage item is located or that is within a heritage conservation area, or*
    - (ii) *on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*
- (4) *Effect of proposed development on heritage significance* the consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage

*management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).*

- (5) *Heritage assessment the consent authority may, before granting consent to any development—*
- (a) *on land on which a heritage item is located, or*
  - (b) *on land that is within a heritage conservation area, or*
  - (c) *on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses 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.*

The proposal requires the consent of Council, which is to assess the heritage impact of the proposed development on the item and other items in the vicinity of the proposed development. This heritage impact statement satisfies the requirements of the Manly Local Environmental Plan 2013.

## **Manly Development Control Plan 2013**

### **Part 3.2 Heritage Considerations**

- 1) *To retain and conserve environmental heritage and cultural significance of Manly including:*
- *significant fabric, setting, relics and view associated with heritage items and conservation areas;*
  - *the foreshore, including its setting and associated views; and*
  - *potential archaeological sites, places of Aboriginal significance and places of natural significance.*

The proposal does not alter the fabric or setting of the heritage item I261 nor the surrounding items within the locality. The view associated with the heritage item is not adversely impacted by the proposal. The proposal is satisfactory to this objective. The proposed car pad has been reduced in height at the rear so as to provide the greatest level of view from the street setting.

- 2) *To ensure any modification to heritage items, potential heritage items or buildings within conservation areas is of an appropriate design that does not adversely impact on the significance of the item or the locality.*

The proposal is appropriate of design and does not detract from the heritage value of the item I261 (Cottage house) nor heritage items within the vicinity. The modification to the heritage item involves the construction of a pergola within the rear yard, which is not visible from any public areas.

- 3) *To ensure that development in the vicinity of heritage items, potential heritage item and/or conservation areas, is of an appropriate form and design so as not to detract from the significance of those items.*

The proposal is of an appropriate form and has been designed so as to reduce adverse impacts on the streetscape, surrounding heritage items and the item itself. The proposal does not detract from these values or significance of the item or surrounding items.

- 4) *To provide infrastructure that is visually compatible with surrounding character and locality/visual context with particular regard to heritage buildings/areas and cultural icons.*

The proposal involves the provision of a driveway and carparking space within the front setback of the dwelling. It is a form of infrastructure which is compatible with the surrounding character (such as 42 Wood Street) and is not out of character or obtrusive to the items heritage significance and values.

- 5) *To integrate heritage management and conservation into the planning development process including incentives for good heritage management, adaptive reuse, sustainability and innovative approaches to heritage conservation.*

The proposal had a pre-lodgement meeting before lodgement of this application, as part of this process it was identified that further consideration to heritage conservation principles was required, these issues have been addressed through design changes and minimising visual impacts on the streetscape and heritage item.

### **3.2.1 Consideration of Heritage Significance**

LEP Clause 5.10(4) requires that Council consider the effect of proposed development on heritage significance of a heritage item or heritage conservation area. LEP Clause 5.10(5)(c) further requires that the development of land in the vicinity of Heritage Items or Conservation Areas may require further assessment into the effect on the heritage significance of the item/area.

#### **3.2.1.1 Development in the vicinity of heritage items, or conservation areas**

- a) *In addition to LEP listings of Environmental Heritage (LEP Schedule 5), this DCP requires consideration of the effect on heritage significance for any other development in the vicinity of a heritage item or conservation area.*
- b) *Proposed development in the vicinity of a heritage item or conservation area must ensure that:*
- i) *it does not detract or significantly alter the heritage significance of any heritage items, conservation area or place;*

The proposal does not alter or significantly detract from the heritage significance of the Heritage Item I261 or surrounding heritage items. The proposal does not impact on the fabric of the heritage items significance or values. The proposed car pad within the front setback has been lowered so as to reduce the obstruction of views to the heritage item from the street curb nor its significance as a federation style single storey weatherboard dwelling house. The proposed form and location of the car pad is considered to compliment and be subservient to the design style of the heritage item and in accordance with the existing streetscape and precedence.

- ii) *the heritage values or character of the locality are retained or enhanced; and*

The proposal retains the heritage values of the item and of the locality as it does not adversely impact views to the item, nor is the proposal out of character with the existing heritage item I261 (42 Wood Street) as this property also has a car parking space and driveway within the front setback. The heritage values and character of the federation style single storey weatherboard cottage or that of the locality are not adversely impacted by the proposed car parking space within the front setback and it is considered that the values are retained. The locality is a mix of era's and styles of development, the subject site is lower within the locality and not a predominant feature of the streetscape, largely hidden by the bin storage on 50 Wood Street and vegetation within the road reserve. The proposal would enhance the views of the property by raising the foot path and areas of the road reserve, and thus create a visual cue towards the dwelling's façade.



- iii) *any contemporary response may not necessarily seek to replicate heritage details or character of heritage buildings in the vicinity, but must preserve heritage significance and integrity with complementary and respectful building form, proportions, scale, style, materials, colours and finishes and building/street alignments.*

The proposal provides a car pad within the front setback. The forms presented are also respectful to the forms of the heritage items façade, being sympathetic and low profile to the dwelling, while being of a contemporary form. The scales, materials, finishing and alignments are all softened to compliment and enhance the visual connection to the heritage item I261. The proposal provides landscaping to soften the impact of the driveway connection. The proposal also retains the existing style of fencing which is considered to further compliment heritage significance of a row of cottages, while reducing the visual impact of any construction within the front setback. The proposal provides a design that is not replicating the heritage character of the item, but respects and is sympathetic to the dwellings character and heritage values, and existing streetscape without presenting as a dominating feature.

- c) *The impact on the setting of a heritage item or conservation area is to be minimised by:*
  - i) *providing an adequate area around the building to allow interpretation of the heritage item;*

The proposal provides adequate setbacks, complying with Part 4 of this DCP. The design of the car pad has been modified following advice received from Councils Heritage Officer following the determination of DA-2020/1448 to provide greater visual separation of the car pad to the dwelling and its setting. The provision of landscaping, sympathetic fencing and a sympathetic and respectful forms the car pad reduces the potential impact on views to and from the heritage item. The proposal contributes to direct attention towards the façade of the heritage item, thus increasing the dwellings interpretation in connection with 46 and 42 Wood Street.

- ii) *retaining original or significant landscaping (including plantings with direct links or association with the heritage item);*

The proposal provides landscaping of native shrubs and ground covers in accordance with subsequent sections of this DCP. While the original vegetation on the site when the building was first constructed is difficult to ascertain, landscaping is not the main theme or value for the heritage item or heritage listing. The provision of native plantings within the landscaped area is a desired outcome for meeting landscaping requirements.

- iii) *protecting (where possible) and allowing the interpretation of any archaeological features; and*

Due to the sites already highly disturbed nature, it is not anticipated for the proposal to affect any potential archaeological features.

- iv) *retaining and respecting significant views to and from the heritage item.*

The proposal is considered to have limited view corridors from public areas, the primary view corridor is from Wood Street beginning from outside of 50 Wood Street to the middle of the street frontage of 48 Wood Street, this is a view corridor of approximately 10 metres wide, the view corridor is currently obstructed by parked vehicles on the street, and the recent construction of a raised bin storage area on 50 Wood Street. The heritage item is currently not visible from the foot path. The proposal involves the raising of the foot path to meet driveway grades, this will increase

the views to the façade of the heritage item, while in combination the lowering of the car pad structure is considered to provide a view corridor to the façade, and does not restrict views to the item nor adjoining items. Along with the built form, the raising of the footpath will retain and enhance the views to the heritage item and allow passive surveillance from the heritage item.

The views have been further analysed with respect to the Figures 6 - 8.



*Figure 6 Site as viewed from 47 Wood Street*



*Figure 7 Site as viewed from the driveway of 50 Wood Street.*



As can be seen in Figures 6 and 7, the proposal would not result in a loss of views of the dwelling. The dwelling is currently not visible to the street, or footpath on either side of the road due to the lowered nature of the site, and the on-street parking. This is further combined with the existing mailbox and bin storage area of the RFB on 50 Wood Street. The bin storage and mailbox block views of the dwellings front yard from a westerly direction. The proposal to include a driveway to access the subject site will open views to the façade of the dwelling which would be considered a suitable outcome for increasing pedestrian and roadside views to the heritage item.



Figure 8 Site as viewed from 44 Wood Street.

Figure 8 identifies the views towards the front yards of both 46 and 48 (subject site) Wood Street. The dwellings are part of a group of three heritage listed dwellings for their single storey (sic) Federation style weatherboard cottage design. 46 Wood Street is, however, no-longer a single storey dwelling. The view towards the front yard of 48 Wood Street is obstructed by landscaping and the lowered nature of the dwelling. It is considered that the introduction of the driveway and car parking space within the front setback will increase the visual corridor/view path towards the façade.

### **3.2.2 Alterations or Additions to Heritage Items or Conservation Areas**

#### **3.2.2.1 Complementary Form and Scale that Distinguishes Heritage Significance**

- a) *Alterations or additions to heritage items or buildings within a conservation area will not necessarily seek to replicate, overwhelm, dominate or challenge heritage details or character of the building or structure of heritage significant buildings. However, a contemporary response which complements and respects the form and scale of the original buildings may be considered if the heritage significance is retained.*

The proposal involves the addition of a pergola at the rear of the dwelling. The pergola is to provide shade and cover for the dwellings Private Open Space. The proposed addition is not visible from any public space and is of a minor nature. The proposal is sympathetic to the existing design of the rear of the dwelling and does not impact on the heritage value of the façade.



- b) *Consideration should be given to whether making a house bigger will ruin its appearance. Additions to small houses can easily overwhelm them and use up garden space needed for private open space and impact the setting and pattern of development in the locality. Modest additions work best and can be organised as wings or pavilions to the existing house. All additions must be at the back of the house, not the front.*

The addition of the pergola is at the rear of the dwelling and does not constitute an increase in the dwellings floor space or site coverage.

### **3.2.2.2 Retaining Significant Features and Landscape Setting.**

*Alterations or additions to heritage items or buildings within a conservation area must:*

- g) *ensure that any new windows are to be inserted into the existing fabric of a heritage building and be of a size, proportion and type of window that is compatible with the building's architectural style/period as shown in Figure 7; and*

The proposed window is identified on the plans submitted. The proposed window is not visible from the street nor from any other properties. The window is required for additional lighting. The proposal does not alter the heritage values of the dwelling nor its significance as an item.

- h) *retain and maintain contributory landscape settings for heritage items and ensure new landscaping is sympathetic to the heritage significance of the item or place.*

The proposed landscaping is within accordance with the biodiversity and landscaping objectives of the MLEP 2013 and MDCP 2013. The initial landscaping of the property is difficult to ascertain within its context; however, the sites landscaping is not a fundamental aspect of the items listing. The landscaping proposed is to provide native vegetation suitable for the locality, the landscaping will respect the current heritage item through appropriate plant selection as identified on the submitted landscape plan.

### **3.2.3 Fences for Heritage Items and Conservation Areas**

- a) Modifications to the front fence and garden of a heritage item or buildings within a conservation area must be designed and constructed in materials that contribute to and not detract from the historic style of the building and character of the streetscape.

The proposal involves the construction of a driveway, which will involve the removal of the existing fence, and the raising of the fence on the western side of the property. The fence will be replaced by a similar style as identified on the plans, the car parking space does not require a gate and therefore fencing is being removed from less than 50% of the front boundary. A search of the State Heritage Inventory has shown that the fence has been modified and replaced multiple times, the current design and features are considered to provide the dwelling and streetscape with a respectful and suitable fence. The fencing will be replaced with like-style fencing that allows the movement of Bandicoots as required by subsequent chapters of the Manly Development Control Plan 2013.

- b) Original fences must be retained and refurbished, where possible. New fences will be sympathetic in colour, material, height and design and will not detract from the heritage significance of the building or locality.

The proposal will provide fencing in like-style and design wood picketing and white paint, with the same 1.5m height. The fencing will remain as a non-intrusive and non-obstructive feature of the dwelling and streets character.

### **3.2.4 Setbacks of Garages and Carports for Heritage Items and Conservation Areas**

**Note:** Suitably landscaped car parking hardstand areas may be considered forward of the building alignment under this paragraph.

- a) Garages and carports are not to be constructed forward of the building alignment of a listed heritage item or a building within a conservation area.

The proposal involves the construction of a car pad and driveway within the front setback. The proposal is considered compliant with the driveway requirements within Part 4 of the Manly Development Control Plan 2013. The car parking space proposed is suitably landscaped, so as to provide bandicoot compatible landscaping, and a softening of the car parking space within the front setback. The proposed landscaping provides an adequate softening of the car parking space, while the car parking space and driveway are also considered to increase views to the façade of the dwelling from the street frontage. The dwelling is currently not visible from the street, and with the removal of an on-street parking area and raising of the footpath the heritage item will become more visible.

The proposed landscaping has been reviewed in relation to the previous images of the site, it is consistent with the previous landscaped areas and therefore is satisfactory.

While the proposal involves the construction of a car pad within the front setback, upon consideration of a variation statement request the impacts on the streetscape and dwelling are negligible and the design proposed is appropriate with regard to the existing streetscape character and does not detract from adjoining properties heritage significance.

*Objective 1) To retain and conserve environmental heritage and cultural significance of Manly including:*

- *significant fabric, setting, relics and view associated with heritage items and conservation areas;*
- *the foreshore, including its setting and associated views; and*
- *potential archaeological sites, places of Aboriginal significance and places of natural significance.*

The proposal conserves the heritage significance of Manly through the protection of the existing heritage item on 48 Wood Street. The proposal involves the retention and increased activation of views from the footpath and street to the dwelling's façade. The fabric and forms of proposed car pad are sympathetic to the heritage attributes of the dwelling, therefore the proposal does not present as an obstruction or loss of heritage significance.

*Objective 2) To ensure any modification to heritage items, potential heritage items or buildings within conservation areas is of an appropriate design that does not adversely impact on the significance of the item or the locality.*

The proposed variation does not result in any modification to the existing dwellings façade. The statement of significance relates to the dwelling's façade and forms to the street in conjunction with the existing dwellings on 46 and 42. The proposed construction of the car pad does not result in negative impacts to the interpretation of the heritage item, nor on the streetscape of the locality. The proposed car pad is positioned so as to reduce impact on the heritage item, reduce impact on

the limited view corridors that exist and provide a softening of built form to the contemporary and bulky bin storage area on the south eastern side boundary.

Objective 3) To ensure that development in the vicinity of heritage items, potential heritage item and/ or conservation areas, is of an appropriate form and design so as not to detract from the significance of those items.

The proposed built form and design does not detract from the significance of 48 Wood Streets' façade nor that of 46 and 42. The colour scheme proposed is sympathetic and respectful to the existing schemes of 48 and 46 Wood Street. The car pad provides a softening of built form from the boundary of 50 and 48 Wood Street to the dwelling's façade and then towards 46 Wood Street. The assessment of the proposal against the objectives of this chapter are considered to provide a means for the proposal to be assessed on merit and on level of impact. The dwelling currently has minimal views to the façade from the street, as such it is construction of the car pad in the proposed location would not yield any further degradation of views, heritage values or heritage significance of the item and locality.

Objective 4) To provide infrastructure that is visually compatible with surrounding character and locality/visual context with particular regard to heritage buildings/areas and cultural icons.

The proposed built form of the car pad is visually compatible with the façade of the dwelling, along with the façade of 46 Wood Street. The existing streetscape has examples of similar car pad forms, and in this regard the proposal is in keeping with the character of the area. The visual context of the dwelling is enhanced by the proposal which also involves the raising of the footpath which will allow for greater pedestrian interaction with the façade of the dwelling. The proposed car pad does not obstruct views to the façade from the footpath levels and provides an open and sympathetic design to ensure views are respected and enhanced.

Objective 5) To integrate heritage management and conservation into the planning development process including incentives for good heritage management, adaptive reuse, sustainability and innovative approaches to heritage conservation.

The proposal involves the construction of a car pad which is sympathetic to the heritage attributes of the dwelling and locality.

### **3.2.5 Exceptions to Parking Requirements and FSR Development Standards for Heritage Developments**

#### **3.2.5.1 Exceptions to Parking Requirements**

- a) Council may consider exceptions to providing the required onsite car parking for:
- i) alterations and additions to a heritage item or a dwelling in a conservation area listed in Schedule 5 of the LEP, if the car parking adversely impacts on the item; or
  - ii) any other development of a listed heritage item in circumstances where Council is satisfied that the conservation of the

The dwelling requires two car parking spaces as specified under Part 4 of the Manly DCP 2013. During pre-lodgement meeting it was considered that the provision of two car parking spaces on the site would be too greater of an impact on the heritage significance of the dwelling but that one car



parking space would be acceptable as a variation to the Part 4 requirement under this part of the MDCP 2013.

The provision of one off-street carparking space for the proposal does not adversely impact the heritage significance of the dwelling's façade and is considered to provide greater visibility of the dwelling from the street.

## **CONCLUSION**

The proposal alterations and additions to the dwelling and driveway and car pad at 48 Wood Street Manly 2095 will provide a suitable outcome for the site, while providing off-street parking.

The proposal does not adversely impact the heritage items values nor views to the heritage item, with views considered to be maintained and enhanced by raising the footpath and creating a visual cue to the dwelling's façade.

The proposal is not out of character of the streetscape, with many dwellings – including one within the heritage listing – having driveways and car parking spaces within the front setback. The proposal aims to reduce impacts to the streetscape and provide a development suitable for site conditions.

In view of its merits and absence of adverse effects, the proposed alterations and additions should be considered worthy of approval.