

PROPOSED ALTERATIONS AND ADDITIONS

AT

**184 PITTWATER ROAD,
MANLY**

HERITAGE IMPACT STATEMENT



Prepared by:

John Oultram Heritage & Design
Level 2, 386 New South Head Road,
Double Bay, NSW 2028

T: (02) 9327 2748

E: heritagedesign@bigpond.com

Prepared for:

Stepping Stone Custodian Pty Limited

November 2022

© John Oultram Heritage & Design

1.0 INTRODUCTION

1.1 THE BRIEF

The following report has been prepared to accompany a development application for alterations and additions to the existing property at 184 Pittwater Road, Manly, NSW. The report has been prepared on behalf of Stepping Stone Custodian Pty Limited.

A development application (DA/2020/1204) for subdivision of the site into two lots was approved by Manly Council in May 2022.

1.2 THE STUDY AREA

The study area is Lot 30 in Section 2 in DP 2427 in the Municipality of Manly, Parish of Manly Cove and County of Cumberland (Figure 1.1).

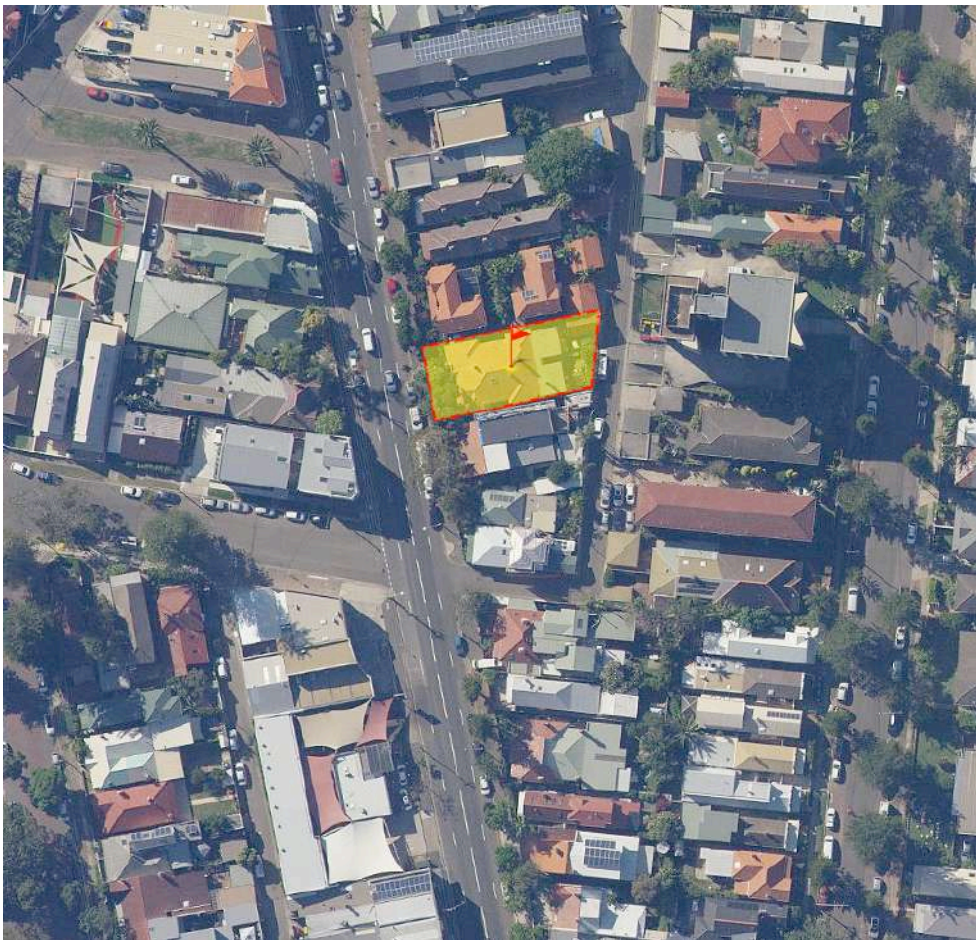


Figure 1.1 The Study Area shaded

Source: SIX Maps

1.3 LIMITATIONS AND TERMS

The report only addresses the European significance of the place. The terms *fabric, conservation, maintenance, preservation, restoration, reconstruction, adaptation, compatible use and cultural significance* used in this report are as defined in the Australia ICOMOS Burra Charter.

1.4 METHODOLOGY

This report was prepared in accordance with the *NSW Heritage Manual* "Statements of Heritage Impact", "Assessing Heritage Significance Guidelines" and the Manly Council guidelines for the preparation of heritage impact statements. The philosophy adopted is that guided by the Australia ICOMOS Burra Charter 2013.

1.5 AUTHORS AND ACKNOWLEDGMENTS

This report, including all diagrams and photographs, was prepared by John Oultram of John Oultram Heritage & Design, unless otherwise noted. Historical research was prepared by Nicholas Jackson. John Oultram Heritage & Design was established in 1998 and is on the NSW Heritage Office list of heritage consultants.

2.0 HISTORICAL DEVELOPMENT

2.1 SUMMARY

Located within an allotment formed in 1890, the brick dwelling at No. 184 Pittwater Road was built in 1908 by local builder Walter William Lambert. For a few years after 1908 the dwelling was owned and occupied by Newtown iron founder and engineer Thomas Hodgkinson. Hodgkinson had business interests in the area in his ownership of the Ku-ring-gai Brick and Pottery Works also at Frenchs Forest prior to 1912. After 1912 the dwelling was tenanted into the 1930s at least.

2.2 SETTLEMENT AT MANLY

Colonisation of Manly officially commenced in 1810 with the granting of 100 acres to Richard Cheers and another 30 acres was granted to Gilbert Baker. A handful of land grants were made over the following two decades, and in 1827 the government village of North Harbour (now known as Balgowlah) was established for suburban development. No. 184 Pittwater Road is situated within the 100 acres granted to Charles Andrews and Christopher Skally in 1831 and registered in 1842.

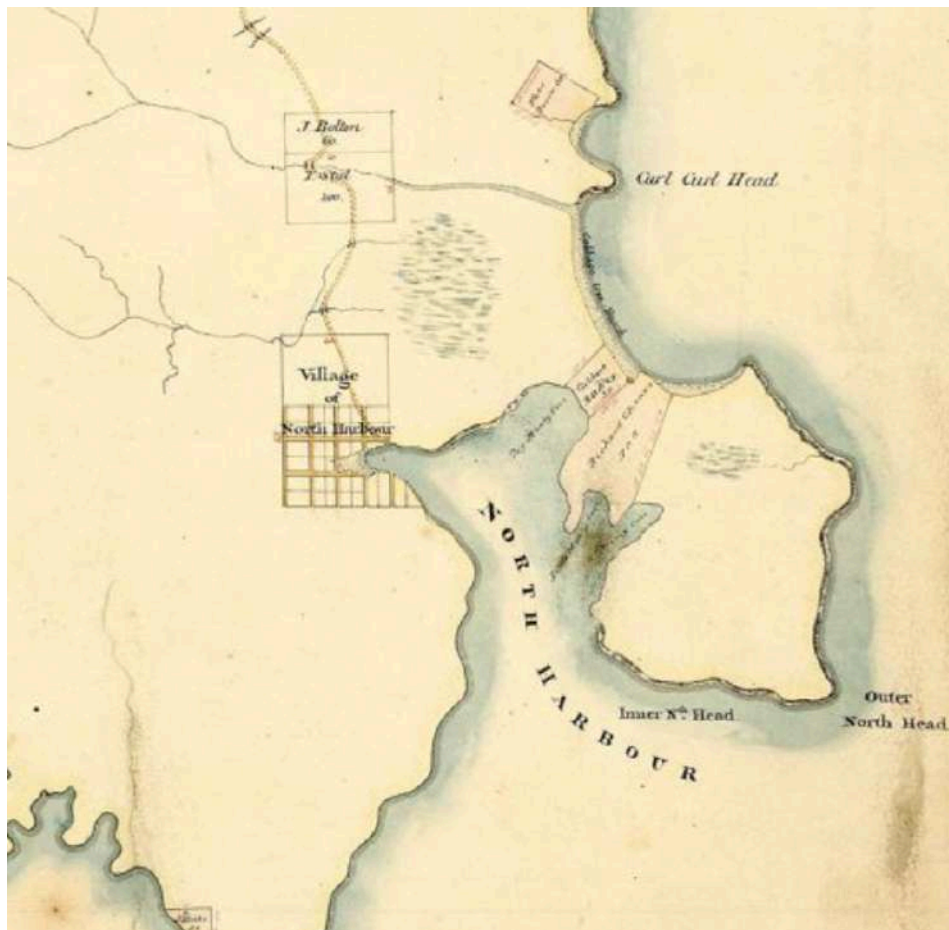


Figure 2.1 Detail from an undated (about 1831) map of the parish of Manly Cove. Recorded were the grants to Richard Cheers and to Gilbert Baker, and the town reserve of 1827.

Source: NSW Land Registry Services



Figure 2.2 Detail from an undated (1840s?) map of the parish of Manly Cove. Circled is the grant to Andrews and Skelly, and the line of Pittwater Road.

Source: NSW Land Registry Services

Over the nineteenth century Manly developed as a place of resort that attracted custom from Sydney, and a place of isolation where visitors and emigrants travelling to the colony were quarantined. The Quarantine Station at North Head was established under the *Quarantine Act* of 1832 and remained in operation until the advent of regular air travel rendered the facility redundant.

Manly continues to attract visitors and this use was established by Henry Gilbert Smith in the early 1850s. Smith's pleasure ground at Manly relied on a ferry service to transport the Sydneysider across the harbour. The first regular ferry service commenced in 1859 and it is a service that continues to this day.

Manly as a place of residence developed from around 1900. There were 5000 residents in 1900 and this number doubled by 1911 as building blocks were released. Another incentive for residential development was the introduction of the tram service in 1903, initially from the Corso to Pittwater Road via Carlton Street.

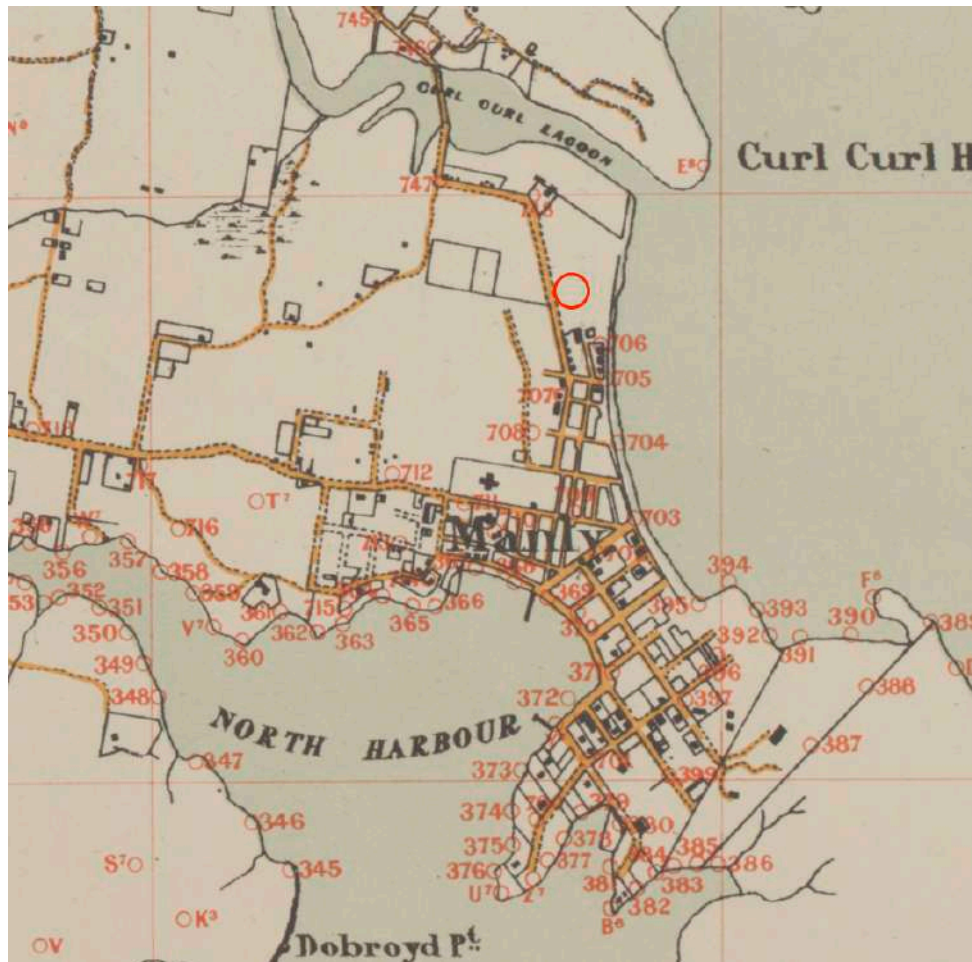


Figure 2.3 Detail from the New South Wales Surveyor-General's 'Map of the country between Broken Bay and Georges River' dated 1889. It recorded the confined nature of settlement at Manly. Circled is the approximate location of No. 184 Pittwater Road.

Source: National Library of Australia (MAP RM 2855)

2.3 BRIGHTON ESTATE

In the mid 1850s Henry Gilbert Smith released for sale a large portion of present day Manly as the Brighton Estate. This land release included Andrews and Skally's 100 acres. The land release comprised suburban allotments situated south of Middle Harbour Road, and larger blocks to the north.

By the 1880s portions of Brighton Estate north of Middle Harbour Road fronting the ocean beach and Curl Curl Lagoon were owned by three members of the Smith-Rewse family who resided in England.¹ This area was later, in 1890, re-subdivided in Deposited Plan 2427 to form suburban building blocks in a land release also called Brighton.

¹ Torrens Title Vol. 949 Fols. 247-249

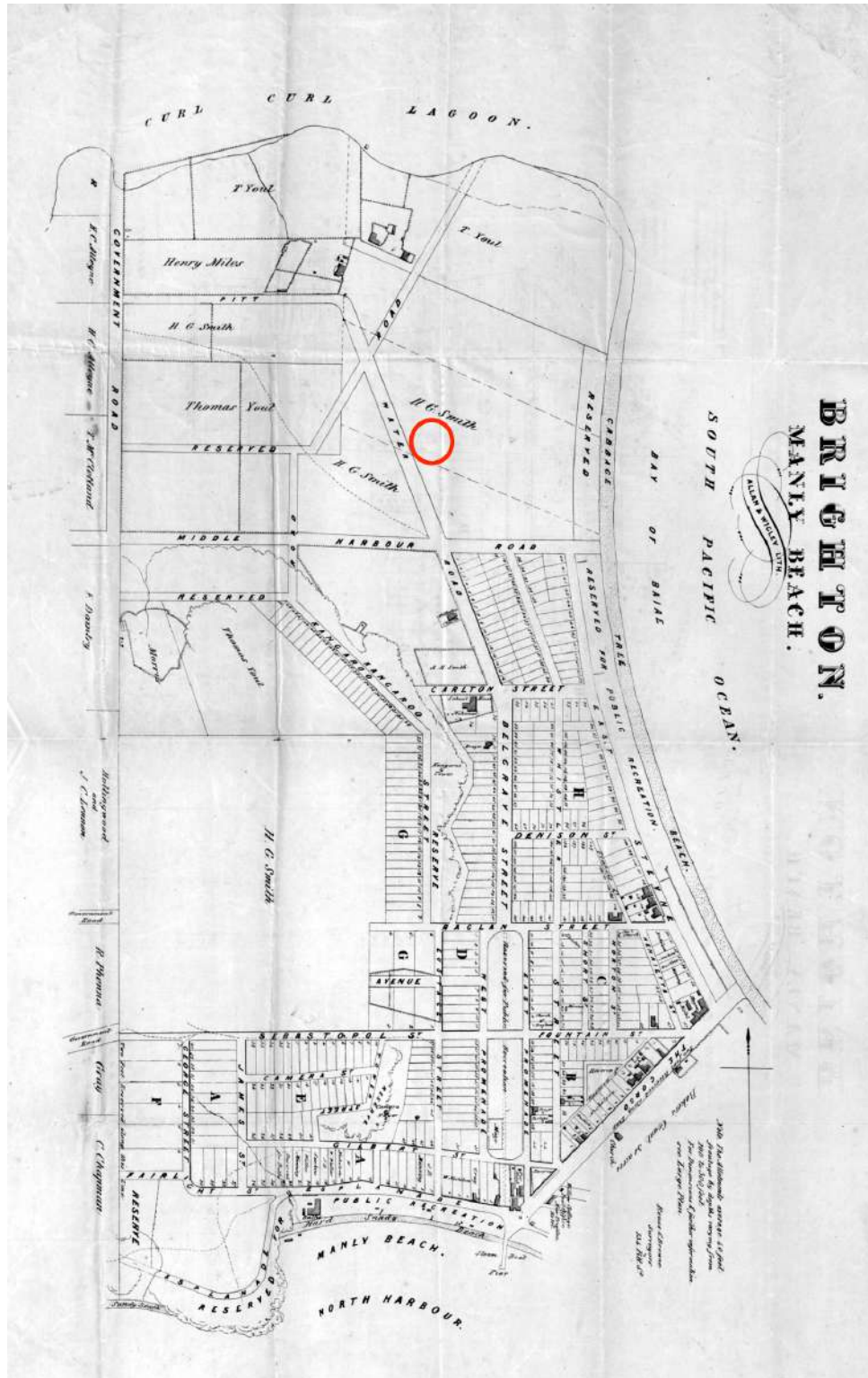


Figure 2.4 The Brighton at Manly Beach land release of 1855. Circled is the approximate location of No. 184 Pittwater Road

Source: National Library of Australia (Map F 642A)

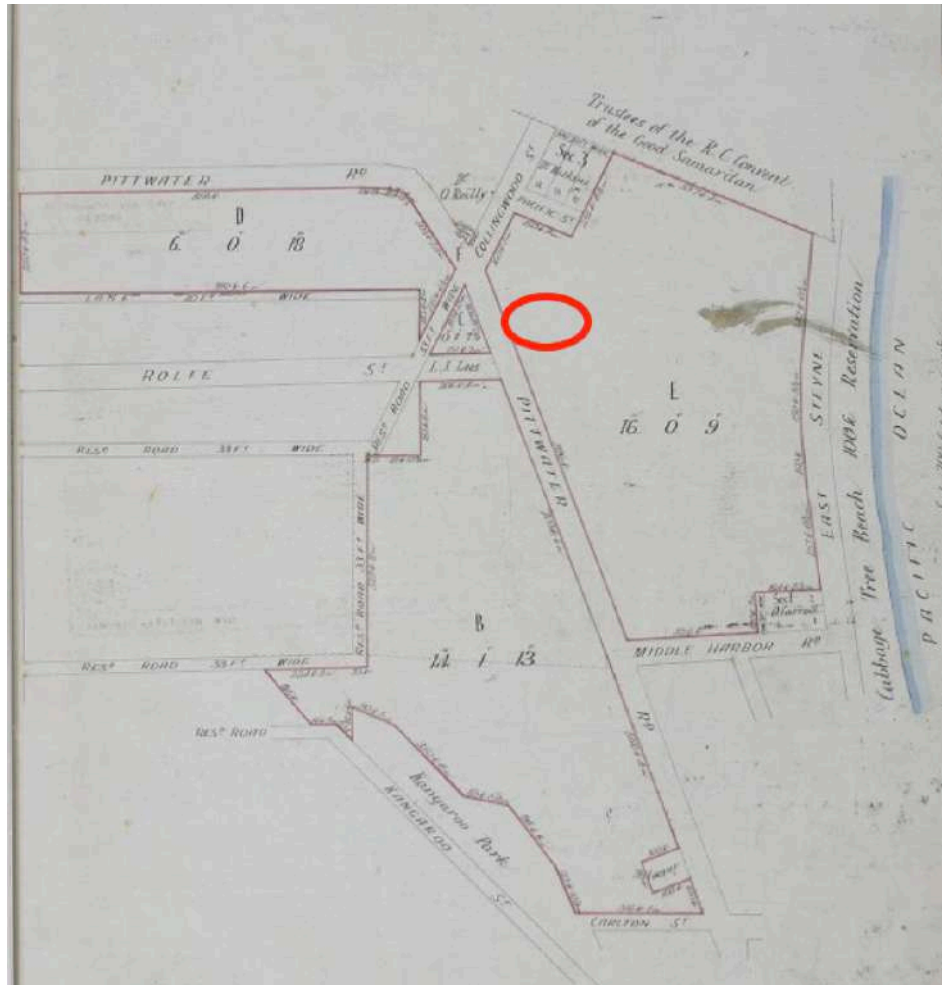


Figure 2.5 The large blocks of the Brighton Estate owned in the 1880s by members of the Smith-Rewse family. This area collectively was subdivided in Deposited Plan 2427 in 1890. Circled is the approximate location of No. 184 Pittwater Road

Source: NSW Land Registry Services (CT 949-247)

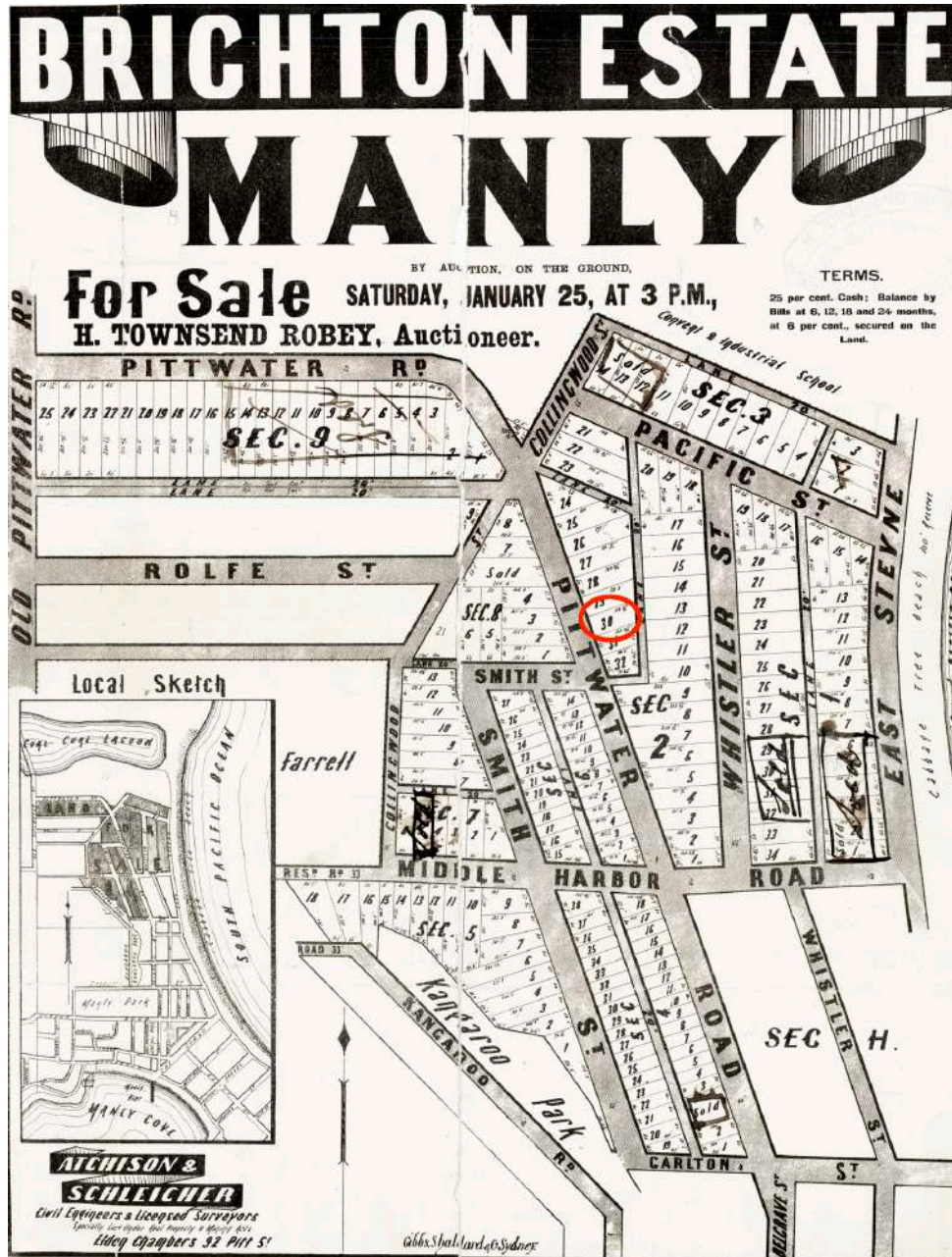


Figure 2.6 The Brighton Estate land release of January 1890 in Deposited Plan 2427. Circled is the location of No. 184 Pittwater Road (Lot 30 in Section 2)

Source: State Library of NSW (M5/327)

2.4 NO. 184 PITTWATER ROAD

The brick dwelling at 184 Pittwater Road was erected in 1908 by local builder Walter William Lambert. Lambert had purchased the allotment (Lot 30 in Section 2 in Deposited Plan 2427) in December 1907,² and sold it in September 1908.³

The purchaser in September 1908 was Thomas Hodkinson, and the Hodkinson family continued to own the property until 1920. Hodkinson was listed in the 1910, 1911 and 1912 editions of *Sands' Directory* as residing at this address (then numbered 88). While the 1909 edition listed Hodkinson at a Newtown address this does not necessarily preclude Lambert as the builder in 1908.



Figure 2.7 Roofscape of the cottage at No. 184 Pittwater Road in 1943.

Source: NSW Spatial Services

Hodkinson (died 1926) was an engineer and proprietor of a firm of iron and brass founders trading as T Hodkinson & Co at Newtown. The firm specialised in the manufacture of machinery used in mining and brick making.⁴ Hodkinson's interests in brick making extended to ownership of brick manufacturing works inclusive of Cravens Brick and Pipe Works at Frenchs Forest, and Kurin-gai Brick and Pottery Works also at Frenchs Forest.⁵

² Torrens Title Dealing 481627

³ Torrens Title Dealing 504097

⁴ *Sands' Directory*, 1910 name entry

⁵ State Archives NSW Business Name Index

In July 1912 the assets of Ku-rin-gai Brick and Pottery Works were conveyed to other brickmasters who renamed the enterprise Manly-Spit Brick and Tile Company Ltd.⁶ In August 1912 Hodkinson transferred his Pittwater Road residence to his daughter, Miss Helena (Ella) Owen Hodkinson,⁷ and in 1920 it was sold. When Hodkinson died in 1926 he was residing at Dee Why in a property called Hastings on South Creek Road.⁸

From the early 1910s the dwelling was tenanted (for example, Mrs E Sanders in 1913-15, Mrs Lavina Walsh in 1920, James Everett in 1925, and W Splatt in 1930).⁹ The owners of the freehold, or landlords, also changed frequently and are listed in an appendix to this report.

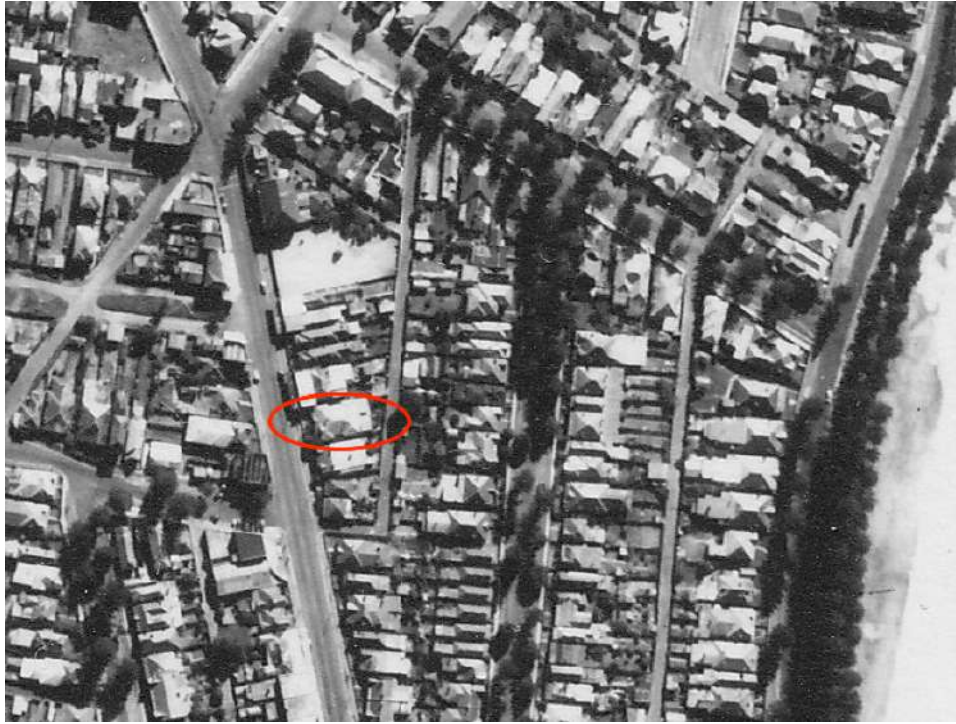


Figure 2.8 Detail from aerial photography dated 1953. Circled is the location of No. 184 Pittwater Road

Source: NSW Spatial Services

⁶ 'Manly-Spit Brick and Tile Company Ltd', *Sydney Morning Herald*, 24/7/1912, p.19

⁷ Torrens Title Dealing 67289

⁸ Deaths, *Sydney Morning Herald*, 13/3/1926, p.14

⁹ Sands' *Directory* entries for No. 88 Pittwater Road.

3.0 PHYSICAL DESCRIPTION

An inspection of the property was carried out by John Oultram in November 2019 to ascertain its layout, condition and intactness from original construction. The current plans are shown in Figure 3.1.

3.1 GENERALLY

184 Pittwater Road is a pair of single storey, Edwardian period houses in the Federation Arts and Craft style set on a wide site to the eastern side of the street. The building is currently divided into four units but was likely built as a semi-detached house.

The house is in faux, rusticated stone and roughcast render with a hipped, terracotta tile roof to the main part with corrugated metal skillions to the rear. Some sections of the stonework have a smooth 'string' course. There is an inset porch to the front (to Unit 1) with an arched opening with a curved parapet in roughcast render. There are verandahs each side with hipped, terracotta tile roofs that have been infilled with windows (north) and fibro (south). There is a small gablet to the east faced in fibro and battens. There is a skillion wing to the rear (north) in the faux stone and a fibro and weatherboard addition to the south under the main skillion roof.

The rear units are accessed from the eastern side path and the small, rear unit is accessed from the rear.

Internally there are halls each side of the party wall with rooms off. The hall to the east has been divided to allow for the two units. The interiors are partly intact and retain some of their original fabric but some fabric has been removed and the kitchens and bathrooms modernised.

3.2 UNIT 1

Unit 1 is the largest unit and retains a hall from front to back.

Floors are carpeted or in vinyl with tiling to the service areas. Walls are plastered masonry with chamfered timber skirtings and picture rails. Ceilings are in fibrous plaster and the main rooms have battens and downstand beams on decorated brackets. Other ceilings are square set or are in fibro and battens or have been replaced in plasterboard.

Original doors are 2+1 panel timber with chamfered timber architraves, some with glazed fanlights. Several of the doors have been replaced. There are part glazed, French doors to the verandah with a glazed fanlight. Windows are a mix of casements to the larger rooms and two pane, double hung, timber sashes. There is a fireplace to the main room at the front with a timber surround and cast iron insert with decorative tiling and hearth. The second fireplace has been removed.

3.3 UNIT 2

The layout and detail to Unit 2 is similar though the hall is cranked due to the side entry. The front bedroom has an odd 20+20 pane, full height, timber sash with solid upper and lower panels. The lounge has the same decorative ceiling with downstand beams as Unit 1. The fireplace has been removed.

3.4 UNIT 3

Unit 3 is to the same detail and the lounge has the same decorative ceiling as Unit 1 and also a plaque rail and brackets. The dining room ceiling is in beaded timber. The fireplace retains a timber surround.

3.5 UNIT 4

Unit four is the smallest of the units and was originally the kitchen and scullery to Unit 1. The general detail is as per Unit 1 but the ceilings have been replaced in plasterboard and the doors removed.

3.6 EXTERNAL WORKS AND LANDSCAPING

There is a small garden to the front with a faux stone and metal rail fence. The house has a small garden at the rear with a car hardstand and timber fence to the rear lane. To the side is a single storey, brick garage with a gabled, corrugated metal roof.

Pittwater Road is a busy thoroughfare to Manly and is lined single and two storey, residential and commercial premises from the Victorian period onwards. To the south is a pair of semi-detached Federation houses, the adjoining having a large modern extension at the rear. To the north is a development of modern, two storey townhouses in face brick.

There is a narrow lane to the rear of the property that is lined with fences, garages and carports to the houses to the main streets with some infill development. Opposite the site is a modern, multi-storey, apartment building.

Figures 3.2 - 3.13

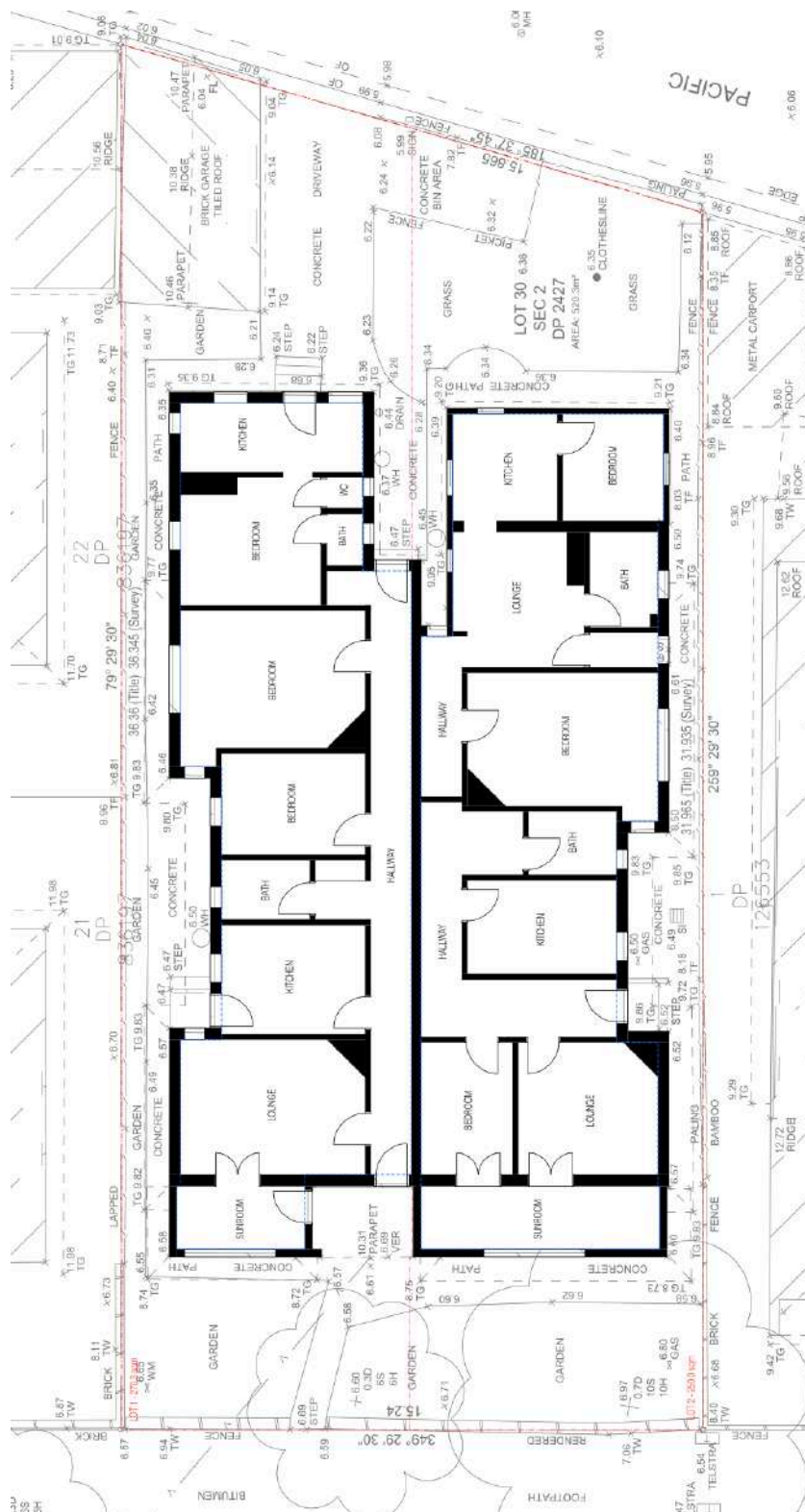


Figure 3.1 184 Pittwater Road, Manly

Plans as existing

Source: Architect



Figure 3.2 184 Pittwater Road, Manly
Front elevation



Figure 3.3 184 Pittwater Road, Manly
Front elevation



Figure 3.4 184 Pittwater Road, Manly
Verandah infill to Unit 2



Figure 3.5 184 Pittwater Road, Manly
Rear elevation

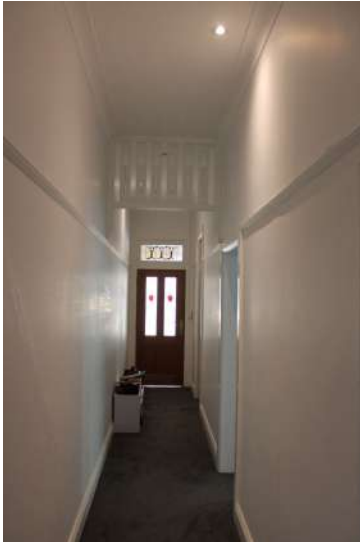


Figure 3.6 184 Pittwater Road, Manly
Unit 1 Hall



Figure 3.7 184 Pittwater Road, Manly
Unit 1 Front bedroom – note the ceilings
and French doors



Figure 3.8 184 Pittwater Road, Manly
Unit 1 Bedroom fireplace



Figure 3.9 184 Pittwater Road, Manly
Unit 1 Kitchen



Figure 3.10 184 Pittwater Road, Manly
Unit 1 Bedroom



Figure 3.11 184 Pittwater Road, Manly
Unit 1 Rear bedroom



Figure 3.12 184 Pittwater Road, Manly

Unit 2 infilled verandah – note the faux stone walls and multi-paned, sash window



Figure 3.13 184 Pittwater Road, Manly

Unit 2 Dining room – note the timber boarded ceiling

4.0 HERITAGE LISTINGS & CONTROLS

4.1 NATIONAL TRUST

The property is not classified on the Register of the National Trust of Australia (NSW).

4.2 HERITAGE NSW OF THE NSW DEPARTMENT OF PREMIER AND CABINET

4.2.1 State Heritage Register

Under the Heritage Act 1977 (as amended), the NSW Heritage Council, administered by Heritage NSW of the NSW Department of Premier and Cabinet, administers and maintains the State Heritage Register (SHR), a register of items and places that are considered to have heritage significance at a state level. The subject property is not listed on the Register.

4.2.2 State Heritage Inventory

Heritage NSW also compiles the State Heritage Inventory (SHI), a collated database of all places listed on statutory heritage lists, including Local Environmental Plans. The subject property is listed on the Inventory and the listing sheet (SHI 2020547) is attached as Appendix B.

4.3 LOCAL AUTHORITY

The local authority for the area is the Northern Beaches Council. The property is listed as a heritage item in Schedule 5 Part 1 of the *Manly Local Environmental Plan 2013* (as amended) (MLEP).

REF	ADDRESS	ITEM	RANKING
I209	184 Pittwater Road	House	Local

The subject property is also within The Pittwater Road Conservation Area (C1) and is in the vicinity of heritage items at:

REF	ADDRESS	ITEM	RANKING
I208	167 Pittwater Road	Service Station (former)	Local
I210	210-214 Pittwater Road	Commercial Building	Local

Development would be the subject of the heritage provisions of the MLEP relating to development of a heritage item, within a conservation area and in the vicinity of a heritage item.

Council may also take into consideration the heritage provisions of the *Manly Development Control Plan 2013* (MDCP) that contains guidelines for the development of heritage items and in conservation areas.



Figure 4.1 Manly Local Environmental Plan Heritage Map HER_003

Source: Manly Council

5.0 ASSESSMENT OF SIGNIFICANCE

The Heritage Office of New South Wales has issued guidelines as part of the NSW Heritage Manual regarding the assessment of heritage significance. The Manual is a well-regarded methodology for the assessment of cultural significance and is appropriate for application to the subject property.

5.1 HISTORIC SIGNIFICANCE

5.1.1 Historical Development

<i>Criterion (a)</i>	<i>An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
----------------------	--

184 Pittwater Road is an example of a pair of single storey, Edwardian period houses that appear to have been built in 1908 by builder, Walter William Lambert. Lambert had purchased an allotment of the re-subdivision of the Brighton Estate in the previous year. Lambert sold the house in same year to Thomas Hodkinson, an iron founder and engineer, and the house remained in the Hodkinson family until 1920. Hodkinson only lived at the property for a number of years and the house was later tenanted.

Hodkinson's factory in Newtown included the production of machines for brick making and he later operated a brickworks at Frenchs Forest. Though there is no direct evidence for this, Hodkinson may have commissioned the house to be built with stone faced, concrete blocks that were used in Australia from the early 1900s onwards, though not commonly. Hodkinson may have selected the material in order to promote its use.

The Brighton Estate was released for sale in the mid 1850s by Henry Gilbert Smith who had purchased a number of grants in the area. Parts of the northern section were owned by members of the Smith Rewse family and re-subdivided in 1890.

The house signals the early development of the later subdivision of the Brighton Estate that coincided with the introduction of a tram service along Pittwater Road in 1903.

Local Significance.

5.1.2 Historical Associations

<i>Criterion (b)</i>	<i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
----------------------	--

The place is most closely associated with Thomas Hodkinson, an iron founder and engineer who may have commissioned the house.

Hodkinson (died 1926) was an engineer and proprietor of a firm of iron and brass founders trading as T Hodkinson & Co at Newtown. The firm specialised in the manufacture of machinery used in mining and brick making. Hodkinson's interests in brick making extended to ownership of brick manufacturing works inclusive of Cravens Brick and Pipe Works at Frenchs Forest, and the Ku-ring-gai Brick and Pottery Works also at Frenchs Forest.

Local Significance.



Figure 5.1 T Hodkinson and Co's New Extension Engineering and Foundry Works, 634-646 King Street, Newtown

Source: *Sydney Mail and New South Wales Advertiser*, 3 June 1903, p. 1372,



Figure 5.2 T Hodkinson (photograph by Talma, 374 George Street)

Source: *Sydney Mail and New South Wales Advertiser*, 3 June 1903 p. 1372,

5.2 AESTHETIC SIGNIFICANCE

Criterion (c)	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)
---------------	--

The houses are an interesting example of a pair of Edwardian Arts and Crafts style houses with a well-detailed and distinctive front elevation (marred by the verandah infills). The house is partly intact to its original, semi-detached arrangement but both sides have been subdivided to form two units.

The houses are partly intact internally and retain some original fabric including the battened ceilings and downstand beams on brackets that repeat in the major rooms.

The houses appear to have been built as a pair of semis though only Hodkinson is listed at the address in the Sand's Directories of the time, possibly as the second entrance was to the side. There is no evidence of a single house being divided into two.

The houses are unusual in being built of rusticated concrete blocks. Concrete blocks were first manufactured in England in the 1850s. The rusticated block was first developed in America in the late 19th Century and the processed streamlined by Harmon S Palmer who, in 1900, created a machine for texturing and forming the blocks.

The material gained notoriety and was promoted in the Sears and Roebuck catalogues. The product was a low-cost option to stone and brick. Palmer's machines (that were simple to use) were exported to Australia and New Zealand as early as 1904 (though no Australian manufacturer has been found) and the blocks could be made by individual builders using Palmer's machine. Considering Hodkinson's interest in brick making machinery he would almost certainly been aware of the process.

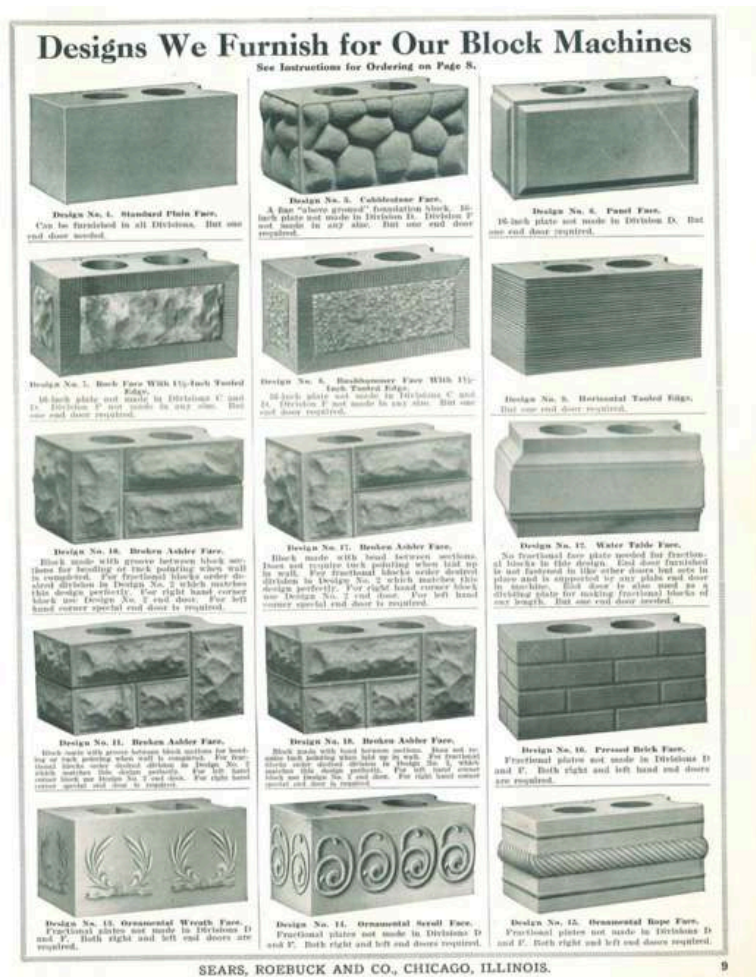


Figure 5.3 Sears & Roebuck and Co. catalogue for textured concrete blocks

Source: Classic Rock Face Block website

The use of the material is not common in Australia though there are nine houses at 61-77 Forsyth Street, West Ryde that were constructed c. 1910 by builder A Anderson¹⁰.

No architect appears to have been involved in the design and the houses are not a major work by an important designer and have lost some of their integrity. The houses have no landmark qualities but could be seen as a technical achievement in their use of rock faced, concrete blocks.

Local Significance.

5.3 SOCIAL SIGNIFICANCE

Criterion (d)	<i>The item has strong or special association with a particular community or cultural group in NSW (or the local area) for social or spiritual reasons</i>
---------------	--

The house has no special associations with any particular group.

Does not meet the criterion.

5.4 TECHNICAL/SCIENTIFIC SIGNIFICANCE

Criterion (e)	<i>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 the local area)</i>
---------------	--

There were no previous buildings on the site and the place has no archaeological potential. The houses are of some technical significance for their use of rock faced, concrete blocks.

Local Significance.

5.5 RARITY

Criterion (f)	<i>An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
---------------	---

House types using the concrete blocks is unusual in the area and Sydney wide.

Rare. Local Significance.

5.6 REPRESENTATIVENESS

Criterion (g)	<i>An item is important in demonstrating the principal characteristics of a class of NSW's Cultural or natural places; or Cultural or natural environments</i>
	<i>(or a class of the local area's: Cultural or natural places; or Cultural or natural environments)</i>

The houses are interesting examples of their type but have lost some of their original characteristics. However, they represent well the characteristics of rock faced Edwardian houses that make up the type.

Local Significance.

¹⁰ State Heritage Inventory Listing Sheet 2340136

5.6.1 Intactness

The houses have been altered and both divided to form two apartments. The front verandahs have been infilled and there is an unsympathetic addition to the rear.

The interiors are partly intact and retain original joinery, plasterwork, ceiling details and fireplaces.

5.7 STATEMENT OF SIGNIFICANCE

The SHI listing sheet for the property (SHI 2020547) contains a statement of significance:

This building is an unusual example of an Arts and Crafts building. This item is of local cultural heritage significance as it demonstrates the pattern of development associated with Pittwater Road. Constructed on the main road, it is associated with the development of the area following the introduction of the tram service. An unusual Arts and Crafts style house constructed of concrete block resembling ashlar stonework, a rare example of its kind in Manly and possibly the state which contributes to the significance of the Pittwater Road Conservation Area overall.

We would note that the blocks have a rockface finish not ashlar.

We would concur with the statement and add:

184 Pittwater Road is an example of a pair of single storey, Edwardian period houses that appear to have been built in 1908 by builder, Walter William Lambert probably for Thomas Hodkinson. engineer and proprietor of a firm of iron and brass founders trading as T Hodkinson & Co at Newtown.

6.0 PROPOSED DEVELOPMENT

6.1 CURRENT PROPOSALS

The current owner would like to alter and extend the houses to improve their amenity and add additional accommodation in a roof addition. The proposals are shown on Drawings Nos. DA-00 to DA-14 (inclusive, all revision D) dated September 2022 and prepared by Chapman Architecture.

The proposals include:

6.1.1 Ground Floor

- Part demolition of the rear walls
- Part demolition of internal walls at the rear
- Extension of the party wall
- New glazed openings to the northern rear wall
- Extension of the southern section
- Internal reconfiguration at rear
- New stairs to the first floor
- Removal of the verandah infills

6.1.2 First Floor

- Part removal of the roof
- New first floor addition

The addition is largely within the existing roof form with new hipped dormers to the north and south to the front. The central section is entirely within the roof and the rear section is set largely over the current skillion roof and over-sails the lower section at the rear.

The additions at the rear are to a contemporary detail and are set on the brick walls below and extend slightly over-sail the rear walls. The hipped roof to the rear will be altered to a 'gabled' roof to dress into the two storey sections at the rear.

The side dormers are in a hipped roof form with the ridges set at the height of the current ridge but are set well above the eave. The dormers have casement windows and a hipped, terracotta tile roof to match the existing.

The rear additions are in vertical, timber cladding and metal panels with flat roofs set at the height of the current ridge. The lower extensions are in render and both levels have large format glazing at the ground and first floor with inset balconies and planters at the rear.

6.1.3 External Work and Landscaping

- Demolition of the garage
- New hardstands
- New boundary wall and gates to the lane
- New pools
- Re-landscaping

There are small terraces at the house and timber decks to the pools with a garden between.

7.0 IMPACT OF THE PROPOSED DEVELOPMENT

7.1 GENERALLY

184 Pittwater Road is an interesting example of pair of semi-detached houses that were built c. 1908 by builder Walter Lambert possibly for Thomas Hodgkinson who may have influenced the use of the unusual concrete block construction. The house remained in the Hodgkinson family till 1920.

The houses were built on a single lot but were clearly planned as two dwellings though the front form was designed to read as one. This was not an uncommon approach to designs of the period where builders sought to aggrandize houses on the street frontage making them seem larger than they were. Though the front elevation is asymmetrical the overall form is symmetrical. The entrance to the dwelling to the south was to the side. Both houses have been divided into two units.

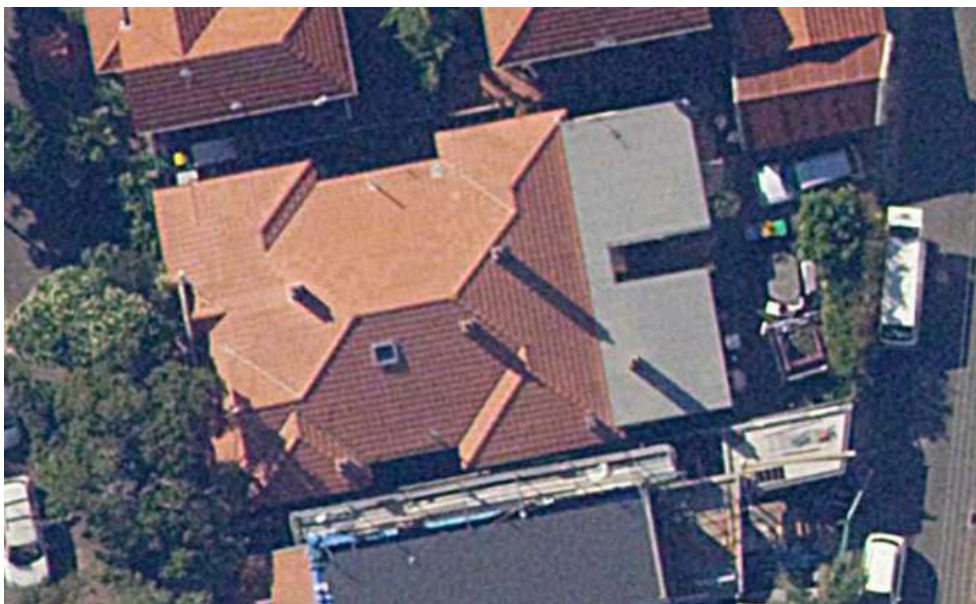


Figure 7.1 Aerial view to the property – note the symmetrical form of the main roof

Source: Six Maps

The houses are reasonably intact though the front verandahs have been infilled and the interiors have been altered particularly at the rear. The rear skillions have little of the quality of the front section and the garage is quite utilitarian.

The front streetscape is a little mixed with rows of single storey, period houses interspersed with some modern infill development. To the rear (Pacific Lane) the character is far more mixed and the lane is lined with garages, two storey, modern infill development and apartments. The house to the south has a large, two storey, contemporary addition to the rear and there is a block of two storey townhouses to the north.

The proposals respond well to the significance of the house by limiting change to the altered rear section and setting the new additions largely to the rear reflecting the current character of the lane. The front section of both units will be retained largely as is and the work include the reinstatement of the open verandahs.

7.2 DEMOLITIONS

The interior walls and rear wall to the weatherboard skillion will be demolished along with the faux stone walls to the northern wing. The weatherboard section is likely a later addition and appears to be in two sections.

The rear wings are the least intact section of the house and have none of the decorative detail of the front sections. Only a small section of the concrete walls will be removed and the majority is retained.

As is not unusual for houses of this period, the rear wings have a very poor relationship with the rear garden and the changes will allow for a more contemporary, open plan arrangement and doors to the gardens.



Figure 7.1 Rear wings

The garage will be removed to allow for gardens but this is a utilitarian structure. The garage is in poor condition and its removal will allow for landscaping at the rear.



Figure 7.1 Garage

One chimney at the rear will be removed to allow for the extensions but the detail here is quite plain and other chimneys will be retained.

7.3 ALTERATIONS

There are enlarged openings from the current rear living rooms to the halls and rear wings to allow for more open plan living at the rear. The changes are reasonable and will be signalled by nib walls and downstand beams to allow the former layout to remain readable. The current fireplaces and decorated ceilings will be retained.

The interior beyond will be reconfigured and slightly extended with new door openings to the gardens but the changes respect the current asymmetrical pairing of the units with lesser setbacks to the northern wing.

The infill to the front verandahs will be removed to return the houses to a known, original appearance. Fortunately, the infill was additive and can easily be removed and the doors to the verandah are extant. Part of the side and front wall to the southern unit will be retained to provide privacy but the majority of the fibro infill will be removed. The works are very strong positive in heritage terms.



Figure 7.3 Verandah infill north



Figure 7.4 Verandah infill south

7.4 ADDITIONS

The first floor additions are confined to the existing roof and at the rear in place of the current, skillion sections.

The works include new dormers each side of the roof. They will be visible from Pittwater Road but are well scaled and detailed and set well above the current eave. The original form of the primary roof will remain apparent.

The rear additions reflect the mixed nature of the rear lane. The house to the south has a large, contemporary addition to the rear and there are modern, two storey units to the north.



Figure 7.5 Two storey addition to the house to the south



Figure 7.6 Two storey townhouse development to the north

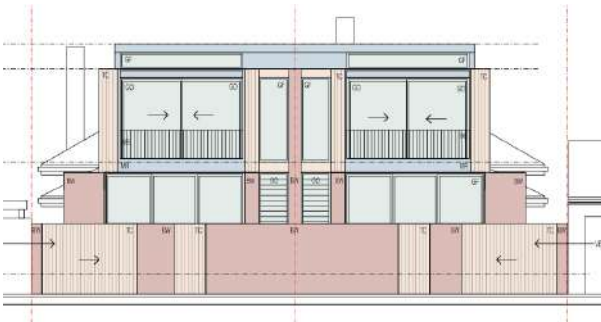


Figure 7.7 Proposed rear elevations

In general terms the additions will not be out of context.

The additions sit on the existing, block side walls and are in contrasting materials with vertical timber and metal cladding. There are inset balconies to the rear as per the house to the south and the additions have flat roofs to allow the roofs to be set at the height of the current ridge.

The additions are set well back from Pittwater Road and behind the retained, primary roof form and will not be seen from the street.

The rear hipped section of the existing roof will be extended in matching tiles to dress into the addition to provide a visual shield to the additions and avoid a box gutter at the junction. However, consideration could be given to a slightly lower, pitched roof here to retain the hips and more clearly signal the current roof form.

Overall, we consider that the additions are very well considered and will retain the most significant aspects of the house and pay due regard to its form and detail.

7.5 EXTERNAL WORKS

The external works are limited to the rear gardens that are moribund yards at present.

The garage will be replaced with new hardstands to allow for parking and the new pools are at grade and will not be seen from the rear lane. There are gardens to each unit to provide much need landscaping that will improve the setting to the rear.

The current timber fence will be replaced with a brick boundary wall with timber gates. As noted, the lane is very mixed in detail with a plethora of buildings and fences and the proposal are very much in context providing security and privacy to the major open private spaces at the rear.

7.6 MANLY LOCAL ENVIRONMENTAL PLAN 2013 (MLEP)

7.6.1 Impact on the Heritage Item

The listing sheet for the property (SHI 2020547) contains an assessment and statement of significance:

This building is an unusual example of an Arts and Crafts building. This item is of local cultural heritage significance as it demonstrates the pattern of development associated with Pittwater Road. Constructed on the main road, it is associated with the development of the area following the introduction of the tram service. An unusual Arts and Crafts style house constructed of concrete block resembling ashlar stonework, a rare example of its kind in Manly and possibly the state¹¹ which contributes to the significance of the Pittwater Road Conservation Area overall.

Based on the above, we consider that the proposal will have a limited and acceptable impact on the significance of the place.

7.6.2 Impact on the Conservation Area

The property is within the Pittwater Road Conservation Area (C1). The MDCP contains a statement of significance for the area:

The Pittwater Road Conservation Area street pattern is distinctive and underpins the urban character of the area. This street pattern comprises the alignment, detailing and silhouette of the street facades and the overall scale of building in Pittwater Road is important. The streets remain unaltered in their alignment, although the names of Malvern, Pine and North Steyne are now names for what were Whistler, Middle Harbour and East Steyne respectively. In particular, the streetscape along Pittwater Road from Dennison Road to Collingwood Street is a fine example of a remaining vista of the early settlement period in the Municipality specifically its scale and architectural interest and mixed use and for its association with the tram route and the major northern transport route.

The proposal will retain the most significant characteristic of the house from Pittwater Road with modest dormers to the side planes of the primary roof. The rear additions are well scaled and setback from Pittwater Road and reflect the local context along the rear lane.

The removal of the infill to the front verandahs will enhance the appearance and significance of the building amplifying its contribution to the conservation area.

Based on the above, we consider that the proposal will have a very limited, and in part positive, impact on the conservation area.

7.6.3 Impact on Heritage Items in the Vicinity

The heritage items in the vicinity are set well away from the subject site and are separated from the site by Pittwater Road and intervening development.

We consider that the proposals are not at a scale that will impact on the setting or significance of the items.

¹¹ We consider that the building could not be considered to be of State significance under any of the Heritage Manual criteria

7.7 MANLY DEVELOPMENT CONTROL PLAN 2013 (MDCP)

Section 3.2 of the MDCP contains guidelines for the development of heritage items and in conservation areas including the Pittwater Road HCA.

	Objective/Control	Comment
3.2.2	Alterations and 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 proposals are a well-considered, contemporary approach that use appropriate materials, respect the primary form, scale and detail of the existing building and that are in line with other development in the rear lane
(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 additions modest in scale and are set well to the rear. The proposals retain the primary form and street elevation that will be enhanced by the removal of the verandah infills
3.2.2.2	Retaining Significant Features and Landscape Setting	
	Alterations or additions to heritage items or buildings within a conservation area must	
(a)	retain original and traditional roof form, roof pitch with any alterations to the roofs to be sympathetic to the style of the heritage item or building within a conservation area	The primary roof form is largely retained and the addition follows the template of the recent additions to the other houses in the lane with a contemporary form and detail
(b)	retain original architectural detailing such as barge board, finial trim, window awnings and front verandas. New detailing must be complementary to the character of the item or place	Complies. The new work is contemporary in style and detail to signal its newness
(c)	retain original wall treatments and original cladding (including slate). Modifications to face brick dwellings must use the original style of bricks, window heads, mortar joints and other building details;	The primary form and detail will remain as is
(d)	not render or paint original face brickwork. In particular face brickwork where already so treated should be restored, where practical, to its original un-painted state	Complies

	<i>Objective/Control</i>	<i>Comment</i>
(f)	<i>avoid removal of original fabric in order to retain the integrity of the heritage item or conservation area</i>	The removal of intact fabric is very limited and changes to the rear living rooms will be signalled by nib walls and downstand beams
(g)	<i>retain and maintain contributory landscape settings for heritage items and ensure new landscaping is sympathetic to the heritage significance of the item or place</i>	There is no landscaping of note but the front garden will remain and the rear gardens re-landscaped
		The original boundary wall to the front will be retained as is

We consider that the proposal meets the heritage objectives and controls in the MDCP.

8.0 SUMMARY

8.1 SUMMARY

Overall, the proposals are a sensibly planned and detailed alterations and additions to a distinctive heritage item that involve very limited removal or alteration of significant fabric.

The new dormers are well scaled and detailed and the additions are set to rear of the house, at the ridge, well back from the street and behind the primary roof form. Other works are occurring in areas that have been previously altered. The primary form, interior layout and the garden setting to the front, including the front boundary wall, will remain.

The works follow the pattern of recent development to other properties in the lane and the setting of the house and its contribution to the local streetscape and conservation area will be maintained. The proposal will maintain the heritage significance of the and are in accordance with the heritage objectives and controls in the MDCP.

In heritage terms, we would recommend that the proposals be approved.



JOHN OULTRAM

9.0 APPENDIX -OWNERS 1908-1980S WITH PREAMBLE

Auto Folio 30/2/2427 (Source: NSW Land Registry Services)

Year	Owner
1842	9th May CROWN GRANT Parish of Manly Cove 100 acres Charles Andrews and Christopher Skally
	Prior titles not searched
1889	7th December CERTIFICATE OF TITLE Vol. 949 Fols. 247-249 Various lots in Deposited Plan 124 D - 6a 0r 18p L - 16a 0r 9p B - 14a 1r 13p Eustace Alfred Smith-Rewse, Sydney, esquire Henry Finton Smith-Rewse, London, esquire Hilbert Fletcher Smith-Rewse, Suffolk, UK, esquire
1890	Re-subdivision in Deposited Plan 2427
1907	23rd April CERTIFICATE OF TITLE Vol. 1772 Fols. 227-229 Unsold lots in Deposited Plan 2427 Eustace Alfred Smith-Rewse, London, esquire Henry Stinton Smith-Rewse, London, esquire Gilbert Flesher Smith-Rewse, Suffolk, clerk
1907	12th December Dealing 481627 Transfer of Lot 30, Section 2, Deposited Plan 2427 Isabella Lambert
1908	16th January CERTIFICATE OF TITLE Vol. 1844 Fol. 223 Lot 30 of Section 2 in Deposited Plan 2427 20&1/2 perches Isabella Lambert, wife of Walter William Lambert, Manly, builder
1908	4th September Dealing 504097 Transfer Thomas Hodgkinson, Newtown, engineer
1912	8th August Dealing 672891 Transfer Helena Owen Hodgkinson, Manly, spinster
1918	2nd September Dealing A413943 Transfer Thomas Hodgkinson, Newtown, engineer
1920	21st May Dealing A580687 Transfer Clare Eleanor Kirkpatrick, wife of Francis Percy Kirkpatrick, Manly, dentist
1921	22nd March Dealing A701345 Transfer Miles Alexander Robertson, Mitchell, grazier
1930	6th February Dealing B943321 Transfer Leslie Arthur Hayes, Manly, sawmillier

Year	Owner
1939	15th November Dealing C850020 Transfer Sylvia Westella Bullock, Manly, spinster
1947	14th April Dealing D654446 Transfer Alexander David More and Cora May Moore
1947	1st September CERTIFICATE OF TITLE Vol. 5716 Fol. 4 Lot 30 of Section 2 in Deposited Plan 2427 20&1/2 perches Alexander David More, Waterloo, warehouse employee, and wife Cora May
1963	26th June Dealing J413234 Transfer Ernest Raymond Strachan, Manly, master plumber, and wife Bertha
1964	25th May Dealing J675101 Transfer John Ellison Southwell, Manly, shop proprietor, and wife Dorothy
1965	12th October Dealing K3105 Transfer of part for road widening
1968	25th November Dealing L253813 Transfer Mutual Advance Corporation Pty Ltd
1969	13th February Dealing L335825 Transfer Frederick Cooper Judson, Greenwich, company director
1978	19th June Dealing Q730812 Transfer Amanda Florence Johnson, Fairlight, single woman
1981	13th August CERTIFICATE OF TITLE Vol.14537 Fol.105 issued not searched
	Auto Folio 30/2/2427 not searched

10.0 APPENDIX B – HERITAGE LISTING SHEET

Heritage Division of the NSW Department of Premier and Cabinet

State Heritage Inventory Listing Sheet for 184 Pittwater Road (SHI 2020547)

Item details

Name of item:

House

Type of item:

Built

Group/Collection:

Residential buildings (private)

Category:

Cottage

Primary address:

184 Pittwater Road, Manly, NSW 2095

Parish:

Manly Cove

County:

Cumberland

Local govt. area:

Manly

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
184 Pittwater Road	Manly	Manly	Manly Cove	Cumberland	Primary Address

Statement of significance:

This building is an unusual example of an Arts and Crafts building. This item is of local cultural heritage significance as it demonstrates the pattern of development associated with Pittwater Road. Constructed on the main road, it is associated with the development of the area following the introduction of the tram service. An unusual Arts and Crafts style house constructed of concrete block resembling ashlar stonework, a rare example of its kind in Manly and possibly the state which contributes to the significance of the Pittwater Road Conservation Area overall.

Manly Council is in the process of updating the inventory sheets for places listed as Items of Environmental Heritage on the Manly Local Environment Plan (2013) as amended.

The information in this inventory entry may not be complete.

For further information, please contact Manly Council's Heritage Advisor.

Date significance updated: 09 May 03

Note: The State Heritage Inventory provides information about heritage items listed by local and State government agencies. The State Heritage Inventory is continually being updated by local and State agencies as new information becomes available. Read the Department of Premier and Cabinet [copyright](#) and [disclaimer](#).

Description

Physical description:

Unusual concrete block single storey residence with Arts and Crafts influence. Concrete block finished to resemble rock faced ashlar stonework. Parapeted entry with recessed door and verandah. Roughcast chimney. Low front fence has matching blockwork with pipe rail. Infill to front and side verandah. Extensions to rear.

Physical condition and/or

Archaeological potential:

Relatively intact. Verandahs at the front are infilled.

Date condition updated: 09 May 03

Assessment of significance

SHR Criteria a)

[Historical significance]

Demonstrates the pattern of development of Manly and in particular of Pittwater Road.

SHR Criteria c)

[Aesthetic significance]

A relatively intact and unusual example of an early Twentieth Century cottage using pre-cast blockwork. The building contributes to the streetscape of Pittwater Road and to the overall character of the Pittwater Road Conservation Area.

SHR Criteria f)

[Rarity]

An uncommon example of its kind in Manly and rare in the Pittwater Road Conservation Area

Assessment criteria:

Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Recommended management:

Listing on Manly LEP. Further research required to support state HR listing

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	House	I209	05 Apr 13		
Within a conservation area on an LEP	Pittwater Road Conservation Area	C1			

References, internet links & images

None

Note: internet links may be to web pages, documents or images.



(Click on thumbnail for full size image and image details)

Data source

The information for this entry comes from the following source:

Name:

Local Government

Database number:

2020547