



heritage impact statement



HERITAGE IMPACT STATEMENT

37 SMITH STREET

MANLY NSW 2095

May 2022

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introduction

This Heritage Impact Statement has been prepared by Northern Beaches Planning on behalf of Rosamond Sayer & Tim Flahvin to accompany the lodgement of a development application for alterations and additions to an existing dwelling at 37 Smith Street, Manly.

The site is identified within the Pittwater Road Conservation Area on the Heritage Map of Manly Local Environmental Plan 2013 (**MLEP 2013**) and is subject to the provisions of clause 5.10 of this plan.

In accordance with clause 5.10(2) of MLEP 2013, development consent is required as the proposal involves alterations of the external appearance and finish of the building that is located within a heritage conservation area.

This Heritage Impact Statement is prepared in accordance with the guidelines prepared by the NSW Heritage Office to assist Council's consideration of the effect of the proposed development on the heritage significance of the area concerned, as required by clause 5.10(4) of MLEP 2013.

site details

The site is legally identified as Lot 1 in Deposited Plan 102848 and is commonly referred to as 37 Smith Street, Manly. The site is irregular in shape, with a 11.095m wide frontage to Smith Street to the east, a 19.56m wide frontage to Pacific Parade to the north, a maximum depth of 18.43m and a total area of 306.8m².

A one and two storey dwelling house is situated on the site. The construction of the existing dwelling was approved by Council pursuant to DA541/2000 in January 2001, with construction commencing some time preceding the lodgement of the construction certificate in July 2001. Vehicular access to the existing attached garage is gained via Pacific Parade, with pedestrian access gained from both Pacific Parade and Smith Street. The site is generally flat, with levels ranging from 5.74m AHD to 6.43m AHD.

The site is predominantly surrounded by low density residential development of varying age, architectural style and character. The site does not contain any items of heritage significance and is not located in the vicinity of any. However, the site is located within the Pittwater Road Conservation Area.

A portion of the site is identified as being affected by low-medium risk flooding.

An aerial image of the site and its surrounds is provided in Figure 1 on the following page. Images of the site, the existing dwelling and the streetscape are also provided (Figure 2-5).



Figure 1 – Aerial view of site
Source: Six Maps



Figure 2 – Existing dwelling as seen from Smith Street
Source: NBP



Figure 3 – Existing dwelling as seen from the north-east on Pacific Parade
Source: NBP



Figure 4 – Existing dwelling as seen from the north-west on Pacific Parade
Source: NBP



Figure 5 – Looking west along Pacific Parade
Source: NBP

heritage significance

The site is identified as being within the Pittwater Road Conservation Area on the Heritage Map of MLEP 2013, as shown in Figure 6.



Figure 6 – Extract of Heritage Map of MLEP 2013
Source: ePlanning Spatial Viewer

The Statement of Significance for the Pittwater Road Conservation Area is as follows:

This street pattern is distinctive and underpins the urban character of the area. 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.

Physical Description

The streetscape of Pittwater Road is a winding vista of late 19th and early 20th century commercial and residential architecture of generally one or two floors - although there are exceptions such as the four storey private hotel. The streetscape provides a 19th century atmosphere due to it's scale, width and the number of extant Victorian structures. Within the streetscape there are a number of individually signifigant [sic] buildings which are listed separately [sic]. Adjacent streets generally comprise a consistant [sic] pattern of one and two story residential cottages, with the occasional terrace. Some streets have intermittent street plantings and remnant stone kerbs. The flat topography is accentuated by the escarpment to the west which provides an important visual, vertical and vegetated backdrop.

Physical Condition

(a) Relatively high degree of intactness of fabric from between the key representative dates (b) Some archaeological [sic] potential, such as that found in Smith Street during road upgrading works in 2001

Modifications & Dates

The current area includes structures and alterations and additions made prior to, and after the key construction years. The listing however is on the basis of the degree of intactness and representativeness [sic] of the settlement pattern between the key dates.

Historical Notes or Provenance

“The First Road”

The creation of suburban streets and allotments in the Conservation Area begins with the alignment of Pittwater Road, which appears to predate European settlement. It corresponds with an early, probably Aboriginal track leading from Manly Cove to the Head of Curl Curl Lagoon and shown on an 1842 parish map of Manly Cove. The distinctive bend in the road after Collingwood Street is explained topographically as a sweep around the embankment of the lagoon which once existed directly to the north.

The Victorian Design of Streets

The other main streets originate from the design by the developer Henry Gilbert Smith for his development called Brighton, later known as Manly. This established East Steyne, Carlton Street, Belgrave Street and the alignment of Francis Street and Pine Street.

Two large subdivisions of the Brighton Estate occurred in the mid-Victorian period and contain all of the area in the Conservation Area. These two subdivisions bear the character of Victorian urban design. Rectilinear, wide streets are arranged in a grid with allotments which are rectilinear and large, of approximately 1000sq.m each. There are back lanes to serve the allotments and the layout is arranged so as to make regular the allotment [sic] areas.

The streets created run parallel variously to the coast and to Pittwater Road, thereby creating a series of out-of-square corners and junctions and small connecting streets. This street pattern is distinctive and underpins the urban character of the area. 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.

The Second Design of Subdivision

The majority of the allotments underwent a re-subdivision in the Edwardian period and later. These closer grained re-subdivisions created smaller allotments for smaller houses. In some cases the end allotments are turned to address the short street. In the Sunlight Estate and an estate near Carlton Street, large subdivisions of original allotments were made.

The major interference with this street pattern is the radical re-alignment of the corner of Pittwater Road and Raglan Street which was made after 1965. Also, although large villas were built on several amalgamated allotments, none of these have survived.

It is possible to see in the place today the result of the close scaled Edwardian re-subdivision of the larger scale Victorian street pattern with lanes and long blocks. Small houses and narrow

shops address larger scale streets, broad enough for tree, and good footpaths, with prominent intersections where the streets meet out of square. Blocks are deep with rear lanes. All streets have a common flat topography giving a clear perceivable character.

The Village in 1893

By 1893 the northern part of Manly had been subdivided and built up as a substantial Victorian village, with some 100 houses arranged on both sides of Pittwater Road, from Raglan to Carlton Streets, and on the east side of Pittwater Road, from Carlton Street to the lagoon. With two exceptions, the development is of houses on single allotments from Victorian subdivisions. Larger estate-type houses existed in the vicinity: The Lawn and Undercliffe. The completeness of the village can be seen in early photographs from this time which illustrate not only houses, but developed gardens, fences, kerb and guttering and street trees in the gutter.

It has been possible to locate those buildings which survive from 1893 or before. About 32 buildings survive of the hundred or so which existed in the Victorian period. The greatest density and those most intact are on Pittwater Road, between Denison and Steinton Streets. This includes the substantial terraces development on the corner of Pittwater Road and Denison Street.

Early 20th Century Development

Almost all buildings in the conservation area were extant at 1933. These buildings include small terraces of houses, single detached houses, small apartment buildings and shops.

In historic terms therefore the urban fabric around Pittwater Road is, in the main, a result of an historical development over a relatively short time: about 40 years leading up to 1933. Considering that it includes domestic and commercial development it is a place of relatively unusual historic cohesion.

Later 20th Century Development

This pattern of development came into being without any particular control over the relative placement of different types of land uses. This has led to the current diversity of residential and non-residential land uses found along Pittwater Road. In part, Pittwater Road took on some service area functions for the main part of Manly and many of these activities still exist in residential zones. Reflecting this, town planning controls introduced in the 1950's established a light industrial zone on the western side of Pittwater Road south of Carlton Street. This was later changed to a general business zoning, with residential zonings elsewhere. Importantly, a road widening proposal for the east side of Pittwater Road was not removed until the 1980s.

Assessment Criteria

Criteria (a) - Historical Significance

The Conservation Area is associated with the early development of Manly including association with the early developer of Manly, Henry Gilbert Smith who laid out many of the early roads of the area. The historical development is also associated with the tramline of Manly, which traversed through the Conservation Area. The Area is also associated with suburbanisation of

the area and is historically cohesive in terms of its development from the late 19th century to the 1930s from which the majority of the historic buildings stock dates from.

Criteria (b) - Historical Significance

Early development associated with Henry Gilbert Smith and the suburbanisation of Manly in the late 19th century.

Criteria (c) - Aesthetic Significance

The Conservation Area displays an aesthetically distinctive pattern of development. Illustrates cohesive period of building styles from the Victorian and Edwardian eras. Displays a distinctive pattern and scale of development. Landmark qualities include the Kangaroo statues, escarpment, views, historic street planting, and sandstone kerb and guttering.

Criteria (d) - Social Significance

Local community value is demonstrated through the local precinct committee and public submissions to Council over the years (since at least the late 20th century) regarding the character and quality of the locality

Criteria (e) - Research Potential

There is potential for archaeological relics to be found throughout the area. Recent relics have been found in Smith Street during the road improvements in late 2001.

Criteria (g) – Representative

The Pittwater Road Conservation Area has representative significance as a late 19th century and early 20th century urban village developed within a relatively short period displaying a unique historic cohesiveness. Through its physical form, topography, early road layout, Victorian and Edwardian subdivision and even scale of domestic and commercial development demonstrates and typifies the early suburbanisation of Manly.

proposed development

The application seeks consent for alterations and additions to the existing dwelling at 37 Smith Street, Manly. Specifically, the works include:

- Demolition works,
- Extension of the existing double garage to the western side,
- Internal alterations to provide for open plan kitchen and dining area and butler's pantry, with the relocation of the WC,
- New and enlarged windows and doors, and
- New external timber cladding and painting of the remaining face brickwork and existing roof tiles

The works are depicted in the architectural plans prepared by Your Beautiful Home that accompany this application.

Impact on significance

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

- The existing dwelling was constructed in 2001 pursuant to DA541/2000 and is not representative of the pre-existing dwelling on the site or the original housing within the conservation area. The proposed new cladding is a more appropriate contemporary façade treatment that reduces the visual dominance of the non-contributory dwelling, whilst also emphasising the distinction between the subject dwelling and surrounding original development.
- The use of timber cladding is consistent with the provisions of MDCP 2013 which encourage the use of timber in more contemporary development.
- The proposed additions are comparably modest and have been sensitively designed to marry with the form and alignment of the existing dwelling to minimise the visual impact of the proposed works.
- The proposal does not alter the subdivision pattern of the conservation area.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

- Nil

Proposed works	Questions	Response
Minor partial demolition	Is the demolition essential for the heritage item to function?	The application proposes the demolition of the western wall of the existing garage to allow for a minor extension to facilitate a more functional internal garage space. The dwelling itself is not an individual item of heritage significance and demolition of the wall in question will have no significant impact upon the identified values of the conservation area.
	Are important features of the item affected by the demolition (e.g. fireplaces in buildings)?	No, the alignment of the western wall of the existing garage is not an important feature of the conservation area.
	Is the resolution to partially demolish sympathetic to the heritage significance of the item?	The existing dwelling is not nominated as a contributory item within the Pittwater Road Conservation Area particularly noting the absence of any reference to works undertaken or dwellings constructed after the 1980s. Nonetheless, the proposed development is

Proposed works	Questions	Response
		sympathetic to the heritage significance of the area, in that the has been designed to marry with the form and alignment of the existing dwelling, and that of neighbouring and nearby development.
	If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?	Not applicable.
Minor additions	How is the impact of the addition on the heritage significance of the item to be minimised?	The proposed additions are comparably modest and have been designed to marry with the form and alignment of the existing dwelling such that the proposed extension will not be readily perceived by the casual observer.
	Can the additional area be located within an existing structure? If no, why not?	No, whilst modest in scale, the proposed additions to the garage cannot be located internally without detrimental impact to the internal floor plan and the functionality of the dwelling.
	Will the additions visually dominate the heritage item?	No, the proposed additions are discrete and sympathetic to the existing dwelling. The proposed additions to the garage will not visually dominate the surrounding development, particularly with regard to the streetscape context of Pacific Parade that comprises a run of adjacent garages.
	Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?	No, there are no known potentially significant archaeological deposits. If any archaeological deposits were in existence on the site, it is likely that they would have been encountered in 2001-2002 during the construction of the existing dwelling.
	Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?	Yes, the proposed additions are sympathetic to the conservation area. The extension to the garage is limited in size and has been designed to align with the existing setbacks to the northern boundary and marry with the existing lower level roof form.
Re-roofing/re-cladding	Have previous (including original) roofing/cladding materials been investigated (through archival and physical research)?	No, the current materials are of no heritage significance.

Proposed works	Questions	Response
	Is a previous material being reinstated?	<p>The proposed use of vertical timber cladding seeks to replace and extend the existing horizontal timber cladding at the upper level of the development. The cladding is to be in a natural timber finish, to soften the visual impact of the development as seen from the public domain and to blend with surrounding street trees and vegetation.</p> <p>The existing roof tiles are to be repainted in a dark tone, to further minimise the visual impact of the development as seen from the street.</p>
	Will the re-cladding effect the conservation of the fabric of the heritage item?	No, the current materials are of no heritage significance.
	Are all details in keeping with the heritage significance of the item (e.g. guttering, cladding profiles)?	The dwelling itself is not an item of significance. The proposed details and finishes will reduce the visual dominance of the existing dwelling which is an anomaly in the streetscape with respect to its modernity, materiality, architectural style and form.

Having given due consideration to the proposed works, I am of the opinion that the works will not result in any adverse impacts upon the heritage significance of the Pittwater Road Conservation Area as:

- The proposed additions are comparably modest and will not be readily perceived by the casual observer.
- The proposed alterations to the cladding and roof tiles are an appropriate contemporary response to the context of the site, in so far as the finishes will further distinguish the subject property from the surrounding original dwellings and emphasise the modernity of the dwelling, whilst also softening/reducing the visual impact of the existing dwelling as seen from the public domain. The proposed vertical cladding is responsive to the horizontal cladding of nearby development without directly emulating it.

Clause 3.2 Heritage Considerations of MDCP 2013

Council can be satisfied that the application is consistent with the provisions of clause 3.2 of MDCP 2013, as the proposed development:

- Will not detract or significantly alter the significance of the conservation area,
- Will enhance the heritage values and character of the locality by virtue of the proposed improvements to the façade and overall aesthetic of the existing dwelling,

- Does not seek to replicate heritage details or nearby development, but complements the subdivision pattern and form of surrounding and nearby development, and
- Will not overwhelm the existing dwelling, with the works a modest addition that will not be readily perceived by the casual observer.

conclusion

Overall, the consent authority can be satisfied that the proposed development will not result in any adverse impacts upon the significance of the Pittwater Road Conservation Area, and the proposed development is consistent with the relative objectives of clause 5.10 of MLEP 2013, in that the heritage significance of heritage conservation areas will be appropriately conserved.



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