

STATEMENT OF HERITAGE IMPACT



Development Application

No. 97 Pittwater Road, Manly

July 2025 | J7527_01

**Weir
Phillips**
Heritage

Level 19, 100 William Street, Sydney, NSW 2011
Phone: (02) 8076 5317

Report Preparation	
Principal	James Phillips B.Sc.(Arch), B.Arch, M.Herit.Cons.(Hons)
Associate Director	Anna McLaurin B.Envs(Arch), M.Herit.Cons, MURP.
Heritage Consultant	Katherine Chalmers B.A. (AWS), M.Herit.Cons
Report Details	

Statement of heritage impact for: Additions and alterations to the dwelling at No. 97 Pittwater Road, Manly.

Prepared For Jon Jacka Architects

Revisions			
Revision	Date	Prepared by	Reviewed by
Draft	3/7/2025	KC	AM
Final	15/7/2025	KC	AM

We acknowledge that the land on which we live, learn and work as the traditional country of the Gadigal people of the Eora Nation. We acknowledge these traditional owners of this land and acknowledge their living cultures and the unique roles they have played in maintaining life, language, and culture in this region. We pay respect to their Elders past, present and emerging and all Aboriginal people.

Cover photo: 97 Pittwater Road, Manly. Weir Phillips Heritage, 2025.

© Astragal Heritage Pty Ltd ABN 40 600 197 859 All Rights Reserved. No material may be reproduced without prior permission. While we have tried to ensure the accuracy of the information in this publication, the Publisher accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in information in this publication.

www.weirphillipsheritage.com.au

TABLE OF CONTENTS

1	<u>INTRODUCTION.....</u>	<u>3</u>
1.1	PREAMBLE.....	3
1.2	STATUTORY HERITAGE LISTINGS FOR THE SITE	3
1.3	METHODOLOGY	4
1.4	LIMITATIONS.....	4
2	<u>SITE DESCRIPTION</u>	<u>5</u>
2.1	SITE LOCATION	5
2.2	THE PROPOSED WORKS AREA	5
2.3	GENERAL SETTING.....	6
2.3.1	PITTWATER ROAD	6
2.3.2	SMITH LANE.....	7
2.4	NO. 97 PITTWATER ROAD	8
2.4.1	THE SITE.....	8
2.4.2	THE DWELLING.....	10
3	<u>HISTORICAL ANALYSIS</u>	<u>14</u>
3.1	ABORIGINAL HISTORY.....	14
3.2	EARLY EUROPEAN HISTORY	14
3.3	EARLY LAND GRANTS	14
3.4	THE FOUNDATION OF MODERN DAY MANLY AND HENRY GILBERT SMITH	15
3.5	HISTORY OF 97 PITTWATER ROAD	17
4	<u>ASSESSMENT OF SIGNIFICANCE</u>	<u>21</u>
4.1	SUMMARY OF EXISTING CITATIONS AND LISTINGS FOR THE SITE	21
4.2	PITTWATER ROAD HERITAGE CONSERVATION AREA.....	21
4.2.1	STATEMENT OF SIGNIFICANCE.....	21
4.2.2	CONTRIBUTION TO THE CONSERVATION AREA.....	21
4.3	HERITAGE ITEMS AND CONSERVATION AREAS IN THE VICINITY OF THE SITE.....	21
4.4	ADDITIONAL INFORMATION RELATING TO THE SITE.....	23
4.4.1	VIEWS.....	23
4.4.2	INTEGRITY	24
5	<u>HERITAGE IMPACT ASSESSMENT</u>	<u>24</u>
5.1	SCOPE OF WORKS	24
5.2	METHOD OF ASSESSMENT	24

6	<u>EFFECT OF WORK</u>	<u>24</u>
6.1	EFFECT OF WORKS ON THE PITTWATER ROAD CONSERVATION AREA	25
6.2	EFFECT OF WORKS ON HERITAGE ITEMS IN THE VICINITY OF THE SITE.....	26
6.3	ASSESSMENT AGAINST SECTION 3.2 OF THE <i>MANLY DCP 2013</i>	28
7	<u>SUMMARY</u>	<u>32</u>
8	<u>REFERENCES AND DEFINITIONS</u>	<u>33</u>
8.1	DEFINITIONS	33
8.2	DOCUMENTARY EVIDENCE	33
8.2.1	GENERAL REFERENCES.....	33

1 INTRODUCTION

1.1 Preamble

This Statement of Heritage Impact (SoHI) accompanies a Development Application (DA) for additions and alterations to the single storey dwelling at No.97 Pittwater Road, Manly, New South Wales.

The site is located within the Northern Beaches Council Local Government Area. The principal planning instrument for the site is the *Manly Local Environmental Plan 2013 (LEP 2013)*. The site is not listed as a heritage item but is located within the 'Pittwater Road Conservation Area' (Item No. C1) as it is defined by Schedule 5 Part 2 of the LEP 2013. The site lies in the vicinity of other items listed by this Schedule.

Under Part 5.10 of the *LEP 2013*:

(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.

In order to assess the potential impacts of the DA on the Pittwater Road Conservation Area and on any nearby heritage items, a heritage management document must be submitted with the DA. The appropriate heritage management document, in this instance, is a SoHI. This document is submitted in satisfaction of this requirement.

This report has been prepared at the request of the owners of the property and accompanies architectural drawings prepared by Jon Jacka Architects.

1.2 Statutory Heritage Listings for the Site

The following table identifies the statutory heritage listings for the site and identifies any heritage items/conservation areas that lie in its vicinity. For further information refer to Section 4.0.

<i>Listing Type</i>	<i>Item Name and Details</i>	<i>Listing Number</i>
Listed by the State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
Listed as an item of local heritage significance by	No	N/A

<i>Listing Type</i>	<i>Item Name and Details</i>	<i>Listing Number</i>
Schedule 5 Part 1 of the <i>Manly LEP 2013</i>		
Located within a heritage conservation area identified by Schedule 5 Part 2 of <i>Manly LEP 2013</i>	Pittwater Road Conservation Area	Item No. C1
Located in the vicinity of items or conservation areas listed by the State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
Located within the vicinity of local heritage items by Schedule 5 Part 1 of <i>Manly LEP 2013</i>	All Stone kerbs, All suburbs	Item No. I2
	House, 105 Pittwater Road	Item No. I204
	House, 107 Pittwater Road	Item No. I205
	House, 108 Pittwater Road	Item No. I206
	House, 110 Pittwater Road	Item No. I207
Located within the vicinity of a Conservation Area identified by Schedule 5 Part 2 of <i>Manly LEP 2013</i>	No	N/A

Table 1: Statutory Heritage Listings.

1.3 Methodology

A site inspection was undertaken in June 2025 for the preparation of this SoHI by Weir Phillips Heritage. All photographs of the site were taken at this time unless otherwise noted.

This SoHI has been prepared with reference to the Heritage NSW publications *Assessing Heritage Significance* (2023 update) and *Guidelines for preparing a Statement of Heritage Impact* (2023 update) and with reference to the planning documents listed under Section 8.2.

The historical information and assessments of significance contained in this SoHI partly rely on existing studies (refer to Section 8.2 below). Acknowledgment of the authors of these studies is duly given.

1.4 Limitations

A detailed history of the site and a full assessment of significance to Heritage NSW standards were not provided with regards to the site. Section 3 of this SoHI provides the established history and significance of the site. This was compiled from readily available sources.

An assessment of archaeological potential and archaeological significance, Aboriginal or historical, is outside the scope of this SoHI.

Community consultation has not been undertaken as part of this Development Application.

2 SITE DESCRIPTION

2.1 Site Location

The site at No. 97 Pittwater Road, Manly is located on the western side of Pittwater Road and extends the width of the block to have a rear boundary along Smith Lane. The site is legally known as Lot 1 DP926741. Figure 1 identified the site.

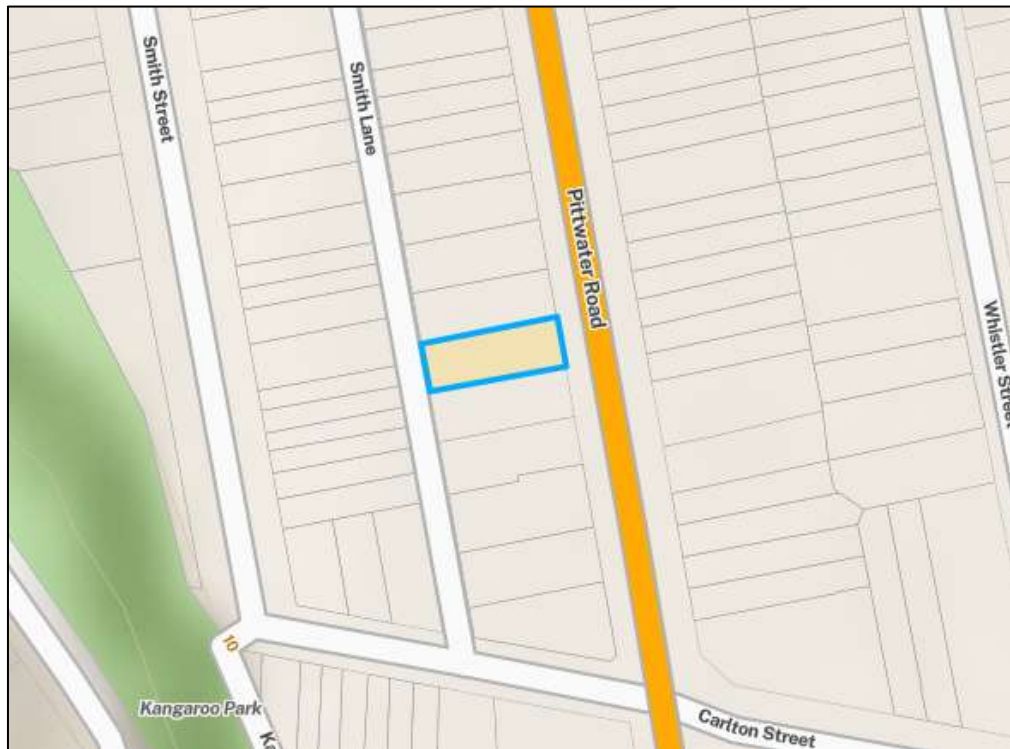


Figure 1: The location of the subject site in the wider area. The subject site is outlined in blue.

NSW Explore 2025.

2.2 The proposed works area

The proposed works involve additions and alterations to the modern wing at the rear of the dwelling including the addition of a first floor, and minor alterations to the Federation hipped roof structure.



Figure 2: Location of proposed works.

2.3 General Setting

The subject site is located in the Pittwater Road Conservation Area (Item No. C1). The State Heritage Inventory (SHI) provides the following description of the conservation area:

“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 its scale, width and the number of extant Victorian structures. Within the streetscape there are a number of individually significant buildings which are listed separately. Adjacent streets generally comprise a consistent 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.”

2.3.1 Pittwater Road

Pittwater Road is a wide road stretching from Sydney Road in the south to Condamine Street in the north. The road carries traffic in both directions and has parallel parking on both sides of the street. Concrete kerbs and footpath line the street and have regular street trees creating picturesque tree lined avenue (Figure 3 and Figure 4).

Pittwater Road in the immediate vicinity of the subject site predominantly consists of one and two storey of Late Victorian and Federation dwellings and commercial buildings, interspersed with Interwar residential apartment buildings.

¹ Pittwater Road Conservation Area, Manly. State Heritage Inventory, Heritage Item ID: C1.

No. 99 Pittwater Road is immediately north of the subject site and comprises of a one storey Federation dwelling and is enclosed by a tall, rendered masonry fence. The dwelling has a tiled gable roof and painted brick external walls.

No. 95 Pittwater Road is immediately south of the subject site and is a two storey painted brick building set below a tile gable roof. The front elevation has a verandah with timber balustrades, and a slate hood sits above the front entrance. The building has been divided into three dwellings and is known as 'Manly Manor'.



Figure 3: Looking north along Pittwater Road from the intersection with Carlton Street. Google Street View, 2024.



Figure 4: Looking south along Pittwater Road, looking south from the intersection with Pine Street. Google Street View, 2020.

2.3.2 Smith Lane

Smith Lane is a narrow street which provides rear access to buildings facing Pittwater Road and Smith Street. The road carries traffic in both directions and allows for limited parallel parking. As the street is primarily for vehicle access, there are no footpaths, nature strips or street trees (Figure 5).

The lane has street walls on the eastern and western sides comprising of the rear boundary fences and garages doors for the properties facing Smith Street and Pittwater Road.



Figure 5: Looking south along Smith Lane.

2.4 No. 97 Pittwater Road

2.4.1 *The Site*

The site is a rectangular shaped lot with an area of 338.3 square metres. The eastern and western boundaries are approximately 10.8m and the northern and southern boundaries are approximately 30m.

The subject site contains a single storey Federation dwelling with a modern single storey rear wing and garage. The dwelling has a front setback of approximately 6m, narrow southern and northern setbacks and no rear setback.

The front boundary is enclosed by a tall, rendered masonry fence, a timber paling fence runs along the northern and southern boundary and the rear boundary is formed by a rendered masonry wall and the garage door. The front setback is dominated by an inground swimming pool which is surrounded by stone pavers and enclosed by a glass pool fence. A small lawn area is in the southeastern corner of the front setback and a narrow garden bed runs along the southern boundary. A courtyard with timber decking and a timber pergola is located between the rear of the original hipped roof form and the garage. Figure 6 to Figure 9 illustrate the site.



Figure 6: The front boundary fence of the subject site from Pittwater Road.



Figure 7: The front yard of the subject site including the in-ground swimming pool.



Figure 8: The garage and the rear boundary wall of the subject site to Smith Lane.



Figure 9: The outdoor deck area. Jon Jacka Architects, 2025.

2.4.2 The dwelling

2.4.2.1 Exterior

The dwelling is a single storey Federation dwelling with tiled hipped and gable roof and painted and face brick walls.

The front elevation of the gable form has a triple timber casement window with a masonry sill with decorative corbel elements and a flat arch lintel. The gable end is rough cast and has rendered decorative elements. The front elevation of the hipped roof form has a verandah with narrow timber posts supporting the roof. The front door is a modern timber door, set below an obscured glass top light and a flat arch lintel. A double casement window sits north of the front door and is also below a flat arch.

The northern and southern elevations of the original hipped roof form have two and three timber windows respectively. The original rear elevation of the hipped roof form is largely concealed by the modern rear wing. The modern rear wing has rendered masonry walls set below a low-pitched corrugated metal roof and has modern timber doors and windows. The garage also has rendered masonry walls and a low-pitched corrugated metal roof.

Figure 10 and Figure 12 illustrate the exterior of the dwelling.



Figure 10: The front elevation of the subject site.



Figure 11: The southern elevation of the subject site.



Figure 12: The outdoor deck area, the eastern wall of the garage and the southern wall of the modern rear wing, as of 2021. The pergola has since been removed.
Realestate.com, 2021.

2.4.2.2 Interior

The interior of the dwelling is best understood with reference to the floor plan provided below (Figure 13).

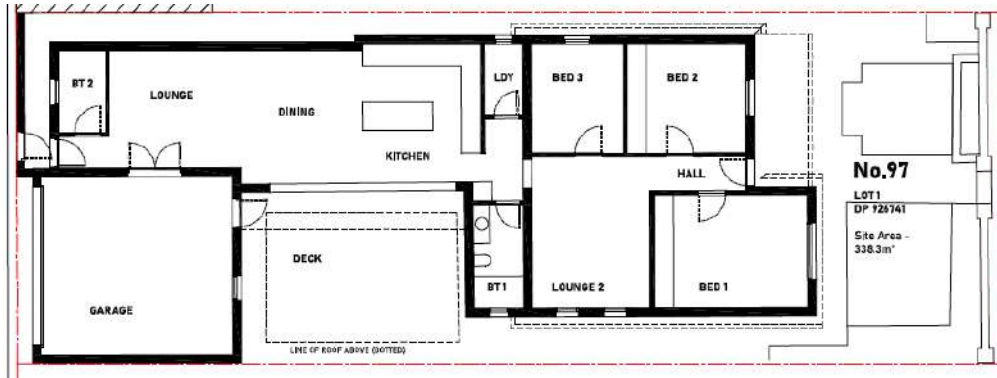


Figure 13: The floor plan of the existing dwelling. Jon Jacka Architects, 2024.

The original hipped and gable roof dwelling is arranged around a central corridor with bedrooms, bathrooms and a living space on the northern and southern side. The corridor leads to the open planned living space in the rear wing.

Living rooms and bedrooms in the hipped roof form have wide timber floorboards, profiled skirting boards, profiled cornices and plasterboard ceilings. The bathroom has a modern fit out. The modern rear wing has timber floorboards and skirting boards which have been matched to the colour of the floorboards and the type of skirting in the original building. The ceilings are plasterboard and have no cornices. Three skylights provide light to the living spaces. Figure 14 to Figure 18 illustrate the interior of the building.



Figure 14: Bedroom 1 located in the original hipped roof form. Realestate.com, 2024.



Figure 15: The living room in the original hipped roof form of the building. Realestate.com, 2024.



Figure 16: The open planned living room and dining room in the contemporary rear wing. Realestate.com, 2024.



Figure 17: The kitchen in the contemporary rear wing. Realestate.com, 2024.



Figure 18: The contemporary bathroom located in the original hipped roof form of the dwelling. Realestate.com, 2024.

3 HISTORICAL ANALYSIS

3.1 Aboriginal History

While an Aboriginal history is not provided for, it is acknowledged that the original inhabitants of Manly are the Cannagal, Borogegal and Kay-e-my people.²

3.2 Early European History

European exploration of the North Shore began soon after the settlement of Sydney. On 2 March 1788, Governor Arthur Phillip led the first of several explorations into the area that Captain Cook had named Broken Bay. Captain John Hunter in 1792 mapped the coastline between Manly beach and Barrenjoey.

From 16 January 1793, successive colonial governors made land grants outside declared boundaries of the township of Sydney in order to open up land and augment the colony's food supplies.³ The northern shores of Sydney Harbour were located well outside the township boundaries and were largely ignored by the colonists until a series of land grants were made in and around modern day North Sydney in the mid 1790's.

3.3 Early Land Grants

Aside from the activities of the explorers, lime burners and seaman, the coastal area between Manly and Broken Bay was left essentially undisturbed during the first twenty years of European settlement. The inaccessibility and ruggedness of the landscape was such that the more obvious direction for farming and pastoral activities lay to the west and along the Hawkesbury River Valley.

The first land grants in the modern day Municipality of Manly were made during the brief period following the 'Rum Rebellion' of 1808, when the officers of the New South Wales Corps assumed control of the Colony. The nine grants within the present-day municipal area made before 1842 ranged in size from Charles Chapman's 17 acres (1842) to D'Arcy Wentworth's substantial 380 acre grant (1818). The first small lot subdivision in the Manly area occurred when Surveyor General Mitchell laid out the Village of North Harbour (later called Balgowlah) at the head of North Harbour in 1826.

Among the grants made before 1842 was a 100-acre grant made to Charles Andrews and Christopher Skally on 9 May 1842. It is upon a part of this grant that the subject property now stands (Figure 19). Andrews and Skally were both soldiers who were about to be discharged, Skally moved to Windsor and Andrews settled in Manly.⁴ It is unclear what Andrews and Skally used their grant for.

Manly remained sparsely populated well into the mid nineteenth century. Access into the area during the early nineteenth century was by means of an early track, possibly an Aboriginal pathway, first shown on a parish map of 1842. This track led from Manly Cove to the Head of Curl Curl Lagoon.⁵ Only 29 residents were listed in the census of 1841 for the Manly/North Harbour area; W.H. Wells's *Gazetteer of the Australian Colonies*, published in 1848, indicates that there were only 24 houses and 63 inhabitants in the whole of the Parish of Manly Cove at this time.⁶

² Kuringai Council, *Aboriginal Heritage*, accessed June 2025. http://www.kmc.nsw.gov.au/About_Ku-ring-gai/History_heritage/Aboriginal_heritage.

³ The right to land grants was only gradually conceded from this date. Land was granted to officers from 16 January, 1793 and to emancipists from 1794.

⁴ Ian Jack Heritage Consulting, *Pittwater Road Conservation Area Manly, Final Draft History*, prepared for Tropman and Tropman Architects, 2017, Pg. 6

⁵ *Pittwater Road Conservation Area, Manly*. State Heritage Inventory, Heritage Item ID: C1.

⁶ W.H.Wells, *A geographical Dictionary or Gazetteer of the Australian Colonies*, 1848. Muir estimates, using census returns, that there were only 24 people in modern day Manly.

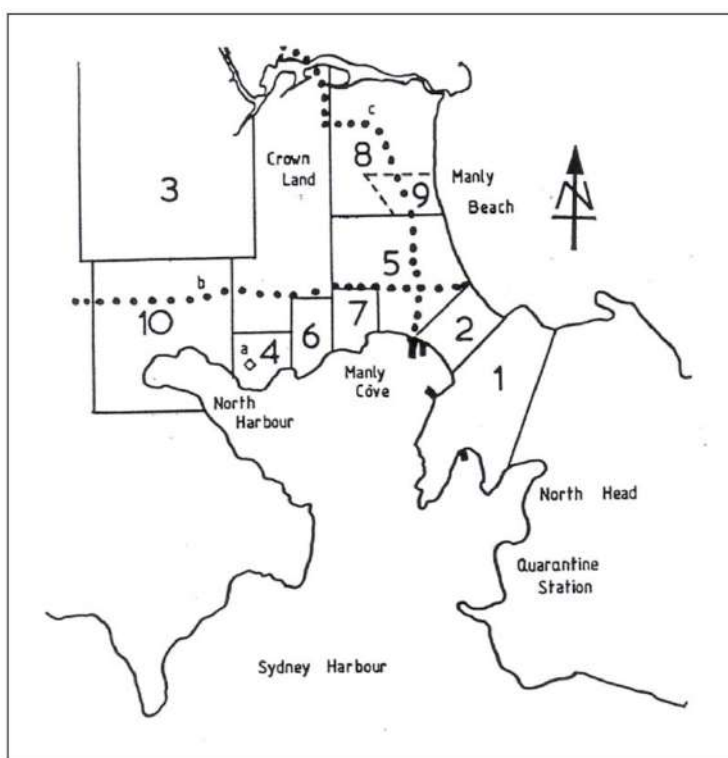


Figure 19: Grants in the manly area 1810-1850. 'a' marks Henry Smith's villa, *Fairlight*, constructed in 1854; 'b' marks the Sydney Road; 'c' marks the Pittwater Road.
Heritage Study of the Municipality of Manly, 1986

1. Richard Cheers, 100 Acres, 1/1/1810.
2. Gilbert Baker, 30 acres, 1/1/1810.
3. D'Arcy Wentworth, 380 acres, 25/7/1818.
4. Jn Crane Parker, 20 acres, 12/4/1837.
5. John Thompson, 100 acres, 13/4/1842.
6. Charles Chapman, 17 acres, 18/4/1842.
7. John Wheeler, 19 acres, 18/4/1842.
- 8. C. Andrews and Co. Scally, 100 acres, 9/5/1842.**
9. H.G. Smith, 20 acres purchased 1853. Area marked out as the 'Village of Balgowlah', c.1831.

The slow development of the area during the first half of the nineteenth century cannot solely be attributed to its distance from Sydney, given that settlers had reached as far west as Cootamundra by the 1830s. Several factors limited development. Agricultural potential was perceived to be low and the area was isolated from potential markets. One family, the Wentworth family consolidated a substantial estate and did little to develop it. The decision to establish the Quarantine Station on North Head in 1832 removed another large parcel of land from development.

3.4 The Foundation of Modern Day Manly and Henry Gilbert Smith

The establishment of a permanent ferry service at The Spit in 1850 improved access into the Manly area. Over the following ten years, the businessman and entrepreneur Henry Gilbert Smith pieced together a sizeable estate through purchase and lease. Andrew and Skally's grant, and thus the subject property, were absorbed into Smith's substantial property by 1854.⁷ By 1856, Smith had consolidated an estate of over 200 acres, to which he added a further 130 acres of leased land to the south of The Corso.⁸ Smith did not reside permanently on his Manly estate but visited periodically to stay in a stone cottage already on Thompson's

⁷ Ian Jack Heritage Consulting, Pittwater Road Conservation Area Manly, Final Draft History, 2017, Pg. 6

⁸ D.K. Muir, *Henry Gilbert Smith*, 1996, p.35.

grant when he acquired it in 1853. During the following decade, he would construct two more residences for his personal use, the first a modest cottage designed by Edmund Blacket in 1855 and the second, the much larger and grander villa, *Fairlight*, in 1860.

Smith acquired his Manly estate at a time when Sydney was booming; between 1850 and 1890, the population of Sydney increased sevenfold. Impressed with the natural environs of Manly, Smith marketed lots on his estate under the name *Ellensville-Montpellier* (1855):

*'...to give such a character to these Marine Retreats that they may become the favourite resort of the Colonist...'*⁹

In September 1855, he constructed a pier at Manly Cove and began the first regular ferry services between Sydney and Manly.

Smith's vision was just that, a vision. *Ellensville* and *Montpelier* were private villages. The Municipality of Manly would not be formed until 1877, leaving Smith solely responsible for the development of essential services, such as roads, footpaths, garbage and nightsoil collection. Smith required capital from land sales to provide such services. The first allotment of land, however, was not sold until 1859, over four years after the land had been offered for sale. The area was thus considered not only too far from Sydney, but also under serviced. In 1856, Smith concluded:

*'...Manly must go ahead but at the present it is all outgoing and no incoming.'*¹⁰

Despite the lack of permanent settlers, Manly did become a popular place for day trippers. Visitors were attracted to Manly because of its undisturbed natural surrounds, for shooting and fishing parties.

By the time that the first block of land was sold at Manly, Smith had abandoned his earlier plans for *Ellensville*. The plans had been revised and offered for sale under the name *Brighton* or *New Brighton*. One visitor questioned the tenuous connection of Smith's estate to England's Brighton seaside resort:

*'Manly Beach is known as the Brighton of Australia. Why it would be so called is a mystery for though the trip of steamer across Sydney Harbour to Manly is really beautiful, there is no more resemblance between Manly and our Brighton than Between Sydney Harbour and the Grand Canal....The arrangements upon its beach, however, are worthy of a pantomime. There is a row of structures resembling sheep-pens, each of which enclosures some presumably valuable, though diminutive, botanical treasures...'*¹¹

This more modest second scheme comprised 422 allotments arranged in eight sections and remains discernable in the street pattern of Manly today. The block pattern is rectilinear with wide streets arranged on a grid pattern. When offered to the public in 1858, sales on the Brighton Estate were slow. Only 15 blocks sold in the period to December 1863, for a total of £1,794.¹² A generous man, Smith donated land to churches or sold some allotments for nominal pepper corn rent of 10 shillings. Tourism continued to remain the most important activity in this phase of Manly's development. Hotels, boarding houses, and private residences leased to holiday makers thrived as Manly developed a reputation as a sanatorium.

⁹ Cited in Kate Blackmore and Associated Consultants, *Heritage Study of Municipality of Manly*. Unpublished study prepared for Manly Municipal Council and Department of Environment and Planning, April 1986. Volume 2, p.95.

¹⁰ D.K.Muir, *Henry Gilbert Smith*, 1996, p.41.

¹¹ H.Furniss, *Australian Sketches Made on tour*, 1899 cited in Backmore and Associated Consultants, *Heritage Study of Municipality of Manly*, 1986, Volume 2, p.97.

¹² D.K.Muir, *Henry Gilbert Smith*, 1996,p.41.

During the period 1850 to 1870 the population of Manly fluctuated considerably between the busy summer periods and quiet winters. There were only 32 entries under 'Manly or New Brighton' in *John Sands' Sydney and Suburban Directory* of 1861. Over the following twenty years, the permanent population began to increase; the number of listings in *Sands' Directories* increased from 70 in 1870, to 80 in 1875 and 166 in 1880.¹³ During this period, the Municipality of Manly was declared (1877), bringing with it the hope that better amenities would follow. Henry Smith died in Brighton, England in 1886, leaving his Australian property in Trust for his three young sons. The Trustees continued to sell the remaining land in Manly.

Elsewhere in the Municipality during the latter part of the nineteenth century, Crown lands and other private subdivisions had also been offered for sale. Allotments on the *East Brighton Estate* were advertised in 1877 and 1879. The *Bassett-Darley Estate*, between Manly Cove and Cabbage Tree Bay, was advertised in 1882, followed, in 1883, by the *Buckingham Park Estate* on the northern half of the Manly Gold course. Other sales included the Cavendish Park Estate (1885), *Chapman's Estate* at Fairlight (1885), *Carrington Heights* at Balgowlah (1886) and the *Dobroyd Estate* (1887-1888).¹⁴ While a great deal of clearing was carried out, this subdivision activity did not necessarily result in extensive building activity. Manly did, however, acquire a 'small but considerable gentry' during the latter part of the nineteenth century, who built a variety of villa retreats.¹⁵ At the other end of the social scale, contemporary accounts suggest that a considerable proportion of the population of Manly lived in sub-standard housing.¹⁶

Subdivision activity peaked in Manly in the late 1880s before sales slumped with the onset of the economic depression of the early 1890s. While sales once again improved towards the turn of the century, they would never achieve the heights of the 1880s.

Development during the late nineteenth century was never even across the district; for some time, there were comparatively few buildings beyond the village centre and the surrounding high ground. By this time, the Municipality boasted a population of around 3,000 people. There were a total of 585 buildings, the most notable of which were the imposing sandstone forms of the Cardinal's Palace and St. Patrick's College. Despite the development that had occurred during the 1880s, Manly still enjoyed a comparatively low population density when compared to other Sydney Municipalities. Manly had only 0.68 people per acre; Paddington, by contrast, had 26.38 people per acre and Darlinghurst, 44.11 people per acre.

3.5 History of 97 Pittwater Road

In 1889, Henry Stanton Smith Reuse, Reverend Gilbert Smith Reuse and Eustance A. Smith Reuse purchased as tenants in common, as large portion of Henry Gilbert Smith land in Manly.¹⁷ The subject site is located in Lot B of this title which totaled 14 acres, one rood and one hundred perches.¹⁸ In 1898, John Dunmore Lang Patison, a builder and alderman in Manly City Council, purchased one rood, twenty six perches of the Smith-Reuses property, identified as Lot 3-8 of Section 4.¹⁹

In 1899, Ernest Essington Hassall, an architect from Summer Hills, purchased part of Lots 4 and 6 and Lot 5 from Patison. Hassall moved to Manly in 1903 and formed an architectural practice with Frederic Stockman. Hassall and Stockman were responsible for notable buildings in Manly including The Carlton on Victoria Parade and Britania Theatre on Sydney

¹³ Pauline Curby, *Seven Miles from Sydney: a History of Manly* (Manly: Manly Council, 2001), p.66.

¹⁴ Blackmore and Associated Consultants, *Heritage Study of Municipality of Manly*, April, 1986, Volume 2, pp111-12.

¹⁵ Blackmore and Associated Consultants, *Heritage Study of Municipality of Manly*, p.124.

¹⁶ Blackmore and Associated Consultants, *Heritage Study of Municipality of Manly*, pp.60 onwards.

¹⁷ PA7720. NSW LRS.

¹⁸ Vol. 949 Fo. 247. NSW LRS.

¹⁹ Vol. 1262-199. NSW LRS.

Road.²⁰ In 1905, John Ashby purchased part of Lot 4 and 5 from Inez Violet Hassall, Ernests' wife.²¹ The property formed by the purchase of part of Lot 4 and 5 forms the current lot boundaries. The dwelling on the subject site appears to have been constructed between 1905-1910 and was likely constructed by the same builder as No. 99 to 103 Pittwater Road as they are very similar in design.²² Certificate of Title Volume 1597 Folio 10 indicated that the property was transferred to Robert William, a gentleman from Manly. The Sands Postal Directory of 1910 recorded Robert Williams as occupying No. 9 Pittwater Road, likely the original road number of the subject site, and the property was known as 'Carnarvon'.²³ The Williams family continued to live there until 1919, when the property was passed to Francis Lloyd of Moree.²⁴

In 1949, Linda May and Leslie William Shearsby, a salesman, purchased the subject site. From the Shearsby's the mortgage was transferred to Ethel Oakman of Dee Why in 1952, George Lanham of Leeton in 1953. G and A Taranto became the proprietors in the 1970s, followed by Robert Charles Langner in 1999 and Andrew Lucas Bullman and Lara Ann Lennon as joint tenants 2003.²⁵

As demonstrated by the aerial images below, the property has been modified between 1943 and 2007, with modifications to the rear wing between 1943 and 1961 (Figure 24 and Figure 25), and another alteration to the rear wing in the early twentieth century (Figure 26).

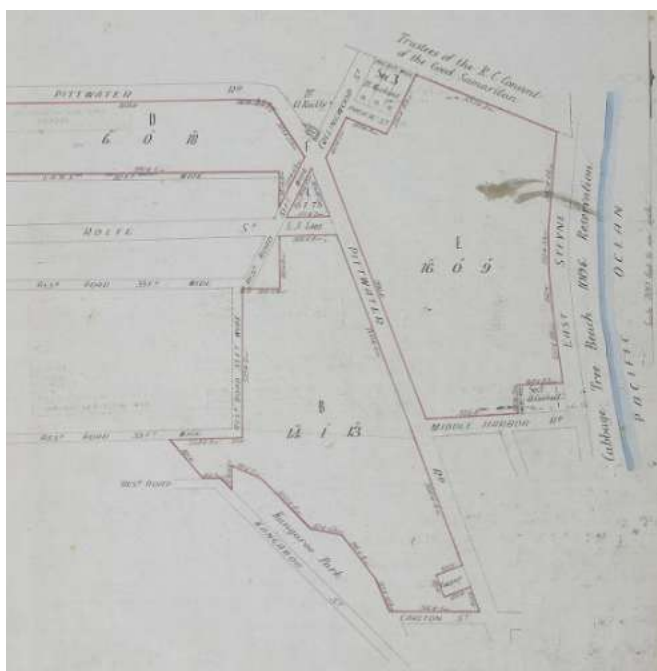


Figure 20: The land parcels purchased by the Smith-Reuses' in 1889. The subject site is in Lot B and the general area of the subject is indicated in red. Vol. 949 Fol. 247, NSW LRS.

²⁰ Manly Library Local Studies, 'Hassall, Ernest Essington (1871-1955)', Northern Beaches Council, Library Services, accessed June 2025.

²¹ Vol. 1597 Fol.10. NSW LRS.

²² *Pittwater Road, Manly: 1855-2003*, Manly Library Local Studies, pg. 12.

²³ Vol. 1597 Fol.10. NSW LRS; and Sands Postal Directory, 1910. City of Sydney Archives.

²⁴ Sands Postal Directory, 1911-1919, City of Sydney Archives; Vol 1597 Fol.10, NSW LRS.

²⁵ Vol. 6030 NO. 237. NSW LRS.

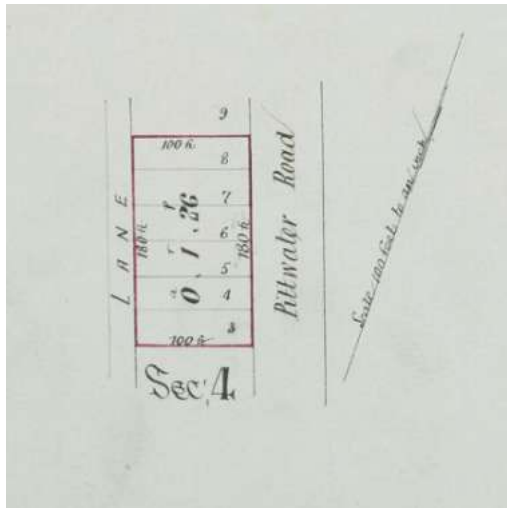


Figure 21: Land purchased by John Dunmore Lang Patison in 1899. Vol. 1262 Fol. 199, NSW LRS.

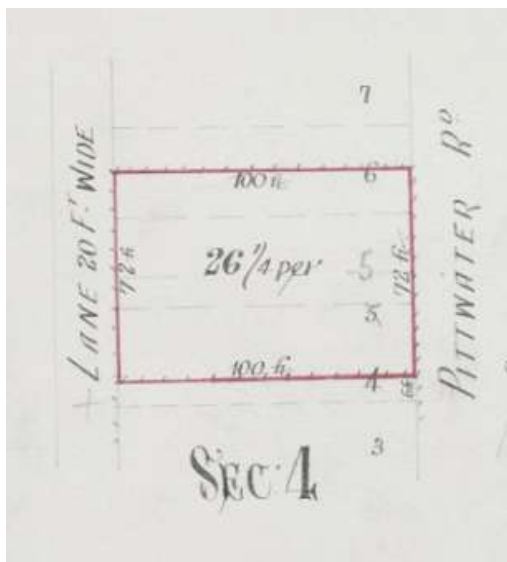


Figure 22: land purchased by Hassall. Vol. 1294 Fol. 146, NSW LRS.

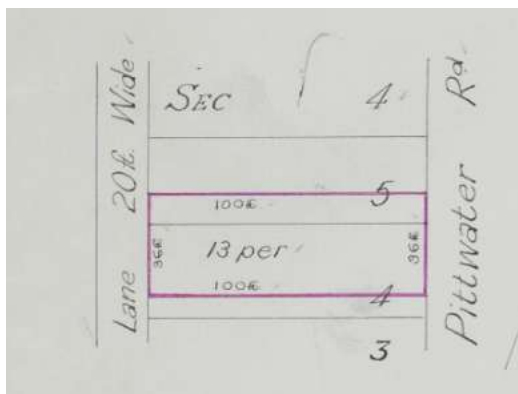


Figure 23: The land purchased by the Shearsby, the red outlined indicates the current boundary of the subject site. Vol. 6030 No. 137, NSW LRS.



Figure 24: 1943 Aerial view of the subject site. The subject site is outlined in blue. NSW Explorer, 2025.



Figure 25: 1961 aerial of the subject site. The subject site is outlined in red and a yellow arrow to indicate the area of modification. NSW Historical Imagery Viewer.



Figure 26: 2007 aerial view of the subject site. The subject site is outlined in red, and the yellow arrow indicates the area of modification. Google Earth.

4 ASSESSMENT OF SIGNIFICANCE

4.1 Summary of Existing Citations and Listings for the Site

<i>Listing Type</i>	<i>Item Name and Details</i>	<i>Listing Number</i>
State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
Item of local heritage significance by Schedule 5 Part 1 of LEP 2013	No	N/A
Located within a heritage conservation area defined by Schedule 5 Part 2 of LEP 2013	Pittwater Road HCA	Item No. C1

4.2 Pittwater Road Heritage Conservation Area

4.2.1 Statement of significance

The Manly Development Control Plan 2013 provides the following statement of significance for the Pittwater Road Heritage Conservation 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.’²⁶

This statement is adopted for the purposes of this report.

4.2.2 Contribution to the Conservation Area

Northern Beaches Council and the Manly DCP 2013 do not identify whether properties contribute to the character of the HCA. However, given that the subject site can still be identified as a Federation era dwelling from Pittwater Road, it is considered that the dwelling contributes to the architectural character of the streetscape.

4.3 Heritage Items and Conservation Areas in the Vicinity of the Site

For the following, refer to Figure 27, which provides a detail of a heritage map from the NSW Planning Portal. In this plan, local heritage items are coloured brown and numbered and Conservation Areas are hatched red and numbered. The site is outlined in red and indicated by the red arrow.

²⁶ Manly Development Control Plan, 2013, Part 5.2.

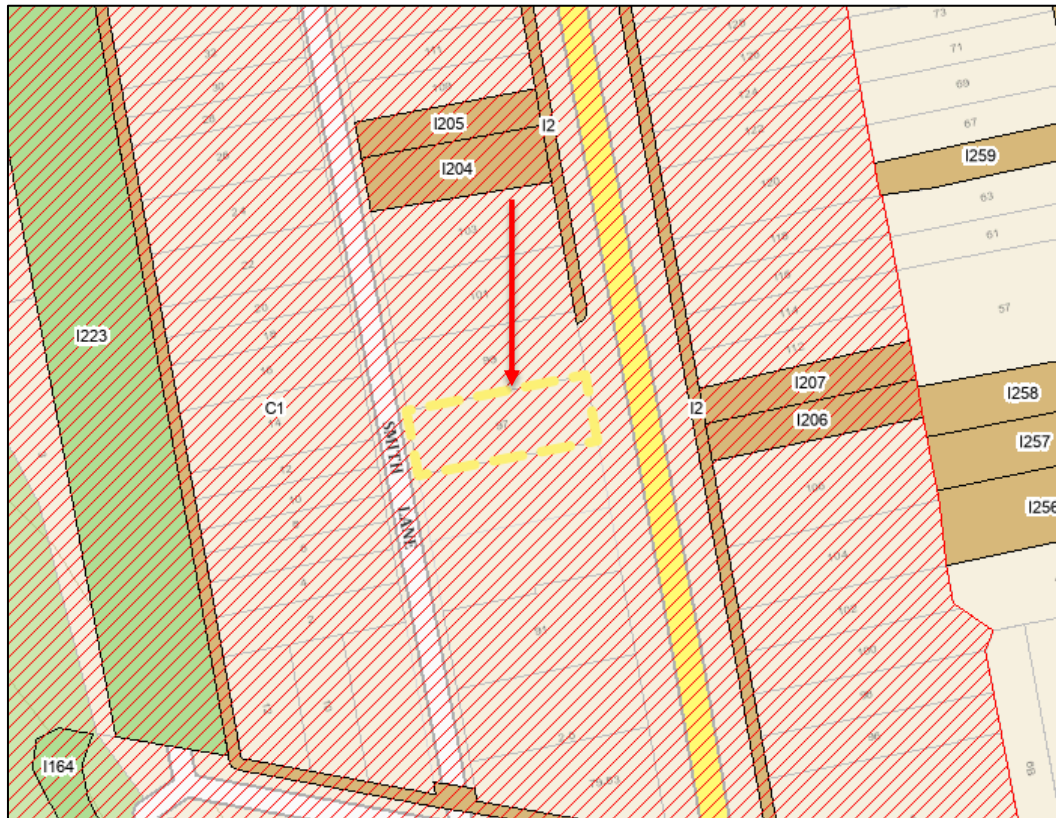


Figure 27: map of heritage items in the vicinity of the subject site. The subject site is outlined in yellow and indicated by the red arrow. Brown and green items are local heritage items, and the red hatched areas are heritage conservation areas. NSW Planning Portal, 2025.

For the items near to the subject site, ‘in the vicinity’ has been determined with reference to physical proximity, existing and potential view corridors and the nature of the proposed works.

Place ID	Name and Description	Address	Listing	Relationship to the site
I2	All Stone kerbs	All suburbs	Local	The item wraps partially around the suburban block defined by Pittwater Road, Carlton Street and Smith Street, thus the curtilage of the item is north, south and west of the subject site. There are no view corridors between the item and the subject site. The subject site forms part of the wider setting of the item.
I204	House	105 Pittwater Road	Local	The item is located north of the subject site on the western side of Pittwater Road. Due to the separation afforded by the properties between the item and the subject site, there are no view corridors between the two properties. The subject site forms part of the wider setting of the item.

Place ID	Name and Description	Address	Listing	Relationship to the site
I205	House	107 Pittwater Road	Local	The item is located north of the subject site on the western side of Pittwater Road. Due to the separation afforded by the properties between the item and the subject site, there are no view corridors between the two properties. The subject site forms part of the wider setting of the item.
I206	House	108 Pittwater Road	Local	The item is located east of the subject site, on the eastern side of Pittwater Road. The item has partial views of the front elevation, roof line and front boundary of the subject site.
I208	House	110 Pittwater Road	Local	The item is located east of the subject site, on the eastern side of Pittwater Road. The item has partial views of the front elevation, roof line and front boundary of the subject site.

Table 2: Heritage items/conservation areas in the vicinity of the site.

Whilst Heritage Items No. I223 (Street Trees), I256 (Masonic Hall), I257 (House), I258 (House) and I259 (House) are within 100m of the subject site there are no view corridors between the items and the subject site thus the works are considered sufficiently removed from the items so as to have no impact on their heritage significance. Other items greater than 100m away are not listed above, further information regarding their individual significance can be found on the NSW State Heritage Inventory.

4.4 Additional Information Relating to the Site

4.4.1 Views

The principal view of the subject site is from directly in front of the dwelling from Pittwater Road, however the front elevation of the dwelling is largely obscured by the tall brick boundary wall and the street trees. Due to the setback of the dwelling, the tall brick fence and the street trees, the subject site is largely obscured from view along Pittwater Road with only partial views of the dwelling from No. 106 Pittwater Road to the south and No. 118 Pittwater Road to the north. There are partial views of the garage, rear wing and roof of the original building form along Smith Lane until the rear of No. 2 Smith Street to the south and No. 14-16 Smith Street to the north. The rear wing and hipped roof form of the dwelling are visible in rear view corridors from neighbouring properties along Pittwater Road and from Smith Street, however these views are not in the public domain and are of lesser significance.

Due to the deep setback of the dwelling and the substantial front yard and pool the principal view corridor from the dwelling are east into the front yard, where there are limited views of the side elevations of the neighbouring properties and partial views of the front elevations of dwellings along Pittwater Road.

4.4.2 Integrity

The dwelling continues to read as a Federation dwelling to Pittwater Road, however internal and external alterations and alterations to the site have reduced the integrity of the subject site. The alterations include:

- Substantial modifications to the original rear wing to reach its current layout, which likely resulted in the removal of the original kitchen and other communal rooms in the dwelling.
- Construction of a high brick fence at Pittwater Road that obscures much of the dwelling from the public domain.
- The construction of the garage and rear boundary fence to Smith Lane.
- The addition of the pool, pool fence and paving in the front yard.
- Construction of the deck in the rear yard.
- Removal of all fireplaces.
- Installation of a modern bathroom and laundry room in the original hipped roof building.

5 HERITAGE IMPACT ASSESSMENT

5.1 Scope of Works

The following should be read in conjunction with the plans prepared by Jon Jacka Architects.

The proposed works include:

- Removal of the existing rear wing, garage and rear yard structures.
- Construction of a new two storey rear wing. The ground floor will have an open planned living room, dining room and kitchen. The first floor will have a large master suite with extra storage.
- A courtyard with timber decking and outdoor kitchen, and a carport with a green roof will be built in the northwest corner.
- The ground floor addition will have a green roof, and the first floor will have a gable roof with solar panels.

5.2 Method of Assessment

The following is a merit-based assessment. It does not consider compliance or otherwise with numerical controls unless non-compliance will result in an adverse heritage impact. Refer to the planning documents that accompany this application.

The proposal is assessed by consideration of:

- The relevant controls of the *Manly LEP 2013*;
- The objectives and controls for new works to and in the vicinity of heritage items as per Part 3.2 and Part 5.2 of the *Manly DCP 2013*;
- with an understanding of the requirements for Heritage Impact Statements provided by the Heritage NSW publication *Guidelines for preparing a Statement of Heritage Impact* (2023 update).

6 EFFECT OF WORK

6.1 Effect of Works on the Pittwater Road Conservation Area

The proposed works will have an acceptable impact on the Pittwater Road Conservation Area for the following reasons:

- The proposed works will not impact any significant subdivision patterns in the Conservation Area.
- The proposed works will not block any significant view corridors through the Conservation Area.
- The proposed works do not include any alterations to the primary elevation of the Federation dwelling, thus maintaining its Federation character and contribution to the Pittwater Road streetscape. The proposed removal of the existing rear extension will not result in the loss of significant fabric as it is a contemporary structure.
- There is an existing pattern of rear two storey additions to dwellings facing Pittwater Road, including at No. 101, 103 and 105 Pittwater Road, all of which have different roof forms. As such the proposed works will not be out of character in the Conservation Area and will not result in the loss of an intact set of dwellings.
- The height of the addition modulates between that of No. 95 and 99 Pittwater Road and will be lower in height than the approved alteration at No. 99 Pittwater Road, as such the proposed works will not be excessive in scale.
- The ridgeline of proposed addition will only be approximately 600mm higher than the ridgeline of the existing dwelling. The perceived height difference will be minimized as the addition will have a deep setback from the front building line ensuring that the Federation dwelling remains the dominant feature of the subject site and along Pittwater Road.
- The addition will be partially visible from the rear of the neighbouring properties along Pittwater Road and the rear of properties fronting Smith Street. However, these view corridors are of lesser significance as they are not in the public domain and already consist of views of the modified rear yards and wings of the neighbouring properties.
- The proposed rear addition will have similar side setbacks to the existing rear extension and garage thereby maintaining the rhythm of the dwellings along Pittwater Road.
- Where the western roof plane of the hipped roof form is being modified, this will not be visible from Pittwater Road and will not detract from the dwelling's contribution to the Conservation Area.
- The addition will be clearly contemporary however consideration has been given to the dominant form, detailing, colour and materiality of the Conservation Area to ensure it sits comfortably in the surrounding area:
 - The gable roof form of the first floor of the proposed addition has been informed by the gable roof form of the existing dwelling and by dominant roof forms in the area, allowing it to sit comfortably in the Conservation Area.
 - The flat, green roof of the ground floor and garage will not be visible from Pittwater Road. Where it may be visible along Smith Lane, the roof forms along this lane take a variety of forms, thus the roof will not be out

of character in the streetscape. By incorporating vegetation into the roof form, the addition will help to maintain the green leafy character of the Conservation Area.

- The majority of glazing on the addition is sliding doors, however where the addition does have windows along the northern elevation, they will be vertically proportioned.
- The proposed material palette for the addition has been informed by the material palette of the surrounding Conservation Area with corrugated metal being used for the roof and a rendered finish for portions of the external walls.
- The proposed vertical timber batten cladding for the external walls is a contemporary interpretation of the weatherboards which have been used throughout the Conservation Area for the rear additions at No. 103 and 105 Pittwater Road and the heritage items at No. 108 and 110 Pittwater Road. As such the use of timber cladding is consistent with the material palette of the Conservation Area.
- The external walls will be white, which is consistent with the colour of the existing Federation dwelling as well as the wider colour palette of the Conservation Area, ensuring the addition will be recessive to the Federation dwelling and sit comfortably in the Conservation Area.

Given the above, the proposed works will not detract from the historic, aesthetic, social or representative value of the Pittwater Road Conservation Area.

6.2 Effect of Works on Heritage Items in the Vicinity of the Site

All Stone Kerbs, all suburbs, LEP 2013 Item No. I2

The proposed works will have no physical or visual impact on the item as the works are outside of the curtilage of the kerbs that defined the alignment of Pittwater Road. As such the proposed works will not detract from the historic significance of the item.

House, 105 Pittwater Road, LEP 2013 Item No. I204

The proposed works will have an acceptable impact on the item for the following reasons:

- The proposed works are limited to subject site and will have no physical impact on the item.
- The proposed addition will not block any significant view corridors towards the item.
- Due to the distance between the item and the subject site there will be no view corridors from the item that will be impacted by the proposed works.
- The addition will have similar side setbacks to the current wing, thus maintaining the rhythm of the streetscape and relationship to this item.
- The Pittwater Road streetscape is characterised by early twentieth century dwellings which have undergone rear two storey contemporary additions, as such the addition will not be out of character in the streetscape or the setting of the item.

Given the above, the proposed works will not detract from the historic or aesthetic significance of the item.

House, 107 Pittwater Road, LEP 2013 Item No. I205

The proposed works will have an acceptable impact on the item for the following reasons:

- The proposed works are limited to subject site and will have no physical impact on the item.
- The proposed works will not be visible in view corridors from the item or block views towards the item.
- The proposed addition is set far back from the front building line to ensure the Federation dwelling is the dominant elements of the subject site and maintains its contribution to the Pittwater Road streetscape.
- The Pittwater Road streetscape is characterised by early twentieth century dwellings which have undergone rear two storey contemporary additions, as such the addition will not be out of character in the streetscape or the setting of the item.

Given the above, the proposed works will not detract from the historic or aesthetic significance of the item.

House, 108 Pittwater Road, LEP 2013 Item No. I206

The proposed works will have an acceptable impact on the item for the following reasons:

- The proposed works are limited to subject site and will have no physical impact on the item.
- The proposed works will not block any view corridors from the item.
- The proposed rear addition may be partially visible from the item, particularly in view corridors from the first floor of the dwelling. To minimise the impact of the addition on the view corridor, the addition is set far back from the front building line, is light in colour and emulates the gable roof form of the dwelling to ensure that the Federation dwelling continues to be the dominant feature of the subject site. The flat green roof will not be visible in this view corridor.
- The proposed works will not impact the front elevation of the dwelling, thus maintaining its contribution to the streetscape.
- The Pittwater Road streetscape is characterised by early twentieth century dwellings which have undergone rear two storey contemporary additions, as such the addition will not be out of character in the streetscape.

Given the above, the proposed works will not detract from the aesthetic or historic significance of the item.

House, 110 Pittwater Road, LEP 2013 Item No. I208

The proposed works will have an acceptable impact on the item for the following reasons:

- The proposed works are limited to subject site and will have no physical impact on the item.
- The proposed works will not block any view corridors from the item.
- The proposed rear addition may be partially visible from the item, particularly in view corridors from the first floor of the dwelling. To minimise the impact of the addition on the view corridor, the addition is set far back from the front building

line, has a neutral colour palette and has a gable roof form to emulate that of the existing dwelling to ensure that the Federation dwelling continues to be the dominant feature of the subject site. The flat green roof will not be visible in this view corridor.

- The proposed works will not impact the front elevation of the dwelling, thus maintaining its contribution to the streetscape.
- The Pittwater Road streetscape is characterised by early twentieth century dwellings which have undergone rear two storey contemporary additions, as such the addition will not be out of character in the streetscape.

Given the above, the proposed works will not detract from the aesthetic or historic significance of the item.

6.3 Assessment Against Section 3.2 of the *Manly DCP 2013*

Section 3.2.2. provides the following controls for *Additions and Alterations to heritage items or conservation areas*.

<i>Control</i>	<i>Response</i>
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 proposed addition does not seek to replicate, overwhelm or dominate the heritage features of the Federation dwelling, but has used the form, materials and detailing of the dwelling and the surrounding HCA to inform the design. The addition will be set far back from the front building line to ensure that it doesn't detract from the front elevation of the dwelling, and it modulates between the scale of No. 99 and 95 Pittwater Road so it will not be excessive in scale. The addition will have a flat green roof for portions of the ground floor and gable roofs for the first floor. The flat roof will not be visible from Pittwater Road and the gable roof form has been informed by the gable roof of the dwelling.
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 proposed addition, whilst two storeys has been developed with consideration to the scale of the existing dwelling. The addition is set far back from the front building line, is set beyond the ridgeline of the hipped roof, and modulated between the scale of No. 95 and 99 Pittwater Road. The ridge height of the proposed addition will only be 600mm higher than the ridgeline of the existing dwelling and the deep setback of the addition will reduce the perception of this height difference and make sure the addition does not dominate the existing dwelling. By locating the addition in the rear of the dwelling no portion of the

	front yard will be lost, and the development will include the same amount of rear yard.
3.2.2.2. Retaining significant features and landscape settings	
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;	<p>The proposed works will maintain the hipped and gable roof form of the Federation dwelling, with modifications only being undertaken to the rear roof plane.</p> <p>The proposed first floor will be setback from the ridgeline of the original roof to ensure the original roof form is distinguishable from the contemporary addition. To ensure the addition is sympathetic to the character of the dwelling and the Conservation Area, the addition has a gable roof form which is consistent with the form of the existing dwelling and roof forms in the immediate area. Where the ground floor addition has a flat green roof, this will not be visible from Pittwater Road and is consistent with roof forms along Smith Lane which is characterised by a range roof form.</p>
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;	The proposed works do not involve the removal of original architectural detailing as the works will not be impacting the front elevation which has the most distinct Federation features. The proposed rear addition will have a gable roof to emulate the front gable of the existing Federation dwelling, vertically proportioned windows and the material and colour palette have been developed to complement the original dwelling and not dominate it.
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 proposed works will not impact the original wall treatment of the Federation building. The works are concentrated at the rear of the property which has been substantially modified and unlikely to have any original fabric. The proposed works will not impact the exposed brick walls along the northern and southern elevations.
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;	The proposed works do not involve additional the painting or rendering of original face brick work. This brickwork was previously painted.
e) where surfaces are not originally face brickwork:	The proposed works will maintain the painted finish of the front elevation of the

<p>i) any appropriate use of cement render is complementary to and consistent with the heritage architectural style and colour schemes and repainting must be articulated in the same manner as the original colour rendering of the building;</p> <p>ii) external colour schemes are to be in keeping with the original character of the heritage building based where possible on physical or documentary evidence in keeping with the architectural style and period of the building;</p> <p>iii) contemporary colours are not discouraged, but should be combined in a complementary way; and</p> <p>iv) single colour solutions are not permitted;</p>	<p>original Federation dwelling and the face brick walls of the less visible northern and southern elevations.</p> <p>The proposed rear wing will be clad in timber batten on board and be painted white. This light colour has been informed by the colour of the existing dwelling and the colour palette of the wider area and will ensure the addition sits comfortably with the existing form and in the Conservation Area. Timber is used a cladding material throughout the HCA, including at heritage items No. I206 and I208 (108 and 110 Pittwater Road), whilst these timber boards are horizontally proportioned, the timber battens are a contemporary interpretation of this kind of cladding, thus allowing the new design to have a contemporary character whilst being consistent with the material palette of the Conservation Area.</p>
<p>f) avoid removal of original fabric in order to retain the integrity of the heritage item or conservation area;</p>	<p>The proposed works involve minimal removal of original fabric as the rear extension and garage being removed are contemporary structures. Limited fabric will be removed from the original hipped roof form, save for a few internal walls and a portion of the rear roof plane to allow for the first floor of the addition. The internal modifications will not be visible from the streetscape and will not impact the properties contribution to the Pittwater HCA. The rear roof plane is not visible from Pittwater Road and the loss of a portion of this roof plane will not detract from the building's contribution to the streetscape.</p>
<p>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</p>	<p>The proposed works do not involve inserting new windows into the significant original fabric. The windows to be installed as part of the project will be at the rear of the dwelling as part of a contemporary building. The majority of the glazing in the proposed rear wing be large sliding doors. Where there will be windows on the northern elevation of the first floor, the windows will be vertically proportioned to be consistent with the glazing style of the Federation buildings that characterise the Conservation Area.</p>
<p>h) retain and maintain contributory landscape settings for heritage items and</p>	<p>The subject site does not contain any significant landscape elements which</p>

ensure new landscaping is sympathetic to the heritage significance of the item or place.	contribute to the Pittwater Road Conservation Area. The proposed work will maintain the front garden and will include landscaping in the rear yard to maintain the green character of the Conservation Area.
--	--

Section 3.2.3. provides the following controls for **Fences** for heritage items of conservation areas.

Control	Response
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 proposed works will not impact the existing front fence and will not impact the contribution of the front fence to the character of the streetscape.
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 existing front fence is not original, and no works are proposed. The proposed works will be impacting the rear fence to Smith Lane, however this is a contemporary brick wall and the removal and replacement of this fence will not constitute the loss of significant fabric. The proposed rear wall of the rear addition and the garage door will form the rear property boundary. These walls will be in alignment with the height of the rear walls of No. 99 Pittwater Road. The timber batten finish will sit comfortably in the Smith Lane streetscape, as the rear fences and walls along this lane consist of a variety of materials including rendered masonry walls, exposed masonry walls, timber paling fences and corrugated metal, thus the proposed timber batten finish will not detract from Smith Lanes contribution to the Pittwater HCA.

Section 3.2.4. provides the following controls for **Setbacks for garages and carports** for heritage items of conservation areas.

Control	Response
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 proposed works do not involve the construction of a garage forward of the front building alignment. The garage will be oriented to Smith Lane as is consistent with

	carports and garages for properties fronting Pittwater Road.
b) Where lanes exist with vehicular access to the rear of the property; driveways, crossings and garages are not to be provided on the primary street frontage.	In accordance with this control the proposed works include the construction of a garage to Smith Lane which runs along the rear of the property, ensuring that vehicular access is not via the primary street frontage.

7 SUMMARY

This SoHI accompanies a DA for alterations and additions to the dwelling at 97 Pittwater Road, Manly. The proposal is considered to have an acceptable impact on both the Pittwater Road Heritage Conservation Area (HCA) and nearby heritage items. The proposed works retain the Federation dwelling's primary façade, character, and contribution to the streetscape. The two-storey rear addition is consistent with the established pattern of development in the area, remains subordinate in scale, and is designed with sympathetic form, materials, and colour palette to ensure it integrates appropriately within the HCA. The works will not obstruct significant view corridors or affect the physical integrity of heritage items, and the rear-facing addition will sit comfortably within the varied Smith Lane context.

The proposed scheme is consistent with the controls for alterations and additions to a dwelling within a HCA as described in the *Manly DCP 2013*.

8 REFERENCES AND DEFINITIONS

8.1 Definitions

Term	Meaning
Consent authority	The person or body with whose approval that act, matter or thing may be done or without whose approval that act, matter or thing may not be done.
Conservation	Conservation means all the processes of looking after a place so as to retain its cultural significance (as defined in <i>The Burra Charter</i>).
Development	The erection of a building, carrying out work, use of or subdivision of land.
Heritage significance	Term used in the assessment and understanding of heritage items that have significance in relation to their historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value.
<i>National construction code</i>	A code that sets minimum requirements for design, construction and performance of buildings, as well as plumbing and drainage systems throughout Australia.
Setting	The area around an item, which may include the visual catchment.
State Heritage Inventory	An online database containing heritage items and conservation areas on statutory lists in NSW. This includes the State Heritage Register and local government items.
State Heritage Register	The NSW State Heritage Register. A list of places and items of importance to the people of NSW. Only places of state heritage significance are listed on the State Heritage Register. The State Heritage Register protects these items and their significance.
State Heritage Register item	A term to describe a heritage item that is of state heritage significance and is listed on the State Heritage Register.

8.2 Documentary Evidence

8.2.1 General References

8.2.1.1 Guidelines

Australia ICOMOS Inc, 'The Burra Charter: the Australia ICOMOS charter for places of cultural significance', Australian ICOMOS (International Council on Monuments and Sites) Inc, Burwood, 2013.

Australia ICOMOS Inc (2013b) 'Burra Charter article 22 — new work', practice note, Australian ICOMOS (International Council on Monuments and Sites) Inc, Burwood, 2013.

DPE (Department of Planning and Environment) (2023) *Assessing heritage significance*, DPE, NSW Government, 2023

Heritage NSW, *Guidelines for preparing a Statement of Heritage Impact*, 2023 Update.

8.2.1.2 Secondary sources

Curby, Pauline, *Seven Miles from Sydney: a History of Manly*, Manly: Manly Council, 2001.

Ian Jack Heritage Consulting, *Pittwater Road Conservation Area Manly, Final Draft History*, prepared for Tropman and Tropman Architects, 2017.

Kate Blackmore and Associated Consultants, *Heritage Study of Municipality of Manly*.
Unpublished study prepared for Manly Municipal Council and Department of
Environment and Planning, April 1986. Volume 2.

Kuringai Council, *Aboriginal Heritage*, accessed June 2025.
http://www.kmc.nsw.gov.au/About_Ku-ring-gai/History_heritage/Aboriginal_heritage.

Manly Library Local Studies, 'Hassall, Ernest Essington (1871-1955)', Northern Beaches
Council, Library Services, accessed June 2025.

Muir, D.K. *Henry Gilbert Smith*, 1996.

Pittwater Road, Manly: 1855-2003, Manly Library Local Studies, pg. 12.

8.2.1.3 Primary sources

PA7720. NSW LRS.

Sands Postal Directory, 1910. City of Sydney Archives.

Sands Postal Directory, 1911-1919, City of Sydney Archives.

Vol. 1262-199. NSW LRS.

Vol. 1597 Fol.10. NSW LRS.

Vol. 6030 NO. 237. NSW LRS.

Vol. 949 Fo. 247. NSW LRS.

Wells, W.H. *A geographical Dictionary or Gazetteer of the Australian Colonies*, 1848.

8.2.1.4 Heritage Inventory Sheets

Pittwater Road Heritage Conservation Area, Manly. State Heritage Inventory, Heritage Item ID:
C1.

8.2.1.5 Planning Documents

NSW Heritage Act 1977.

Manly Local Environmental Plan (LEP) 2013.

Manly Development Control Plan (DCP) 2013.