

HERITAGE IMPACT STATEMENT

**167-169 Blues Point Road
McMahons Point**



Nos. 167-169 Blues Point Road in December 2014

WEIR PHILLIPS HERITAGE

Level 19
100 William Street
Sydney NSW 2011
Ph. 9310 1010

December 2014

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1.0 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement has been prepared to accompany a planning proposal seeking to rezone to permit commercial uses as Nos. 167 and 169 Blues Point Road, McMahon's Point, New South Wales.

Nos. 167 and 169 Blues Point Road are located within the Municipality of North Sydney. The principal planning control for these properties is the *North Sydney Local Environmental Plan 2013*, hereafter referred to as the *North Sydney LEP 2013*. Nos. 167-169 Blues Point Road are listed as heritage items by Schedule 5 Part 1 of the *LEP 2013*. 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.

The appropriate heritage management document in this instance is a heritage impact statement.

This HIS has been prepared on behalf of the owners of the two properties.

1.2 Authorship

This statement was prepared by Alice Fuller, B.App.Sc. (CCM), M.Herit.Cons. (Hons), and James Phillips, B.Sc. (Arch.), B. Arch., M.Herit.Cons. (Hons), of Weir Phillips Heritage.

1.3 Limitations

The brief provided for a short history of the site from readily available sources. No provision was made for a detailed history using primary sources (such as NSW LPI and Council records) or for a full heritage assessment to NSW Heritage Division standards.

No archaeological assessment has been carried out.

1.4 Methodology

This statement has been prepared with an understanding of the NSW Heritage Office (now Division) publication *Statements of Heritage Impact* (2002 update) and with reference to the Council documents listed under Section 1.6.

1.5 Physical Evidence

No. 167 Blues Point Road and No. 169 Blues Point Road were inspected in December 2014. Unless otherwise stated, the photographs contained in this HIS were taken at this time.

1.6 Documentary Evidence

1.6.1 General References

- 'Blue, William (Billy) (1767? - 1834)', *Australian Dictionary of Biography, Supplementary Volume*, Victoria, Melbourne University Press, 2005, pp. 35-36.
- Bridges, Barry, *The Crows Nest Estate, 1821-1873*, p.20. Unpublished document dated 1996. North Sydney Heritage Collection, Stanton Library.
- Godden Mackay, *North Sydney Heritage Study*. Unpublished report for North Sydney Council, 1993, p.43. North Sydney Heritage Collection, Stanton Library.
- John Sands Ltd, *John Sands' Sydney and Suburban Directories*, Sydney, John Sands Ltd, various years.

1.6.2 Maps and Plans

- *Plan of the Parish of Willoughby, County of Cumberland*, undated. NSW LPI Parish Map Preservation Project.
- *Survey of North Sydney, Sheet 19*, 1892. North Sydney Heritage Collection, Stanton Library.

1.6.3 Planning and Related Documents

- *North Sydney Development Control Plan 2013*.
- *North Sydney Local Environmental Plan 2013*.

1.6.4 State Heritage Inventory Listing Sheets

- *House*, No. 167 Blues Point Road, McMahon's Point, State Heritage Inventory Database No.: 2180637.
- *House*, No. 169 Blues Point Road, McMahon's Point, State Heritage Inventory Database No.: 2181484.

1.7 Site Location

Nos. 167 and 169 Blues Point Road are located on the eastern side of Blues Point Road, close to its intersection with Lavender Street (Figure 1). No. 167 is identified as Lot C D.P. 436985; No. 169 is identified as Lot B D.P. 436985.

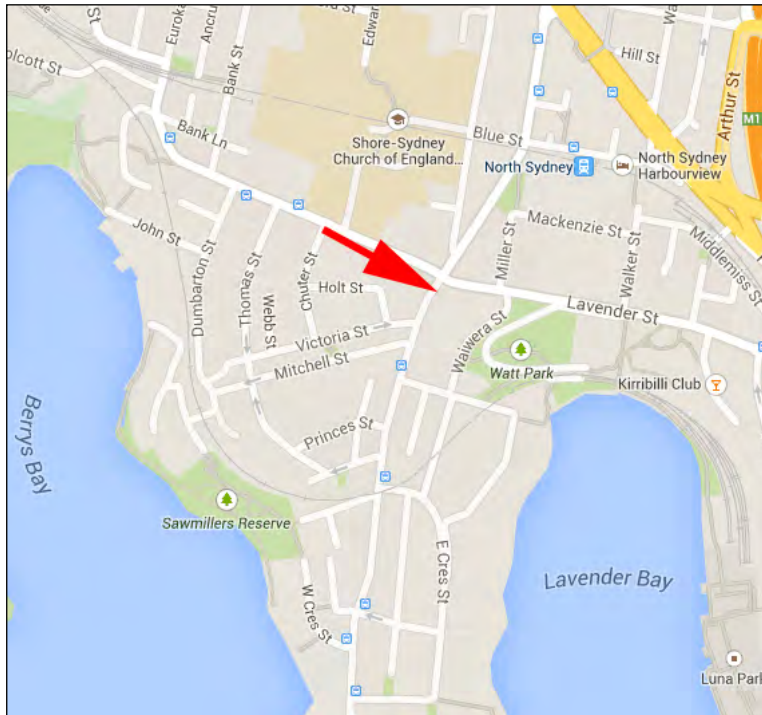


Figure 1: Site Location.

Google Maps; annotation by W.P.

2.0 BRIEF HISTORY OF THE SITE

2.1 Original Occupation

While an Aboriginal history has not been provided for, it is acknowledged that the northern shores of Sydney Harbour were inhabited by a number of Aboriginal groups at the time of the arrival of the First Fleet in 1788. The Cammeragal and the Wallumedegal, part of the larger Kuring-gai speaking group, who occupied an area from North Head inland to the Hawkesbury River and north to Lake Macquarie, are recognised as the original occupants of the present-day North Sydney and Mosman Municipalities.

2.2 Billy Blue's Grant

The Colony of New South Wales was formally established on the southern side of Sydney Harbour in January 1788. In his *An Account of the English Colony in New South Wales*, published at the end of the eighteenth century, David Collins refers to the North Shore of Sydney Harbour, a designation that remains to this day.

From 16 January 1793, successive colonial governors granted land outside the declared boundaries of the Township of Sydney in order to open up the land and augment the colony's food supplies. The northern shores of Sydney Harbour were located well outside the first township boundaries. Whether occupied or not, most of the land within the present-day North Sydney Council area had been granted by the end of the 1830s.

The subject property stands on a 80 grant, known as *Northampton*, made to the William Blue (176?-1834) under the hand of Governor Macquarie on 24 January, 1817. Blue's 80 acre grant was modest when compared to other North Shore grants of this period, notably Ryan's grant of 120 acres (1800), the Berry/Wollstonecraft grant of over 500 acres (1817) and Alfred Thrupp's grant of 700 acres (1817).

William ('Billy') Blue, who is described in colonial records as a 'Jamaican Negro sailor', arrived in Sydney in 1801 with less than two years of a seven year sentence for theft to serve. Blue worked as a waterman, collected and sold oysters and other items and was briefly harbour watchman and constable.¹ Unlike many recipients of grants on the North Shore, Blue and his family occupied their grant. By 1833, they were reported as keeping a ferryboat and cultivating fruit and vegetables for the Sydney market. When Blue died at *Northampton* in 1834, his land was divided among his five surviving children. Contrary to Blue's wishes, his family began to subdivide and sell their land within two years of his death.

Blue's grant was subdivided at a time when the first signs of greater development on the North Shore are apparent. The Township of St. Leonards was laid out in 1836 on Crown land to the north of Hulk Bay, later Lavender Bay. By 1838, the basic road structure of the township was laid out in a traditional 10-chain grid, with Berry, Mount, Blue and Lavender Streets running east-west and Miller and Walker Streets running north-south. Forty-eight half-acre building lots in three sections were offered for sale in 1838. The following year, the authorities took up their right to create a public road through Blue's grant. This road, Blues Point Road, was gazetted as a public thoroughfare in 1839. The road connected the township with the ferry wharf.

2.3 Subdivision of Blue's Grant and the Growth of North Sydney

St. Leonards continued to grow; by 1851 it supported a population of 737 people.² Outside of the township, a pattern of harbourside villa estates developed as substantial residences were constructed at Neutral Bay, Kirribilli, Milsons Point and Lavender Bay to take advantage of the spectacular harbour views. Among the residents were prominent merchants or colonial administrators. Alongside these villas was a pattern of more modest dwellings occupied by people able to obtain local or independent employment. In September 1854, a second township for the northern shores of Sydney Harbour – North Sydney- was proclaimed. The establishment of the first all-passenger service between Milsons Point and Circular Quay in 1861 aided development of the new township.

Blue's grant was progressively subdivided during this formative period of development; between 1850 and 1870, most of the middle and southern sections of the peninsula were subdivided. The earliest development occurred at the northern-most end of the peninsula.

A plan of the subject site and the surrounding area dated 1892 shows that the subject property was occupied by a large building, one of several within this section of Blues Point Road. The villa *Ellerslie* shown by this plan to the south of the site was erected c.1875 for a member of the Blue family. It survives in altered form at No. 163 Blues Point Road and is now listed as a heritage item by North Sydney Council.

¹ For further information see: 'Blue, William (Billy) (1767? - 1834)', *Australian Dictionary of Biography, Supplementary Volume*, Victoria, Melbourne University Press, 2005, pp. 35-36.

² Bridges, Barry, *The Crows Nest Estate, 1821-1873*, p.20. Unpublished document dated 1996. North Sydney Heritage Collection, Stanton Library.



Figure 2:
NSW Lands Department, *North Sydney Block Plans, 20, 1892.*
 North Sydney Heritage Centre.

2.4 Nos. 167 and 169 Blues Point Road

The first time that what are now Nos. 167 and 169 Blues Point Road can be identified in *John Sands' Sydney and Suburban Directories* occurs in 1902, suggesting a construction date of c.1901 or the immediately preceding years. This is consistent with the style of the terraces. In this year, No. 167 Blues Point Road was occupied by Otto Anderson, while No. 169 was occupied by Miss C. Dowling. *Sands' Directories* from 1902 until the last published Directory of 1932-3 indicate a mixture of short-term and long-term occupants within the both properties.

The subject terraces were erected at the end of a period of significant growth. The decades between 1860 and 1890 were ones of general economic and urban expansion across Sydney. Between 1881 and 1895 the population of the North Shore grew from 7,000 people to 25,000 people, an increase brought about by the numerous subdivisions that occurred during these years and by improved transportation and services. The development of North Sydney had received a significant boost when the North Shore Railway line opened between Hornsby and St. Leonards in January 1890. The line was extended to Milsons Point in 1893.

Sydney was divided into municipalities during this era. The area now the Municipality of North Sydney was initially divided into two, and later three, separate council areas. The first to be established was the Borough of East St. Leonards, declared in 1860; it would not be until 1868, however, that the first Council was elected. The Borough of St. Leonards was declared in 1867. Four years later, however, it split, creating the Borough of Victoria, in which the subject property was located. The three boroughs would eventually combine to create the Municipality of North Sydney in 1890.

By the early 1920s, North Sydney was approaching its limits with regard to suburban development. With the last major subdivision (in the Cammeray area) in the period surrounding World War I the essential character of each area was established. The population of the area reached 52,000 in 1925 and remained fairly stable for the following fifty years.³

³ Godden Mackay, *North Sydney Heritage Study*. Unpublished report for North Sydney Council, 1993, p.43. North Sydney Heritage Collection, Stanton Library.

No historic photographs clearly showing the subject terraces from the street have been found during the course of research carried out for this statement. Figure 3 reproduces an aerial photograph over the area from 1943. This photograph shows that No. 171 Blues Point Road, to the north of the two subject terraces, was originally built to the same alignment as the subject terraces. Evidence provided by the parapet of Nos. 167 and 169 Blues Point Road shows that it originally formed part of the same terrace row. The eastern side of Blues Point Road between Lavender Street and King Georges Street is comparatively un-developed at this time. The residential flat buildings that now characterise this part of the street are, however, are beginning to be constructed towards the southern end of the block.



Figure 3:
Aerial photograph over the
site and the surrounding area
in 1943.
SIXMaps.

Stylistically, No. 169 Blues Point Road, which adjoins the site to the north, was altered (or completely reconstructed) in the c.1970s-1990s.

3.0 SITE ASSESSMENT

For the purposes of this statement, the front boundary is deemed to be the western boundary.

3.1 The Site

Figure 4 provides an aerial photograph over Nos. 167 and 169 Blues Point Road, showing the lot boundaries and the location of the building on the site.



Figure 4: Aerial photograph over the site.
SIXMaps.

As demonstrated by Figure 4, No. 167 Blues Point Road is rectangular lot. The site falls to the east. The terrace on the site occupies the majority of the site area. The principal building form of the terrace is built to the site boundaries. There is a narrower rear wing, extending along the northern boundary, providing for a small 'L-shaped' rear yard. The yard is hard surfaced and surrounded by high fences. There is no significant vegetation on the site. Refer to Figure 5.

No. 169 Blues Point Road is an irregularly shaped lot. The site falls to the east. The terrace on the site occupies the majority of the site area. The principal building form of the terrace is built to the site boundaries. There is a narrower rear wing, extending along the southern boundary, providing for a 'L-shaped' rear yard. The yard is partially hard surfaced and surrounded by high fences. Double gates open on the northern side. There is no significant vegetation on the site. Refer to Figure 6.



Figure 5: Rear yard of No. 167 Blues Point Road.



Figure 6: Rear yard of No. 169 Blues Point Road.

3.2 The Buildings

3.2.1 No. 167 Blues Point Road

Exterior

The principal building form is three storeys in height and constructed of face brick or painted brick. The roof is a skillion roof, clad in corrugated metal and concealed by a parapet. This roof continues without a break in pitch over the rear wing. Chimneys are constructed of face brick.

The front elevation is the western elevation, addressing Blues Point Road. The front elevation is two storeys in height and lies behind a narrow two storey verandah, which runs the width of the terrace. The party walls extend to support the first floor of the verandah and the roof. The verandah roof is a skillion roof clad in slate. The ground floor of the verandah is tiled (modern tiles); the underside of the floor above is not lined, exposing the timber joists and floor boards. There is a painted brick balustrade at ground floor level and a timber balustrade at first floor level. The underside of the roof at first floor level is lined.

The brickwork of the front elevation is painted. There is evidence of tuck-pointing beneath the paint. The ground floor elevation is characterised by an offset front door (not original) with toplight and a set of triple timber framed casement windows with coloured toplights. At first floor level, two sets of timber framed and glazed french doors open onto the verandah. The elevation rises into a parapet with brick piers and corbelling.

The southern elevation of the principal building form is constructed of face brick and is blind.

The rear elevation of the principal building form, where not concealed by the rear wing, is constructed of face brick. It is three storeys in height because of the fall of the site to the rear. There is a narrow timber framed double hung sash window at ground and first floor levels.

The rear wing is constructed of face brick and painted brick. What was once a verandah across the rear elevation at ground floor level has been infilled with fibro sheeting (or equivalent). At first floor level, the verandah has been partially infilled. Windows at lower ground and ground floor level are timber framed double hung windows. At first floor level, timber framed and glazed french doors (with top light) open onto a verandah with a tiled floor and timber balustrade.

Figures 7 to 10 illustrate the exterior of No. 167 Blues Point Road. Refer also to the front cover photograph.



Figure 7:
Ground floor verandah and front elevation. Note the shutter clips, indicating that this window may have once had shutters.



Figure 8:
Detail of the first floor verandah.



Figure 9:
Southern and eastern
elevations of the principal
building form and the rear
wing.

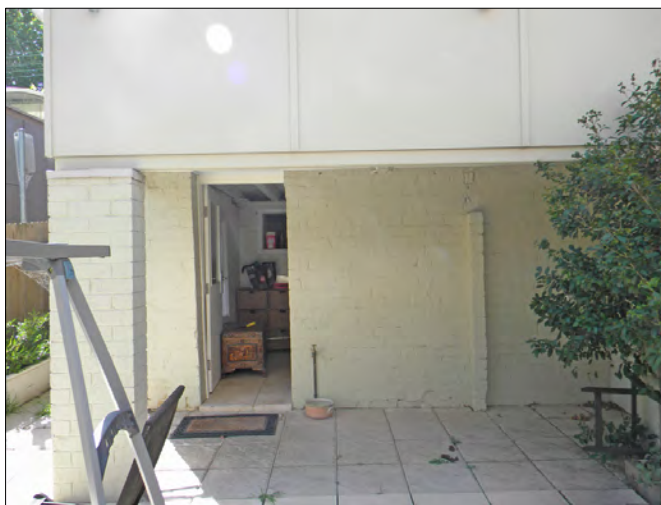


Figure 10:
Lower ground floor of the
rear wing.

Interior

Accommodation at No. 167 Blues Point Road is over three levels. The front door opens into a narrow hallway, with one room on the southern side. The hallway and the room have rendered and painted walls; plaster ceilings, ceiling roses and cornicing; and timber joinery, including picture rails. The front room has a four panel door (not original) with frosted fanlight, fireplace with cast iron coal grate and Art Nouveau Style timber mantelpiece. To the rear, the floor plan has been opened up. The ceilings appear to be plasterboard ceilings with quad cornices. Joinery is simple in profile. There is a fireplace set in one corner, with cast iron coal grate and timber mantle piece. The kitchen fit out is modern. A timber staircase leads down to the lower ground floor level. The rooms at this level have painted brick walls; tiled floors; and low, unlined ceilings.

A timber stair with turned timber balustrade rises from the ground floor hall to the first floor. The front room has rendered walls; a plaster ceiling, cornice and ceiling rose; profiled timber joinery and a fireplace with cast iron coal grate and timber mantelpiece. Ceiling, cornice detail and joinery in the other rooms at this level are simpler. The hallway has a quad cornice; the rear-most room has a square set ceiling. Three rooms have inbuilt wardrobes. The doors are modern four panel doors, some with coloured glass or plain top lights. The bathroom fit out is modern.

Figures 11 to 21 illustrate typical interiors within this terrace.

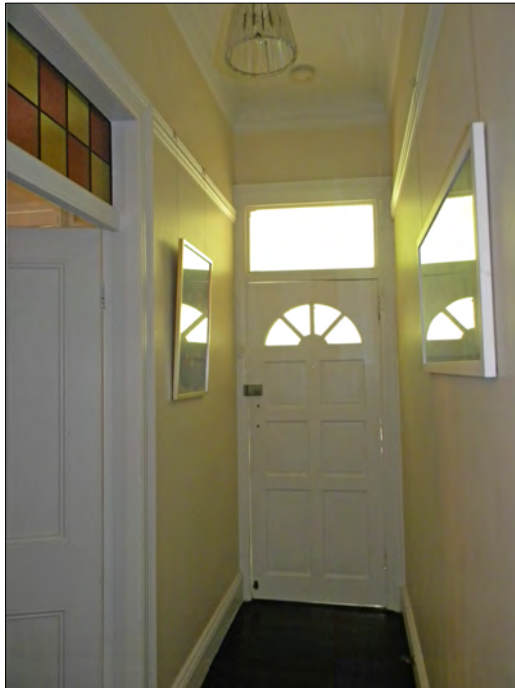


Figure 11: Front hallway, looking towards the front door.



Figure 12: Fireplace in the front room at ground floor level, also showing ceiling and cornicing and picture rail.



Figure 13: Ceiling rose in the front room at ground floor level.



Figure 14: Rear room on the ground floor, looking east.



Figure 15: Rear of the ground floor, looking west.



Figure 16: Staircase between the ground floor and lower ground floor.



Figure 17: Lower ground floor.



Figure 18: Staircase between the ground floor and first floor.

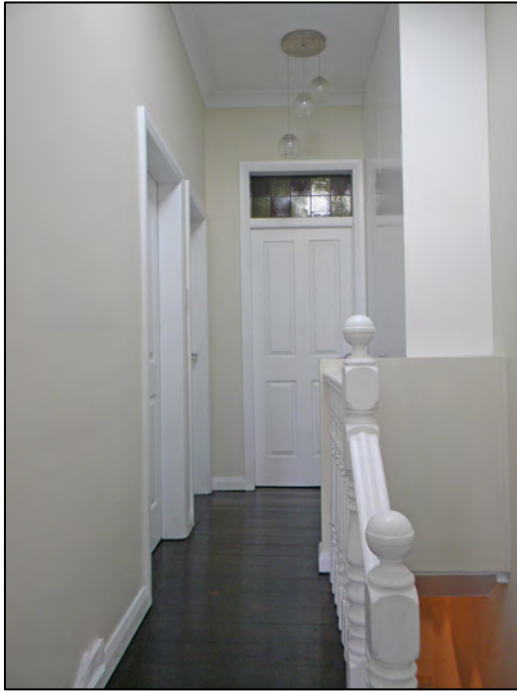


Figure 19: First floor, at the top of the staircase, looking west.

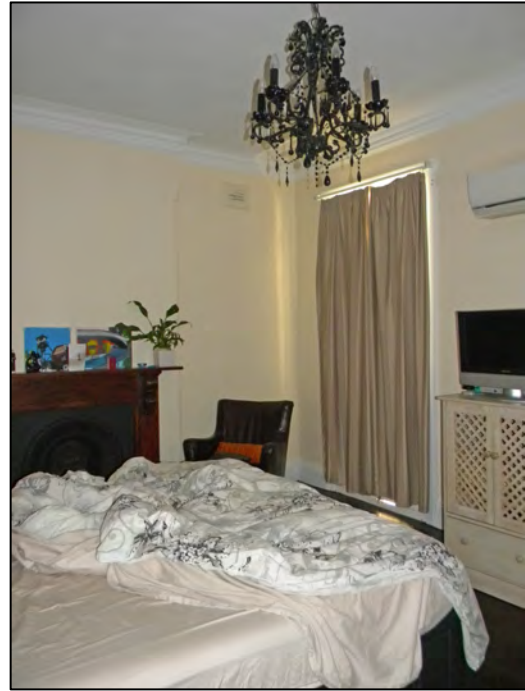


Figure 20: Front room at first floor level.



**Figure 21:
Rear room, principal building form, first
floor level.**

3.2.2 No. 169 Blues Point Road

Exterior

The principal building form is three storeys in height and constructed of face brick or painted brick. The roof is a skillion roof, clad in corrugated metal, concealed by a parapet. The chimneys appear to have been removed.

The front elevation is the western elevation, addressing Blues Point Road. The front elevation is two storeys in height and lies behind a narrow two storey verandah, which runs the width of the terrace. The party walls extend to support the first floor of the

verandah and the roof. The verandah roof is a skillion roof clad in slate. The ground floor of the verandah is tiled (modern tiles); the underside of the floor above is not lined, exposing the timber boards. There is a painted brick balustrade at ground floor level and a timber balustrade at first floor level. The underside of the roof at first floor level is lined.

The brickwork of the front elevation is painted. There is evidence of tuck-pointing beneath the paint. The ground floor elevation is characterised by an offset front door (not original) with toplight and a set of triple timber framed casement windows with clear glass toplights and narrow, fixed timber shutters. At first floor level, two sets of timber framed and glazed french doors open onto the verandah. There are narrow fixed timber shutters at this level. The elevation rises into a parapet with brick piers and corbelling.

The rear wing is constructed of painted brick with a skillion roof clad in corrugated metal. What was once a verandah across the rear elevation of this wing has been infilled with fibro sheeting with horizontal battening. Windows are timber framed and include louvered windows and casement windows.

Figures 22 to 25 illustrate the exterior of No. 167 Blues Point Road. Refer also to the front cover photograph.



Figure 22:
Front elevation, ground floor.

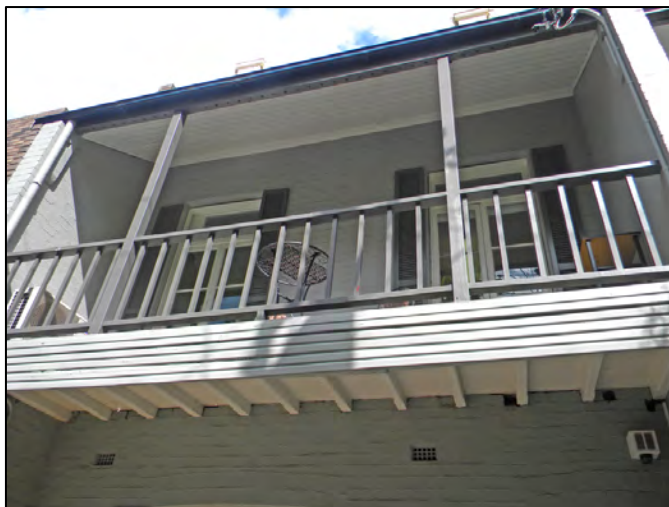


Figure 23:
Front elevation, first floor.



Figures 24 and 25: Views towards the rear of No. 169 Blues Point Road.

Interior

Accommodation at No. 167 Blues Point Road is over three levels

The front door opens into a narrow hallway, with two rooms on the northern side. These rooms have plaster ceilings and cornices, profiled timber joinery, including picture rails, and single panel doors with top lights. A door opening (with single panel door) connects the two rooms. There are in-filled face brick fireplaces. The kitchen at this level and to the rear has painted brick walls and the remnant of the original kitchen fireplace. The ceiling is square set.

A steep timber staircase leads down to the lower ground floor area. Floors at this level are of concrete; walls are of painted brick; ceilings are unlined or of plaster board with quad cornices.

A timber stair case with turned timber balustrades leads up to first floor level. The front two rooms have plaster ceilings and cornices, single panel doors and face brick fireplaces. The rear room has a square set ceiling. French doors open into the infilled rear verandah, which is fitted out as a bathroom.

Figures 26 to 36 illustrate the general character of the interior of this terrace.



Figure 26: Looking west into the front hall.



Figure 27: Looking east from the front hall towards the staircase.



Figure 28: Typical door, ground floor.

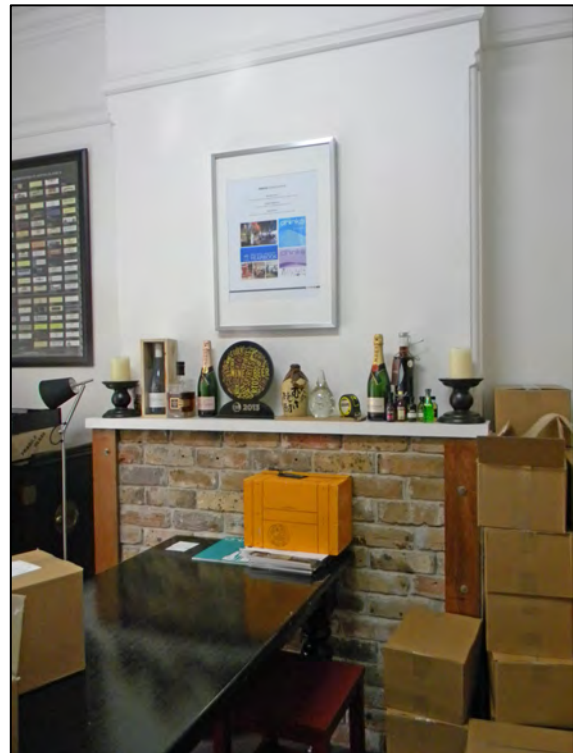


Figure 29: One of two fireplaces in this style on the ground floor.



Figures 30 and 31: Kitchen within the rear wing.



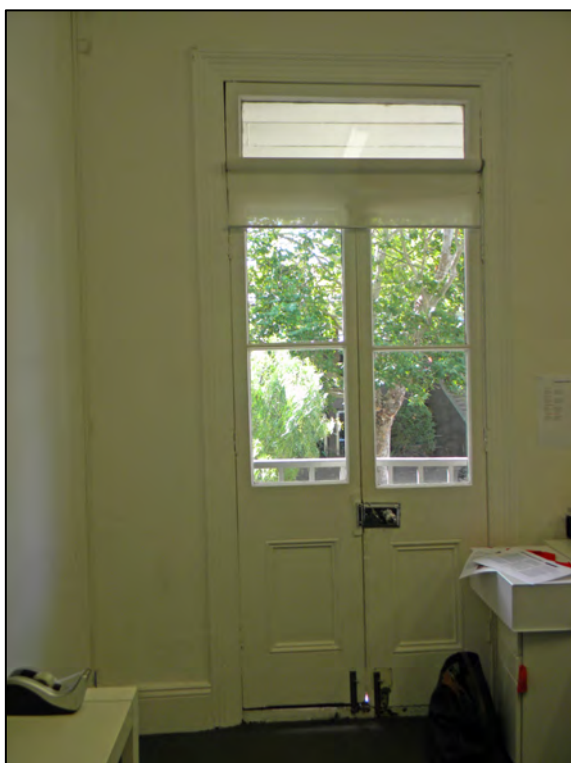
Figure 32: Staircase between the ground floor and lower ground floor.
Figure 33: Lower ground floor.



Figure 34: First floor hallway, looking east.



Figure 35: Fireplace in the front room, also showing skirting board profile, picture rail and cornice.



**Figure 36:
French doors in the front room.**

3.3 The Surrounding Area

The purpose of this section is to establish the character of the surrounding area. For the following, refer to the aerial photograph Figure 37.



Figure 37:
Aerial photograph
over the site and the
surrounding area.
SIXMaps.

Blues Point Road carries traffic in both directions from Blues Street to McMahons Point. Outside the subject site, Blues Point Road is two lanes wide, with additional provision for parking on both sides. There are concrete kerbs and gutters, wide paved footpaths to both sides and street trees of various species. The road slopes gently to the south. The road is mixed commercial/residential in character. The streets to the west of Blues Point Road, leading to the Harbour foreshore, are residential in character.

The eastern side Blues Point Road between Lavender Street and King George Street is characterised by lots of varying sizes and widths. Immediately adjoining No. 167 Blues Point Road to the south is a modest single storey c.1980s building, currently a café, set on front boundary, with the c.1960s North Sydney Community Centre to the rear. It is separated from the site by a narrow laneway. Continuing south, lies No. 163 Blues Point Road, a much-altered one and two storey c.1875 Victorian sandstone villa that is listed by North Sydney Council as a heritage item. The remainder of the block is occupied by low-rise residential flat buildings of the late interwar period and early Post World War II period. These blocks are typically constructed of face brick with low-hipped tiled roofs. They have a minimal set back from Blues Point Road and are constructed at or below street level.

Immediately adjoining the site to the north is No. 171 Blues Point Road. The building on this site is set hard against the northern wall of No. 169 Blues Point Road. It reads from the public domain as a c.1970s face brick two storey commercial building and has a deeper set back from Blues Point Road than Nos. 169 and 171 Blues Point Road. Continuing north, is Lavender Road, which descends to the east from Blues Point Road towards the Harbour. There is a two and three storey Interwar period shop/residence on the opposite, north eastern, corner of Blues Point Road and Lavender Street.

Opposite the site, on the western side of Blues Point Road, lies the Commodore Hotel, a substantial c.1970s-1980s building, an interwar period residential flat building and a multi-storey c.1970s commercial building.

Refer to the photograph on the cover of this statement for a photograph of No. 171 Blues Point Road. Figures 38 to 43 illustrate the immediate streetscape.



Figure 38:
View south along Blues
Point Road towards
the site.



Figure 39:
Café adjoining the site
to the south.



Figure 40:
Community Centre
behind the above café
and to the south of the
site.



Figure 41:
The Commodore Hotel
opposite the site.



Figures 42 and 43: Buildings to the south of the Commodore Hotel.

To the rear, the site adjoins the side boundary of No. 3 Lavender Street, a two storey early interwar period residential flat building. Refer to Figures 42 and 43.



Figure 42:
No. 3 Lavender Street from
Lavender Street.



Figure 43:
No. 3 Lavender Street to the rear,
with No. 169 Blues Point Road
visible on the left hand side.

4.0 ASSESSMENT OF SIGNIFANCE

4.1 Existing Heritage Listings

4.1.1 The Site

No. 167 Blues Point Road, McMahons Point:

- Is listed as an item of local heritage significance by Schedule 5 Part 1 of the *North Sydney LEP 2013*. The site is identified as having local significance.
- Is not located within a Conservation Area as defined by Schedule 5 Part 2 of the *North Sydney LEP 2013*.

No. 169 Blues Point Road, McMahons Point:

- Is listed as an item of local heritage significance by Schedule 5 Part 1 of the *North Sydney LEP 2013*. The site is identified as having local significance.
- Is not located within a Conservation Area as defined by Schedule 5 Part 2 of the *North Sydney LEP 2013*.

The State Heritage Inventory Database provides the following statement of significance for Nos. 167-169 Blues Point Road:

‘An example of a two storey terrace house in the Federation Filigree style.

See also under Blues Point Road Group NSHS0602.’⁴

The Blues Point Road Group comprises: Nos. 42-52, 60-68, 74, 82-86, 94-114, 118-148, 178-180, 206-208, 33-43, 57-65, 71-89, rear of 110, 115-135, 139, 163, 167-171 Blues Point Road, McMahons Point.

Council provide the following statement of significance for the Blues Point Road Group:

‘The significance of the building as reported in the North Sydney Heritage Inventory Blues Point Road Group (Study No. 0602) is that 167 Blues Point Road is within a large collection of the buildings in what would have been one of North Sydney’s most important streets. This is as the street was the key route to the site

⁴ *House*, No. 167 Blues Point Road, McMahons Point, State Heritage Inventory Database No.: 2180637; *House*, No. 169 Blues Point Road, McMahons Point, State Heritage Inventory Database No.: 2181484

of the first terminal to the Harbour crossing to the City of Sydney.

Blues Point Road was the first formally gazetted road in North Sydney, it was identified in 1839. The road existed between the settlement that existed in North Sydney and the landing at Blues Point Road. This was until the North Sydney Township which was created in 1838 led to an increased density of settlement to the North.

The Ferry Landing and depot was the main thoroughfare to the North Sydney Shore until the 1860s when it was superseded by Milsons Point. Blues Point was subdivided for commercial and residential development from 1864.

The item is assessed as historically representative regionally. This item is also aesthetically representative regionally and socially representative regionally.⁵

The *North Sydney LEP 2013* provides for a lot boundary curtilage for Nos. 167 and 169 Blues Point Road.

4.1.2 Items in the Vicinity

Figure 44 provides a detail of the North Sydney Heritage Plan and shows the location of heritage items and conservation areas with respect to the subject site. Heritage items are coloured brown and numbered. Conservation areas are hatched in red. The site is marked by the arrow and numbered 'I048' and 'I049.'

The following heritage items are located within the immediate vicinity of the site:

- *House*, No. 163 Blues Point Road. Local significance. Item No. I0417.
- *Commercial Building*, No. 182 Blues Point Road. Local significance. Item No. I0422.
- *Shop*, No. 208-210 Blues Point Road. Local significance. Item No. I0791.

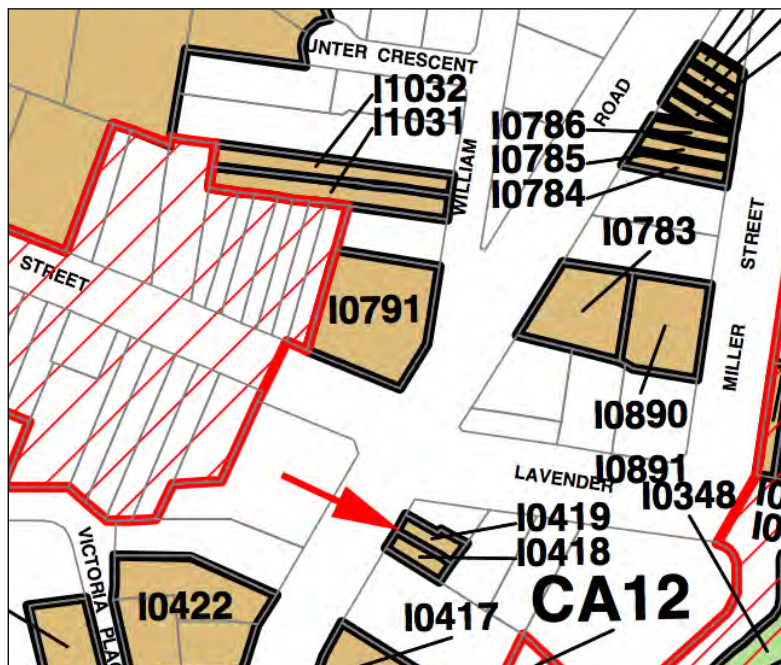


Figure 44:
Detail of the North
Sydney Heritage Plan.
North Sydney LEP
2013.

⁵ Heritage Support Summary. Report Compiled on 27 March, 2012. Copy provided by the client.

These items are not further discussed for the purposes of this statement, given that no building works are proposed as part of this application.

4.1.3 Condition and Integrity

A condition report was not part of the brief for this statement.

Nos. 167 and 169 Blues Point Road demonstrate mixed integrity. While the basic form of the terraces remains intact, the following is noted:

Exterior

- The terraces were once part of a row of three terraces, Nos. 167-171 Blues Point Road. The alterations to No. 171 Blues Point Road mean that they now read as a pair of terraces.
- The terraces were once face brickwork with tuck-pointing to the front elevation. The face brickwork has been painted, resulting in the loss of an important characteristic of the Federation Style.
- The ground floor verandah balustrades appear to be a later addition. The verandah floors have been tiled at this level.
- The front doors have been replaced.
- The toplights above doors and windows have been altered.
- Shutters appear to have been removed. 'Fake' shutters have been installed at No. 169 Blues Point Road.
- The chimneys appear to have been removed from No. 169 Blues Point Road.
- The rear verandahs have been enclosed.

Internally

With regard to No. 167 Blues Point Road:

- The floor plan has been altered.
- A new staircase has been added to the lower ground floor level.
- Doors have been replaced throughout. There are no original doors. Some fanlights have been replaced.
- All but three fireplaces have been removed. Those remaining have had some modification.
- Joinery has been removed and replaced. The skirting boards and architraves at the rear of ground floor level and first floor level are not typical of the Federation period.
- Some ceilings and cornices appear to have been replaced.
- Modern kitchens and bathrooms have been added.

With regard to No. 169 Blues Point Road:

- Openings have been cut between rooms.
- Doors have been replaced throughout.
- Fireplaces have been removed and/or modified. There are no original mantelpieces or coal grates etc.
- Some ceilings, cornices and joinery have been replaced.
- Modern kitchens and bathrooms have been added.

There is no significant planting, fencing or out buildings on either site.

4.1.4 Identifying View Corridors

The principal view corridors towards Nos. 167 and 169 Blues Point Road are obtained from directly outside on Blues Point Road. Refer to the photograph on the front cover. On approach from north east, there are oblique angled views across the front elevation

from a wide angle. Refer back to Figure 38. As approached from the south west, the site is concealed until close by, by a slight bend in the road. Closer to the site, there are angled views across the front elevation from a wide angle. These views are interrupted by street trees. Refer to Figure 45.

There are distant angled views across the front elevation and the front part of the side elevation of No. 167 Blues Point Road from Victoria Street near Blues Point Road. There are similarly angled views towards the front of the terraces from Union Street near Blues Point Road.



Figure 45:
View towards the site
on approach along
Blues Point Road
from the south west.

There are no significant view corridors towards either terrace from Lavender Street.

4.1.5 Comparative Analysis

Federation period terraces are not uncommon in this part of North Sydney. These terraces demonstrate a range of the Federation period styles. Other examples on Blues Point Road include:

- *Hopwood Terrace*, Nos. 123-129 Blues Point Road. Federation Free Style.
- No. 131-133 Blues Point Road. Federation Free Style.

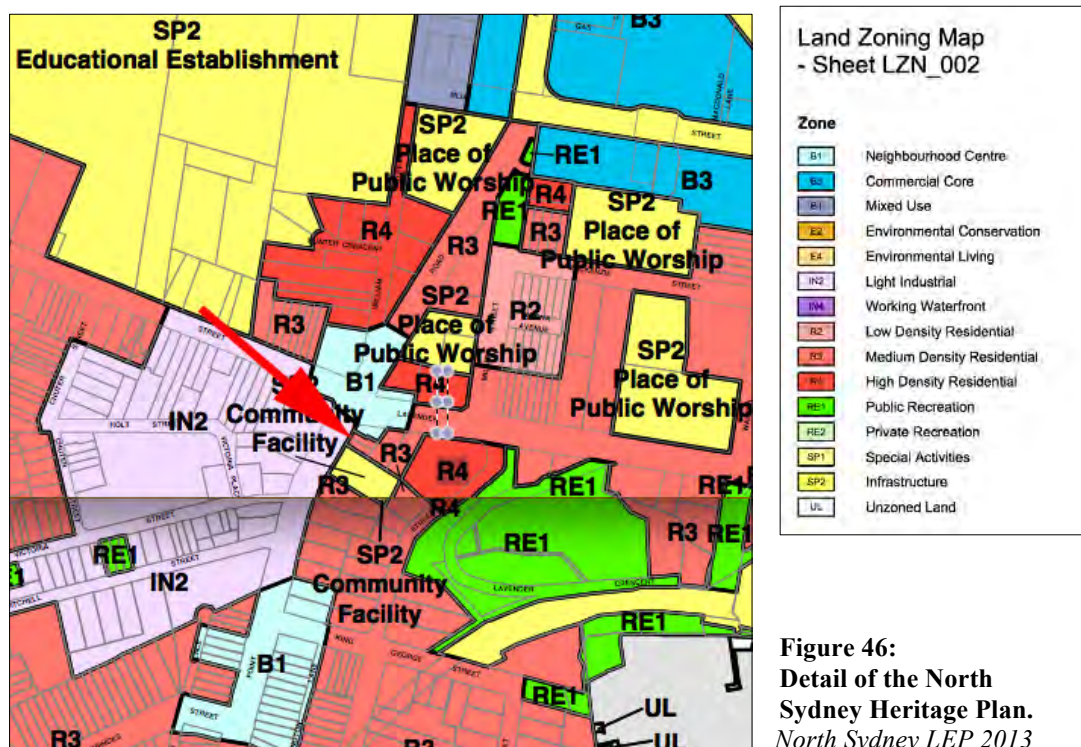
4.1.6 Statement of Significance

Nos. 167 and 169 Blues Point Road, McMahons Point have local historic and aesthetic significance as Federation period and style terraces on Blues Point Road, the first main road in the area. Constructed c.1911, they demonstrate moderate integrity. Integrity has been impact upon by the major alterations carried out to No. 171 Blues Point Road (once part of the same row), the painting of the once face brickwork, internal alterations and the fractured character of the streetscape.

5.0 HERITAGE IMPACT STATEMENT

5.1 The Proposal

Nos. 167 and 169 Blues Point Road are currently zoned R3, medium density residential. The proposal seeks rezoning to permit commercial uses. To provide context for the following, Figure 46 is a detail from the Zoning Plan, *North Sydney LEP 2013*. The arrow points to the site.



5.2 Methodology

The following is written with an understanding of the objectives and controls set out in Part B Section 9.0 Heritage of the *North Sydney DCP 2013*.

The following three questions posed by the NSW Heritage Office (now Division) publication *Statements of Heritage Impact* (2002) are considered:

- The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons.
- 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.
- The following sympathetic solutions have been considered and discounted for the following reasons.

Section 5.3.1 considers the impact of the proposed works on Nos. 167 and 169 Blues Point Road.

Section 5.3.2 considers the impact of the proposed works on the heritage items in the vicinity of the site identified in Section 4.1.2.

5.3 Effect of Work

The following assessment does not consider general planning issues, such as privacy and fire safety. These issues will be considered in future development applications, where relevant.

5.3.1 Impact on Nos. 167 and 169 Blues Point Road

The current proposal will have no impact on the site for the following reasons:

- No works are proposed to the site or the terraces as part of this application.

The current proposal has the potential to impact on the site in the following ways:

- Signage.

Council have signage controls that, if followed, will result in signage that will have a minimal and acceptable impact on the terraces.

- Cabling for services.

Cabling can be surface mounted or, if part of a planned and co-ordinated system, chased into walls. Plaster walls are easily repairable.

- Office fit-out.

Any extensive office fit-out, involving, for example, alterations to walls, will require a DA, which will be subject to a heritage impact assessment. The terraces have been altered internally. Further sympathetic alterations could be carried out if required to house a commercial use.

5.3.2 Impact on Nearby Heritage Items

The current proposal will have no impact on nearby heritage items for the following reasons:

- There will be no impact on the ability to understanding the historic and aesthetic significance of items in the vicinity of the site.
- No alterations or additions are proposed. There will thus be no change in the setting of nearby heritage items, view corridors to or from them or any visual relationships that currently exist between the site and nearby items.
- These nearby heritage items currently exist in a mixed residential-commercial zone.

6.0 CONCLUSIONS

This heritage impact statement has considered the history and significance of Nos. 167 and 169 Blues Point Road, McMahon's Point. Erected c.1911, they are moderately intact Federation period terraces that are listed as heritage items by North Sydney Council. The terraces are located in a streetscape that is mixed commercial-residential in character. This application to change the zoning of the terraces from residential to commercial does not involve any works and will thus have no impact on the terraces or nearby heritage items. Should future fit-out or signage works be undertaken to facilitate commercial use, they will be subject to a DA and thus a heritage impact assessment. The terraces have been altered internally. Further sympathetic alterations could be carried out to house a commercial use without compromising the significance of these items.