

10 September 2019

Mr Oliver He
TSA Management
Level 16, 207 Kent Street
Sydney NSW 2000

Dear Oliver,

**RE: Greenwich Hospital Redevelopment – Pallister House
Summary of Changes and Heritage Commentary**

This letter has been prepared to provide heritage commentary on proposed revisions to the submitted Concept Plan for the redevelopment of the Greenwich Hospital site. The revisions to the proposal reflect feedback received from the NSW Heritage Division following a visit to the site on the 1st of July 2019. The amendments have been prepared by Bickerton Masters Architects with advice from Taylor Brammer, heritage landscape specialist, and NBRSArchitecture, the nominated heritage consultant for the project, and involve a refinement of the development at the interface with the State heritage listed Pallister House.

The areas of concern expressed by the Heritage Division fall into the following categories, namely

- the relationship of the new buildings to the northern and western elevations of Pallister,
- views of Pallister,
- works within the curtilage of Pallister, and
- heritage landscape

In parallel to the preparation of the revisions to the submitted scheme, further detailed research has been carried out into the development of the access links to Pallister with the corner of Greenwich Road and St Vincent's Road. A summary of these findings have been included here below as they are pertinent to any discussion of development within the curtilage area. A full copy of the additional research is included as an appendix.

Summary of Changes and Heritage Commentary

The following summary of changes, in italics, has been prepared by Bickerton Masters Architects and are reflected in the amended documentation submitted 'for information'. Heritage commentary has been included after each category for clarity.

The designs for the proposed buildings and central landscape have been altered to improve their relationship to Pallister House and the Heritage Curtilage, including incorporating appropriate heritage landscaping.

This has been achieved by reducing the scale of the proposed buildings, reducing the amount of development within the Heritage Curtilage by the removal of the Senior's Living Villas along St Vincent's Road, improving sight lines to and from Pallister House and introducing building forms that relate more strongly to the scale and geometry of the House.

Scale and Massing

- The Southern Seniors Living building (West of Pallister) steps down to provide a smaller and simpler backdrop to Pallister when viewed through the central landscape.
- The Western end of the Wellness Centre has been reduced in scale, with part of it now being single storey and concealed beneath a landscaped terrace.
- The lower section of the hospital now includes 2-3 storey projecting forms that relate more strongly to the scale of Pallister House and help play down the floors above.

Geometry

- The proposed articulated building forms to the south side of the hospital have a much stronger relationship to the plan geometry of Pallister House and its Heritage Curtilage. This also creates landscape geometry that relates more strongly to the house and its original setting.

Heritage Comment:

Modifications to the proposal described above have responded to the feedback by strengthening the relationship of the proposed hospital podium to the scale of Pallister and in reducing the bulk of the adjacent built form. Further articulation of the façade of the main building above the podium acts to soften the contrast in building forms. This is further supported through the development of an appropriate set back between the development and Pallister.

The changes to the building form and height to the west of Pallister assist in reducing visual impacts on the background to the heritage building when it is viewed on approach from the direction of St Vincent's Road.

The proposed form and setbacks allow Pallister to continue to be appreciated in a relatively open setting; a setting which has already been altered over time through the nearby residential development as well as the existing hospital. These changes will be supported by enhancing the garden and pathways around the heritage item and allowing a landscaped frontage to sit within the wider site.

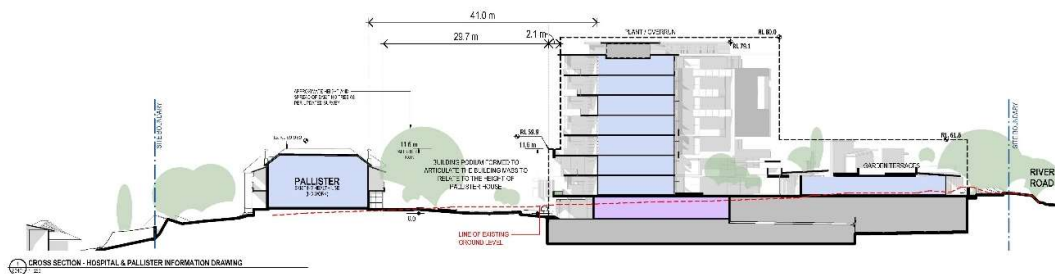


Figure 1 - Section showing the relationship between Pallister and the main building. (Source: Bickerton Masters Dwg 1213 IN.32 P5)

Improved Sight lines

- There is no longer any building development proposed in the part of the Heritage Curtilage to the south side of the existing St Vincent's Road.
- The proposed development on the north side of the driveway is now more compact and located further away from the driveway than in the original submission.

- *The reduced scale of the western end of the Wellness Centre improves the sight lines to Pallister from River Road. The low landscaped terrace creates a new view point and also opens up a connected landscape between Pallister and the Seniors Living Podium below.*
- *The geometry of the Hospital improves the visual connection between the Hospital, Wellness Centre and Pallister.*
- *Removal of the section of proposed basement carpark within the Curtilage allows for roads and parking areas to sit lower in the overall landscape and have less impact. These changes also allow for gentler grading, less ramping and more planting in the proposed landscape which will minimise the impact of development on pallister.*
- *A more clearly defined pedestrian footpath has been planned through the site to connect St Vincent's Road and River Road, providing public access through the Heritage Landscape.*
- *The proposed Landscape within the Curtilage is a more open "Gardenesque" style, with clearer views of Pallister when viewed from the East.*

Heritage Comment:

Pallister has always been set well back from River Road, and as such has not traditionally been a significant landmark building with public domain views. Views have been those available from inside the property. Publicly available views currently available are those from St Vincents Road with some minor secondary glimpses from River Road at the entry to the hospital. The main façade of the house faces east, away from the hospital buildings.

Modifications to the scheme have resulted in improved views of the building from the River Road entry to the site. These views are primarily of the roof and the rear and side elevations of the heritage building. The removal of proposed development adjacent St Vincents Road has allowed the retention of the existing views from St Vincents Road and has provided further opportunity to reinstate a garden setting that is appropriate to the historic era of the house. It should be noted that the location of the Respite Building is set well forward of the Pallister, allowing existing views of the heritage item to be retained.

The removal of all other development within the curtilage is a positive heritage outcome.

The development of the site has provided the opportunity for additional visitors and those working on the site the opportunity to view and experience Pallister House at closer range.

Reinterpreted Bridle path and Landscape

- *The amended concept design now responds to some of the key elements of the Bridle path and Heritage Landscape that are evident in old photographs and drawings such as Augustus Aley's 1938 Landscape plan.*
- *Like the original path, the reinterpreted Bridle path turns toward the north-east corner of Pallister House once it passed the corner of the site Curtilage. The character of the proposed setting is an open "Gardenesque" landscape with clearer views of Pallister from the East.*
- *The pedestrian connection between the proposed hospital and the north-east corner of Pallister House is located in the same place as a former pergola structure that is evident in historic photos.*

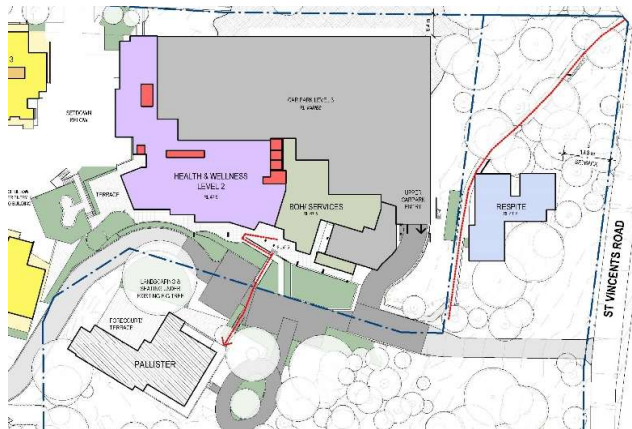


Figure 2 - Location of the existing path linking the corner of River Road and St Vincents Road shown in red. (Source: Bickerton Masters Dwg: 1213 IN.12 P6)

Heritage Comment:

Appendix A of this report contains additional research text and images investigating further the area of the curtilage containing the path. The outcome is that it is reasonable to surmise that the main access from the east to the residence off River Road was along the curved carriageway visible in early 1890s photographs. The 1938 landscape drawings also confirm this location as a more formal driveway; the present-day path is located in the general area of these earlier accessways.

The proposal retains a pathway generally along the line of the existing path providing pedestrian access to Pallister, much in the same way as access is currently provided. The location of the Respite building has been determined in relation to the path as well as the existing trees to be retained.

The Respite building has an acceptable heritage impact as it has been located to enable the retention of the pathway in an enhanced curtilage in response to the submissions. Taylor Brammer (heritage landscape specialists) have been commissioned to provide landscape advice and design services across the project. This advice will include specifying appropriate plantings, pathway materials and edging details to support the interpretation of the earlier character of the Pallister carriage loop, gardens and pathways.

It should be noted that the source of the term 'bridle path' has not been firmly established in relation to this property, also that this was not the only entry point to the site, however it is likely to have been the primary point of entry.

In conclusion, the proposed modifications to the submitted scheme have a positive heritage impact on the setting and appreciation of the significance of Pallister house.

Yours Faithfully,
NBRSARCHITECTURE.

Samantha Polkinghorne
Director

1.0 APPENDIX A – FURTHER RESEARCH

The following additional research has been carried out by NBRSArchitecture to try and determine the development pattern of the portion of the site linking Pallister to the corner of Greenwich Road and St Vincent's Road, the area purported to contain an earlier 'bridle path'.

HISTORICAL NOTES – EARLY PATHS AND CARRIAGEWAYS AT 'STANDISH'

A review of the following sources was undertaken:

- NBR & P, Conservation Management Plan – Pallister, 95 River Road, Greenwich, November 2004
- Land Registry Services:
 - Relevant land title documents
 - Historical Parish Maps
 - SIX Maps, 1943 aerial images
- Lane Cove Library, Local History Collection:
 - 'Stuart St Vincent Welch Photograph Collection'
 - Susan Macdonald, 'Standish', unpublished BArch Thesis, University of Sydney, 1985
 - Vertical files 'Pallister (House: Greenwich, NSW)', 'Standish (House: Greenwich, NSW)', 'River Road (Greenwich, NSW)' and 'Greenwich Hospital (Greenwich, NSW)'
- State Library of NSW, 'Greenwich Subdivision Plans'

Based on the sources mentioned above, the following is noted:

- Standish was located to the south of River Road which is said to have been a bush track when John St Vincent Welch built 'Standish' on his site.¹
- River Road appears to have been the main access road to 'Standish', as noted on the 1899 parish map (Figure 3).
- Macdonald's thesis notes the following: *When the original land was purchased most of it was bushland. The paddock between River Road may have been cleared by the previous owner, or when Standish was built between 1890 and 1892. By 1894 this area had been completely cleared and fenced and was being used as a paddock. The clay driveway with its entrance from River Road and circular carriage loop in front of the house was one of the earliest things to be done. The driveway continued past the northern side of the house and the kitchen wing past the men's quarters and continued to the stables and garage area below. The drive then continued out onto River Road. The entrance had a large timber gateway for carriages and a smaller gate for pedestrians. There were timber fences to River Road and probably along the eastern boundary as well. Below the driveway on the eastern side was a drop and there were caves and grottoes. Much of the bushland to the east of the driveway was left.*²
- While writing her 1985 thesis, Susan Macdonald appears to have spoken with members of the St Vincent Welch family who once occupied the house. She also interviewed occupants of 'Pallister'. It can be assumed that most of the information contained in the 1985 thesis was based on personal correspondence with these early occupants of the site. No reference to any bridle path was made in the 1985 thesis.

¹ Horsley, M., 'Pallister', Lane Cove Historical Society Tour of Lane Cove, n.d., p. 5

² Susan Macdonald, 'Standish', unpublished BArch Thesis, University of Sydney, 1985, p. 34 (Macdonald 1985)

- A photograph, said by Macdonald to date from about 1896,³ shows the carriageway to the northeast of the house (Figure 4). This appears to have included the carriage loop in front of the eastern elevation of the house and the continuation along the northern elevation of the residence, as described by Macdonald in her 1985 thesis.⁴
- John St Vincent Welch *"always travelled by a two horse, two wheeled buggy along River Road (then a bush track) to Blue's Point to catch the steam launch to the city."*⁵ The horse carriage of the St Vincent Welch family is included in Figure 5. By 1917, the family had a car.
- The early paddock is shown in a photograph said by Macdonald to be dated 1894 (Figure 6) and in another photograph dated c1900 (Figure 8). It was fenced in and took up the area between River Road and the residence. The carriageway likely ran along the eastern side of the paddock.
- A photograph dated 1899 (Figure 7) shows the house within its grounds but does not appear to show the carriageway, which is likely due to the location where the photograph was taken.
- By 1900, an observatory had been built in the grounds. It is visible in an early photograph (Figure 9) and was said to have been sited "just near the driveway" in the direction of the tennis court (Figure 10, cf. Figure 17).
- A swimming pool (Figure 11) and grass tennis courts were built below the main house likely during the first decade of the 20th Century.⁶ Steps leading down to these areas in the lower garden, between two large rocks, were known as Tarpeian Way (cf. Figure 12).⁷
- By around 1910, the trees and shrubs planted along the carriageway and in front of the house had grown into an established garden (Figure 13 and Figure 14).⁸ Elms lined the carriageway. The area to the north of the house, previously used as a paddock, had also been transformed into a garden with a large bird cage, a pergola walkway (Figure 14), numerous paths, expanses of lawn, small clearings, large shrubs and trees with small clearings, and two clay tennis courts immediately south of River Road. The entrance gates were located adjacent to the tennis courts (Figure 15 - Figure 16). This is the situation largely as noted in the c1917 'reconstruction' by Macdonald (Figure 17).⁹
- This 'reconstruction', included in Figure 8 of Susan Macdonald's thesis (1985, see Figure 17) appears to be a conjectural plan that Macdonald prepared, likely based on the 1938 plan by Augustus Aley (Figure 20), and adding the information provided by the members of the St Vincent Welch family and other sources.

³ Macdonald 1985, Plate XX

⁴ Macdonald 1985, p. 34

⁵ Macdonald 1985, p. 37

⁶ Macdonald 1985, p35

⁷ Macdonald 1985, p36

⁸ Macdonald 1985, pp35-36

⁹ Macdonald 1985, Figure 8

- The c1917 'reconstruction' appears to contain some factual errors, including the following:
 - The entrance gates shown in Figure 16, clearly located next to the tennis courts, are not noted on the plan and the path which must have led from these gates to the south is not shown.
 - A photograph dated c1910s shows what seems to have been an additional clay path leading down to the lower gardens (or Gore Street?) from the carriage loop in front of the house (Figure 18), potentially past the Tarpeian Way. Figure 19 shows that a path to the lower gardens indeed existed, however, its exact layout and location is unknown.
 - Augustus Aley's 1938 plan notes an 'existing road formation' to the northwest of the residence. This is not shown in the c1917 'reconstruction'. Macdonald 1985 does not provide any information on this. This road may have been part of the early layout or may have been added between 1917 and 1938.
- Augustus Aley's 1938 plans for the SCEGGS school grounds refers to a 'new driveway' (Figure 20). Based on the photographic and written evidence this 'new' drive largely followed the line of the existing carriageway but likely included resurfacing of the clay path with a more durable surface. Aley's plan did not show the additional clay path down from the carriage loop which is clearly visible in a c1910s photograph (see Figure 18).
- An aerial photograph dated 1943 shows the grounds and its various elements, including paths and driveways. The path in the c1910s photograph is not visible and the western portion of the driveway also appears to have followed a different course than shown in the c1917 'reconstruction' and the 1938 plan by Aley. There appear to be several 'goat tracks' on the site, which may indicate the presence of earlier paths. The aerial suggests that Aley's 1938 plan was only carried out to a limited degree, with many of the playing fields proposed in 1938 not evident.

Conclusion:

Based on the review of the sources, the specific layout and configuration of paths and drives on the 'Standish' property cannot be clearly established, apart from the area in the immediate vicinity of the residence which is visible in early photographs. These show the carriage loop and a curved section of a carriageway leading towards the northeast as existing in the 1890s. The layout of drives and paths in other areas of the property, as proposed by Macdonald in her 1985 thesis, is largely speculative and appears to be either based on verbally conveyed information and/or later sources, including the 1938 plan by Augustus Aley.

The 1943 aerial photograph is the earliest source that clearly shows paths and carriageways, however, the photograph shows the situation around 50 years after construction of 'Standish', i.e. after some considerable time had passed since the initial establishment of the grounds by the St. Vincent Welch family in the early 1890s.

No evidence for a 'bridle path' could be found in any of the sources reviewed. However, it is highly likely that the main access from the residence to River Road was along the curved carriageway that is visible in the 1890s photographs, leading from the residence towards the northeast. John St. Vincent Welch would have used the carriageway on his horse drawn buggy, to get from 'Standish' to the ferry wharf at

Blues Point via River Road. The carriageway was noted in the 1938 plan as a 'new driveway' and is visible in the 1943 aerial photograph. This main access appears to have been established as a clay carriageway when the house was constructed and was likely resurfaced and potentially widened during the late 1930s – this is one possible reason why it was noted as a 'new' driveway on the 1938 plan by Augustus Aley.

While it can be established that the carriageway curved towards the northeast from the carriage loop, it is not entirely clear what route it followed a little further away from the house and where exactly it connected with River Road. An undated photograph shows an entrance gate immediately adjacent to the east of the clay tennis courts on River Road. This places the entrance gate much further to the west than shown in the c1917 'reconstruction' by Macdonald (1985), the 1938 plan by Augustus Aley or the 1943 aerial photograph. It is possible that the entrance gate was for pedestrian access only (Macdonald notes that there were separate entrances for pedestrians and carriages) and that the gate was unrelated to the carriageway, however, this at least raises the possibility that there may have been additional, undocumented paths at the site and/or that the northeastern section of the carriageway did not originally follow the route shown on the 1938 plan and the 1943 aerial and connected with River Road further to the west.

Figures

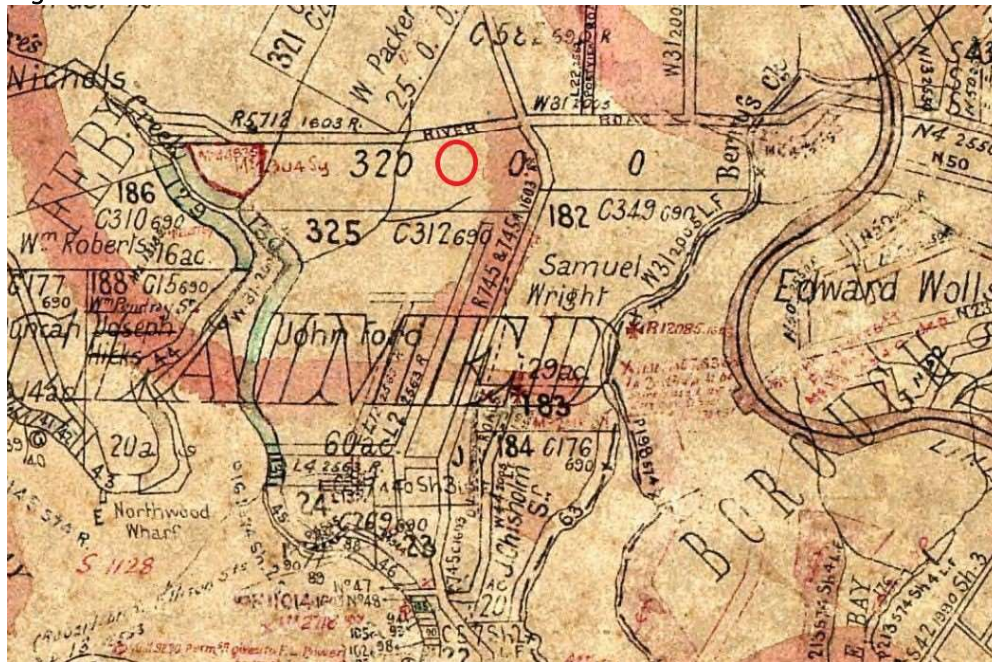


Figure 3: 1899 Historical Parish Map showing River Road at the top. The approximate location of 'Standish' is circled red. (Source: NSW Land Registry Services LRS, Historic Land Records Viewer HLRV, Parish Maps)



Figure 4: Standish and its carriageway during the Welch family occupation. This photograph is said to be dated 1896. The smaller gabled structure is Emily St Vincent's bird cage. (Source: Lane Cove Library, Local History Collection, 'Stuart St Vincent Welch Photograph Collection')



Figure 5: Phaeton used for family transport by the St Vincent Welch family before the advent of cars. The photograph may have been taken on the carriageway of 'Standish'. (Source: Lane Cove Library, Local History Collection, 'Stuart St Vincent Welch Photograph Collection')



Figure 6: Photograph showing the northeast corner of the upper level verandah in 1894 (Macdonald Plat XXII). The garden to the north of the house was not established at this stage. The carriage loop appears to have been located on the right. (Source: Lane Cove Library, Local History Collection, 'Stuart St Vincent Welch Photograph Collection')



Figure 7: 1899 photograph of 'Standish'. No major access roads are shown in this image, however, this is likely due to the location from where the photograph was taken, further to the east from the carriageway which would have been located on the

far right hand side of the photograph. (Source: State Library of NSW, 'Greenwich Subdivision Plans', Call No. Z/SP/G12/19 – Heidelberg Heights)



Figure 8: "...clearing stone from the grounds next to River Road (about 1900?). The garden to the north of the house is not yet established. This area is fenced off and used as a paddock. This is approximately the spot where the tennis courts were built." The carriageway would have run behind the timber fence visible in the background. (Source: Macdonald 1985, Plate XXXII, caption copied verbatim)



Figure 9: 'Standish' as seen from the river, with the white cupola of the observatory visible on the right. (Source: Lane Cove Library, Local History Collection, 'Stuart St Vincent Welch Photograph Collection')



Figure 10: Undated photograph of the observatory at 'Standish'. (Source: Lane Cove Library, Local History Collection, 'Vertical File – Pallister')



Figure 11: The swimming pool in the lower garden of 'Standish'. (Source: Lane Cove Library, Local History Collection, 'Stuart St Vincent Welch Photograph Collection')



Figure 12: (John) Basil St. Vincent Welch on steps in the grounds of 'Standish'. These steps may have been the ones known as 'Tarpeian Way'. (Source: Lane Cove Library, Local History Collection, 'Stuart St Vincent Welch Photograph Collection')



Figure 13: 'Standish in the early 1900s. Mrs Emily St. Vincent Welch stands on the driveway.' (Source: Lane Cove Library, Local History Collection, 'Stuart St Vincent Welch Photograph Collection')



Figure 14: The pergola to the north of the residence, with a pathway leading from the house to the north. John St. Vincent Welch is seated with three of his sons. (Source: Lane Cove Library, Local History Collection, 'Stuart St Vincent Welch Photograph Collection')



Figure 15: Clay paths at 'Standish', unknown location but possibly located near the entrance gates. The path on the right may have been for pedestrian access and that to the left for carriages. (Source: Lane Cove Library, Local History Collection, 'Stuart St Vincent Welch Photograph Collection')



Figure 16: The pedestrian entrance gate to 'Standish' immediately adjacent to the clay tennis court. This photograph is undated. (Source: 2004 CMP, Figure 21)

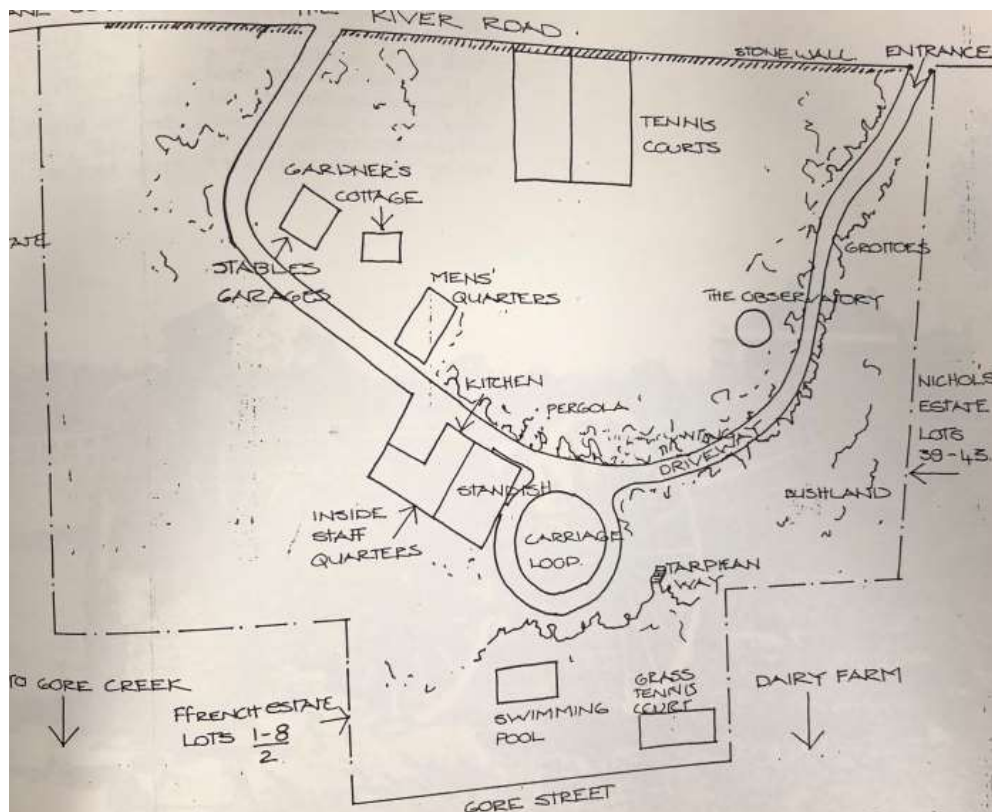


Figure 17: 'Reconstruction of the grounds, c1917' by Susan Macdonald. Note that it does not show a gate or path immediately adjacent to the clay tennis courts. It also omits a path leading towards the southeast from the carriage loop. (Source: Macdonald 1985, Figure 8)



Figure 18: c1910s photograph of 'Standish' showing an additional clay path on an incline (on the left), potentially leading down to the lower grounds or Gore Street. (Source: 2004 CMP, Figure 23)



Figure 19: Lower grounds at 'Standish', showing a pathway from the upper level. (Source: Lane Cove Library, Local History Collection, 'Stuart St Vincent Welch Photograph Collection')

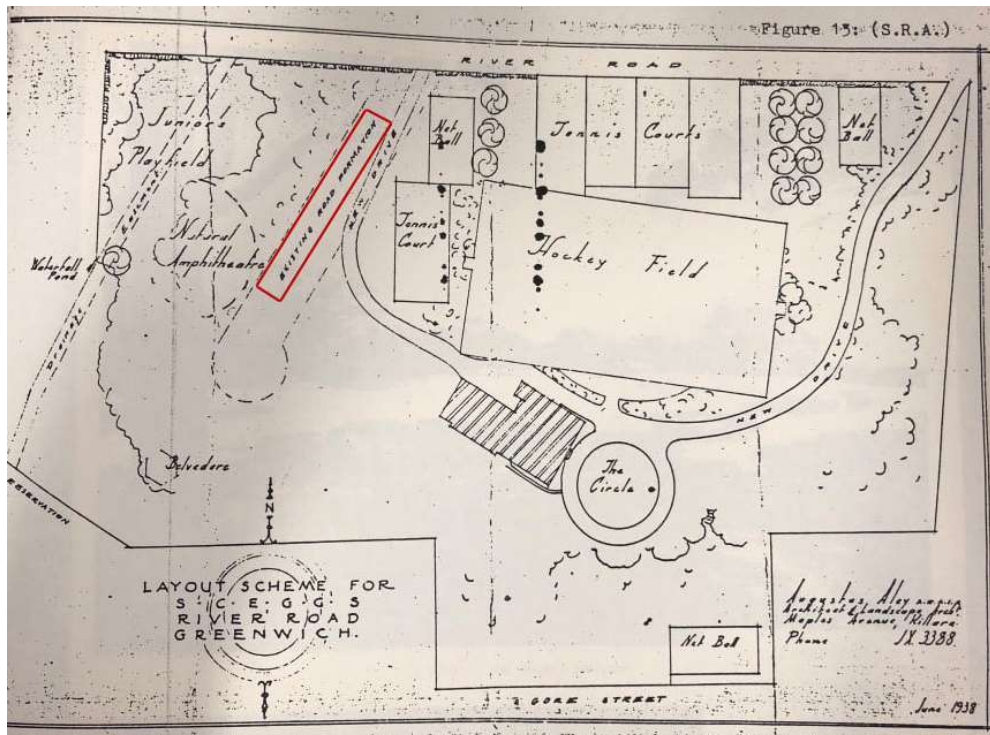


Figure 20: 1938 plan by Augustus Aley for the proposed layout for the new SCEGGS premises. Note his annotation for 'existing road formation', as outlined in red. This suggests an earlier road. (Source: Macdonald 1985, Figure 13)



Figure 21: 1943 aerial photograph showing the grounds of the former 'Standish' property, with the main driveway and carriage loop clearly visible. (Source: NSW LRS, SIX Maps)

