

A background graphic consisting of a dark blue diagonal band across the upper half of the page. Behind this band and extending to the right is a grayscale image of a city skyline with several tall buildings. Overlaid on the entire background is a pattern of white, 3D wireframe cubes of various sizes, some of which are partially obscured by the dark blue band.

# **Heritage Impact Statement**

Shop 15, Manly Wharf


**Manly Wharf, East Esplanade, Manly**

Submitted to Northern Beaches Council

On Behalf of Paul Kelly Design & Sydney Fresh Seafood

SEPTEMBER 2019

## REPORT REVISION HISTORY

Revision	Date Issued	Revision Description		
01 DRAFT	04/09/19	Revision tracking notes		
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02 FINAL	05/09/2019	Revision tracking notes		
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## **1. BACKGROUND**

### **1.1. Introduction**

Sydney Fresh Seafood are looking to install a new fitout to Shop 15 along the Corso façade of Manly Wharf with a new concept seafood restaurant to replace the existing McDonald's branch.

City Plan Heritage (CPH) has been engaged by the Sydney Fresh Seafood and Paul Kelly Design, architects, to assess the potential impact the proposed works may have on the known heritage values of Manly Wharf.

CPH has consulted the Heritage Division regarding the potential to carry out the works as a Section 57 (2) of the *NSW Heritage Act, 1977*, and was advised the following on 15 July 2019:

*Given the extent of works indicated, which require partial demolition of the existing fitout, the works cannot be carried out under Section 57(2) of the NSW Heritage Act, 1977 as a Standard Exemption. Instead the proposal will need to be submitted to the Northern Beaches Council as an Integrated Development Application (IDA) and as a Section 60 application under the NSW Heritage Act, 1977.*

This Heritage Impact Statement (HIS) has been prepared as part of the required assessments to accompany an Integrated Development Application (IDA) under the Environmental Planning and Assessment Act, 1979, and a subsequent Section 60 Application under the *NSW Heritage Act, 1977*. It assesses the proposed works against the controls of the Manly Local Environmental Plan (LEP) 2013 and Manly Development Control Plan (DCP) 2013. In addition, the proposed works have also been assessed in relation to the Conservation Policies of the *Conservation Management Plan Manly Ferry Wharf (2011)* prepared by Architectural Projects Pty Ltd. All recommendations are made in accordance with statutory requirements and cultural heritage best practice.

### **1.2. The Site**

The subject site is located at Shop 15, Manly Wharf, East Esplanade, Manly (Figure 1). The Manly wharf is located on the water bounded to south by the Manly Cove, to the north by the Corso and the East and West esplanades. A section of beach bookends Manly Wharf to both the east and west (Figure 1).

For a more detailed description of the site and its context, see Section 2.0 Site Description and Context.



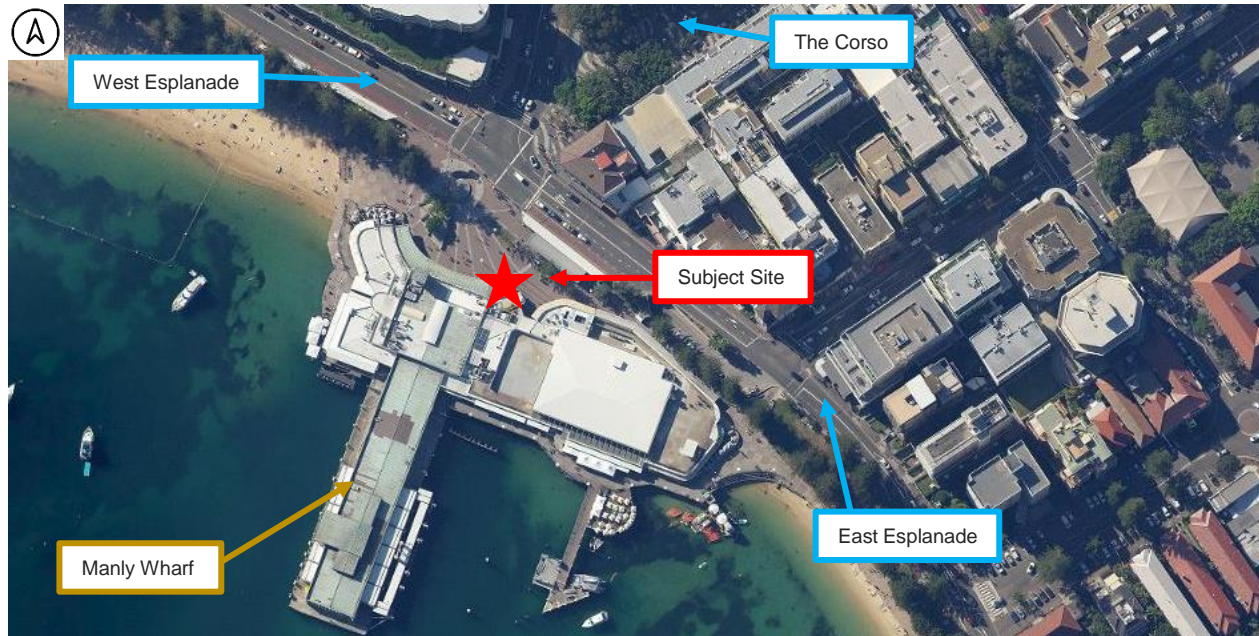


Figure 1: Aerial image showing the approximate location of the subject site (indicated with red star) in relation to its immediate context (Source: SIX Maps, accessed July 2019).

### 1.3. Legal Description

The subject site comprises Lot 1 of DP1170245 (Figure 2).



Figure 2: Cadastral map showing the curtilage of Lot 1 of DP1170245 (indicated with yellow dashed line) and the approximate location of the subject site (indicated with red star) (Source: ePlanning Spatial Viewer, accessed July 2019).

## 1.4. Heritage listing

The subject site is listed as a heritage item under the following statutory instruments:

- State Heritage Register (SHR# 01434) under the NSW Heritage Act, 1977 as 'Manly Wharf' comprising Lot 1 of DP 809933 (the subject site) and Lots 2839 and 2840 of DP 821305;
- Sydney Regional Environmental Plan – Sydney Harbour Catchment 2005 (listing # 18);
- Marine Ministerial Holding Corporation Section 170 Heritage and Conservation Register (listing # 4920067); and
- Manly Local Environmental Plan (LEP) 2013 – Schedule 5 as Manly Wharf (listing # I145).

The subject site is also located in proximity to the following heritage items:

Environmental Planning and Assessment Act, 1979
Manly Local Environmental Plan (LEP) 2013, Part 1 Heritage items
<ul style="list-style-type: none"> <li>▪ 'Pier (former Fun Pier)', Manly Wharf, East and West Esplanades (item no. I146)</li> <li>▪ 'Park/ Reserve', East Esplanade (item no. I143)</li> <li>▪ 'Governor Phillip Monument', West Esplanade Reserve (item no. I248)</li> <li>▪ 'Street trees', Wentworth Street (item no. I246)</li> <li>▪ 'Park', West Esplanade (item no. I251)</li> <li>▪ 'Terrace building', 46, 47 and 48 East Esplanade (item no. I151)</li> <li>▪ 'Commercial and residential building', 50 East Esplanade (item no. I152)</li> <li>▪ 'Commercial and residential building', 53 East Esplanade (item no. I153)</li> <li>▪ 'Two terrace houses', 41-42 East Esplanade (item no. I150)</li> <li>▪ '2 cast iron pedestals (former street lights)', The Corso (central reservation, between The Esplanade and Darley Road) (item no. I102)</li> <li>▪ 'All stone kerbs', Manly municipal area (item no. I2)</li> </ul>
Manly Local Environmental Plan (LEP) 2013, Part 2 Heritage conservation areas
<ul style="list-style-type: none"> <li>▪ 'Town Centre Conservation Area' (C2)</li> </ul>

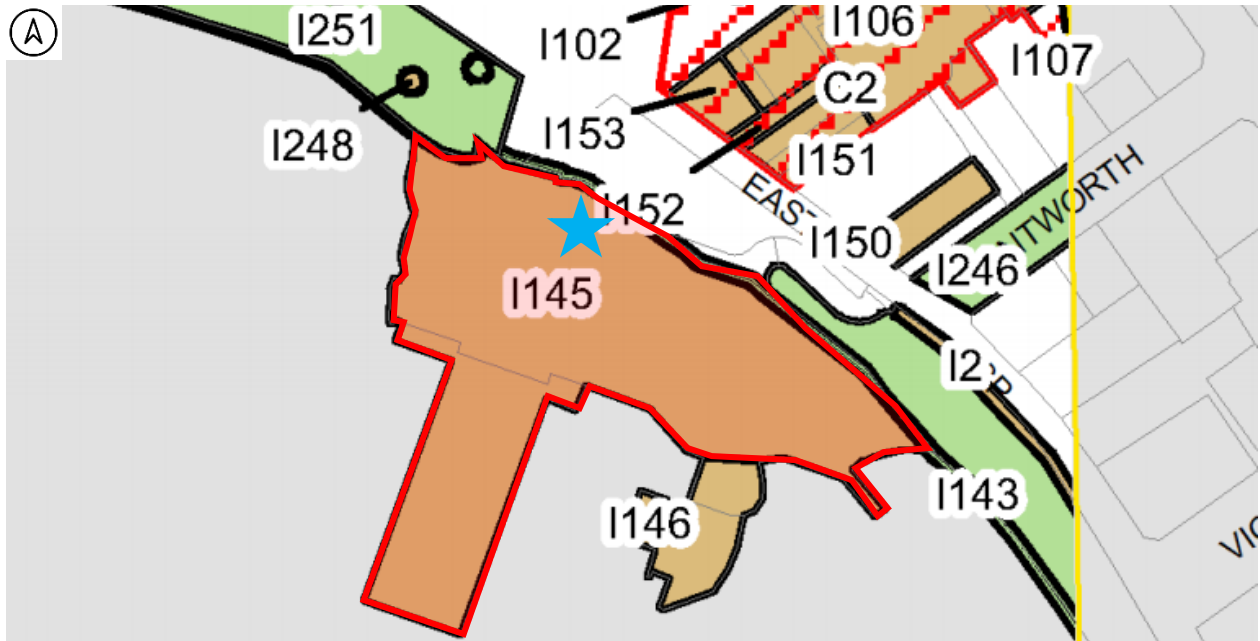


Figure 3: Cadastral map showing the approximate location of Shop 15 (subject site; indicated with blue star) in relation to Manly Wharf (indicated in red) and surrounding heritage context (Source: Manly LEP 2013, Heritage Map 004).





### State Heritage Register

Gazettal Date: 18 April 2000

0 10 20 40 60 80  
 Metres

Scale: 1:2,000

Produced by: Naomi Nelson

### Legend

-  SHR Curtilage
-  Land Parcels
-  LGAs
-  Suburbs

Figure 4: Location of the subject site (indicated with blue star) in relation to heritage curtilage (Source: State Heritage Register, Plan 2273, Gazettal Date 18 April 2000, accessed July 2019).

## 1.5. Proposal

It is our understanding that the proposal relates to the installation of a new fitout to Shop 15, Manly Wharf, Manly (subject site) to accommodate a new tenancy for the Sydney Fresh Seafood. The works include:

- Partial demolition of remnant internal features and installation of a new fitout;
- Timber cladding, tiling and new finishes to northern and southern facades; and
- Addition of new blade and LED signage.

This HIS has assessed the following information provided by Paul Kelly Design. To aid an understanding of the proposal, relevant plans and photomontages have been included at **Error! Reference source not found.** to **Error! Reference source not found.**

Paul Kelly Design			
Date	Title	Drawing No	Revision
28.08.19	Cover Page	DA 0 00	A
28.08.19	Site Plan	DA 00 1 00	A
28.08.19	Existing / Demolition Plan	DA 00 1 01	A
28.08.19	Proposed Plan	DA 00 1 02	A
28.08.19	Proposed Ground Floor Proposed Lighting Plan	DA 00 1 03	A
28.08.19	Roof Existing / Demolition Plan	DA 01 1 01	A
28.08.19	Roof Existing / Demolition Plan	DA 01 1 02	A
28.08.19	External Elevations Existing	DA 00 2 01	A
28.08.19	External Elevations Proposed	DA 00 2 02	A
28.08.19	External Elevations Existing	DA 00 2 03	A
28.08.19	External Elevations	DA 00 2 04	A

	Proposed		
28.08.19	Proposed External Signage	DA 00 2 05	A
September 2019	Fish & Lemonade - DA Concept Images	-	-

### Relevant Reports

The following previous studies and reports were reviewed during production of this report. Relevant information has been included where necessary:

- 'Manly Ferry Wharf Conservation Management Plan', Prepared for TMG Development by Architectural Projects Pty Ltd: Architects, August 2011.

## 1.6. Methodology

This HIS relates to the installation of a new fitout to Shop 15 at Manly Wharf to replace the existing fitout. It has been prepared in accordance with the NSW Heritage Division publications, *Statements of Heritage Impact, 2002* and *Assessing Heritage Significance, 2001*. It is also guided by the philosophy and processes included in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter).

The subject proposal has been assessed in relation to the relevant controls and provisions contained within the Manly LEP 2013, the Manly DCP 2013 and the SREP (Harbour Catchment) 2005, as well as the provisions of the NSW Heritage Act 1977. It forms one of a collection of specialist's reports.<sup>8</sup>

Research for this HIS has adopted a two-stepped approach. Step 1 comprised a desktop assessment and Step 2 was a site survey. This document provides the combined findings and recommendations resulting from this approach.

### Step 1

Research into the early development of the site was undertaken to get a better understanding of the place. In addition, the Aboriginal Heritage Information Management System (AHIMS) was searched to establish the location and background information on any Aboriginal objects or Aboriginal Places that are known to have special significance with respect to Aboriginal culture. Further, the Manly LEP 2013 and the SHR were examined to determine the known heritage values of the Manly Wharf.

### Step 2

A site survey of the subject site was carried out by Samara Allen and Brittany Allen on 4 July 2019 with the purpose of photographing and understanding the place. All results are presented in Section 2 - Site Context and Description.

## 1.7. Constraints and limitations

- Accurate measured drawings do not form part of this assessment
- This assessment does not include a heritage landscape assessment
- This assessment does not form part of the building consent process

- This assessment relates to the proposed works and documentation described in 1.5 - Proposal and 1.6 - Methodology. It does not relate to any additional or revised documentation by any party.
- This assessment does not include for an archaeological assessment or opinions regarding such matters; neither does it form part of a Section 140 Application for an Excavation Permit or Section 144 Application for an Excavation Variation Permit
- This assessment does not include an assessment of Aboriginal values. An assessment of the Aboriginal cultural significance of an area can only be made by Aboriginal communities.
- Only a visual assessment of the subject site was carried out. Intrusive methods were not employed.
- This assessment does not include for the provision of a title search for the subject site.

### **1.8. Author Identification**

The following report has been adapted from the brief Heritage Impact Statement Letter prepared by CPH in July 2019 and has been prepared by Samara Allen (Assistant Heritage Consultant). Kerime Danis (Director - Heritage) has provided input, reviewed and endorsed its contents.



## **2. SITE CONTEXT AND DESCRIPTION**

### **2.1. Site Context**

The subject site is located in Manly, a suburb of the Northern Beaches local government area (LGA) approximately 10km north-east of the Sydney CBD (Figure 1 and Figure 6). The Manly central business district (CBD) is located directly north surrounding the Corso (Figure 1). The subject site is situated within the larger Manly Wharf.

Manly Wharf is in proximity to Manly Cove and is bookended to the east and west by beaches (Figure 1). The Wharf extends out over the water of Manly Cove which meets the Pacific Ocean further south (Figure 1 and Figure 2).

The Corso and East and West Esplanades are located north of the subject site which is accessed via a public promenade in the shape and design of a seashell which meets the Fairlight Walk (Figure 2). The Fairlight Walk provides a pedestrian pathway to the north-west and south-east from Manly Wharf along the corresponding esplanade (Figure 2).

The East and West Esplanades together provide a major thoroughfare along the coast, continuing past the Wharf in each direction (Figure 5). The Esplanades are lined on the southern side by a series of Norfolk Island pines, which provide a divide between the beach and road sections of the Fairlight Walk (Figure 5 and Figure 8).

A series of light commercial and retail tenancies including restaurants, cafes, bars, hotels and shops line the northern side to the Esplanades. Directly north of the Manly Wharf the East and West Esplanades meet (Figure 5, Figure 9 and Figure 10). Belgrave Street travels north from the meeting point of the East and West Esplanades and meets the pedestrianised Corso which in turn continues north-east towards the opposite coast and Manly Beach (Figure 9 and Figure 10). The Corso provides a major thoroughfare for foot traffic between Manly Wharf and the larger Manly Beach of the northern coast and comprises the main Manly CBD (Figure 10).

The subject site and its surrounding area have a slight slope which descends to the north-west from the Manly Wharf building and plateaus at the West Esplanade (Figure 7 to Figure 11).

The subject site is situated within the larger Manly Wharf heritage item (SHR no. 01434, Manly LEP 2013, Schedule 5.10 item no. I145 and SREP (Harbour Catchment) 2005 item no. 18) (Figure 3 and Figure 4). Manly Wharf is in turn located in proximity to several other heritage items listed under the Manly LEP 2013 including the 'Commercial and residential building' (item no. I153) to the north of the East Esplanade (Figure 10 and Figure 11). A full list of proximal heritage items has been included a Section 1.4.

The following images provide an overview of the site's current context.

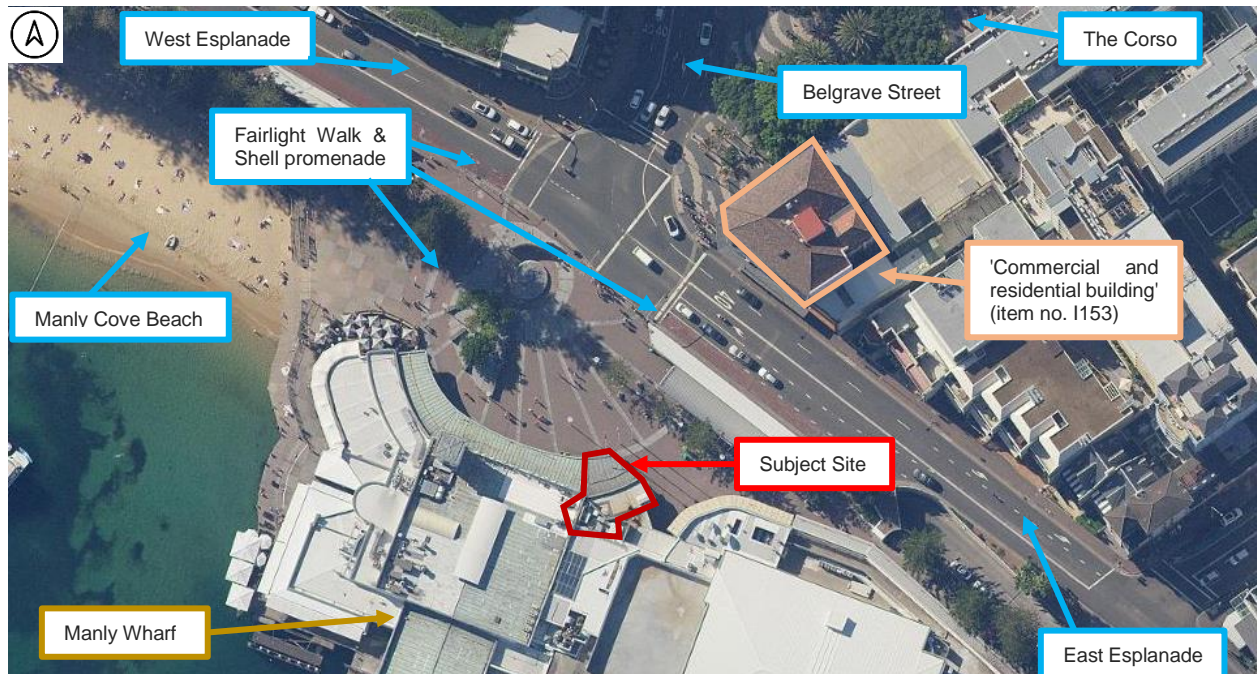


Figure 5: Cadastral map showing the approximate location of the subject site (indicated in red) within the Manly Wharf and its surrounding context (Source: SIX Maps, accessed July 2019).

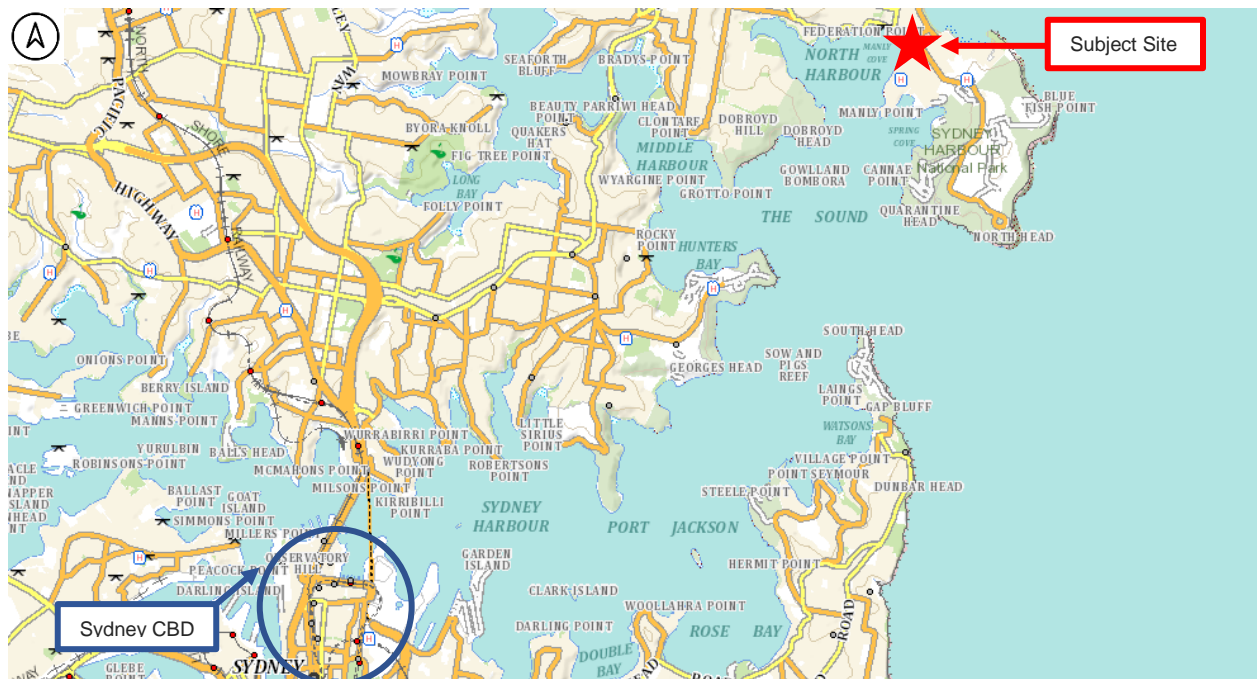


Figure 6: Cadastral map showing the approximate location of the subject site (indicated with red star) in relation to Sydney Harbour and the Sydney CBD (Source: SIX Maps, accessed July 2019).





Figure 7: Looking south from Belgrave Street towards the Manly Wharf, courtyard and Fairlight Walk. Note: the slight slope to the north-west towards the central axis of the seashell motif and West Esplanade (Source: Google Maps, accessed July 2019).



Figure 8: Looking north-west from the entry to Manly Wharf towards the Norfolk pines dividing the Manly Cove Beach, Fairlight Walk from the West Esplanade. Note: the centre to the seashell motif comprises a decorative stone spiral statue which doubles as public seating.



Figure 9: Looking north from the public promenade towards Belgrave Street and The Corso. Note: vehicle access branches away from The Corso into a side street, as the Corso itself is pedestrian only.



Figure 10: Looking toward the south-east corner of The Corso featuring the entry to the pedestrian mall and the 'Commercial and residential building' (item no. 1153).





Figure 11: Looking from the promenade east toward the East Esplanade and heritage items that line the northern portion of the major thoroughfare.

## 2.2. Site Description

The proposal relates to shop 15, the eastern-most tenancy located within the promenade-facing northern section to Manly Wharf (Figure 13).

The subject shop 15 is an irregular shape of approximately 115m<sup>2</sup>. It has a frontage to the East Esplanade and Belgrave Street, orientated north-south (Figure 13). The existing tenancy is located to north, and centrally within the context of the Manly Wharf (Figure 12). The subject shop's principal elevation faces north and has no notable slope (Figure 12).

### 2.2.1. Exterior

Manly Wharf is comprised of several sections as identified in the 2011 CMP by Architectural Projects Pty Ltd. These include the public promenade, the retail arcade (extension), the passenger wharf, the clerestory and The Corso (northern) façade (Figure 12). The subject site is within the northern, 'welcoming arms' of the Corso façade section of the Manly Wharf, described as follows:<sup>1</sup>

*On the northern side of the wharf is a retail arcade, through which passengers pass on the way to the existing bus interchange and The Corso. The main north elevation of the section remains highly intact. A major alteration has been the demolition of the curved eastern wing and awning, which is able to be reconstructed. The original opening to the wharf has been narrowed by the installation of additional shops. Nevertheless, the north elevation retains most of its original character. The façade is*

<sup>1</sup> 'Manly Ferry Wharf Conservation Management Plan', Prepared for TMG Development by Architectural Projects Pty Ltd: Architects, August 2011.

*characterised by two welcoming arms compromising an enclosed area accommodating services and a cantilevered awning of slightly different radius which has a deep fascia sheeted in timber boarding (Figure 12 and Figure 14).*

*The fascia, soffit and beam have been modified by the removal of some detail. The surface mounted lights have been removed and replaced by downlights and surface mounted heaters have been installed.*

*The distinctive features of the façade are the square clock tower, with a flat parapet at AHD 16.5, the flat parapets of the straight main roof, with the lettering "MANLY WHARF" and the curved awning. The horizontal emphasis is provided by the grooved weatherboarding and the timber framed strip window provide a distinct character (Figure 13). The north elevation, more than any other element of the wharf, identifies the original Moderne Maritime character of the building.*

*The structure combines two types of portal frame to accommodate the curve plan. The columns were originally painted in two colours. The ceiling is lined to the underside of the fascia in a flush finish which contrasts with the texture of the fascia (Figure 13).*

As mentioned above, shop 15 is the eastern-most tenancy located within the 'welcoming arms' of 'The Corso façade' (Figure 14 and Figure 15). To the west of the subject shop the 'welcoming arms' feature several retail tenancies which incorporate contemporary fitouts in varying styles, shapes and colours (Figure 14 and Figure 15). Each tenancy features outdoor seating (Figure 14).

The exterior to the subject site has been fitted in standard McDonald's corporation style (Figure 16). A dark, marble customer counter has been fitted directly fronting the public promenade with overhead fixed signage that identifies the restaurant (Figure 16). Additional laminated signage below the counter on the shop façade is an interpretive 'wave style' mosaic in blues and whites which provides a decorative maritime element to otherwise standard McDonald's front counter (Figure 17).

Directly to the front of the customer counter is a paved section of walkway, a series of three outdoor picnic tables are positioned linearly adjacent to outdoor seating associated with the neighbouring Guzman Y Gomez tenancy (Figure 15 and Figure 19). A structural beam associated with the overhead awning is positioned directly east (Figure 15). The paved walkway is in the same bricked style to the surrounding public promenade (Figure 14 to Figure 19).

The eastern-most section of the subject site comprises the internal seating area (Figure 19). The northern façade of this section abuts the customer counter and comprises an automatic glass sliding door providing main access to the internal seating area (Figure 18 to Figure 20). The eastern façade is finished in weatherboard style and features a curved awning above a later addition contemporary glass and aluminium-framed picture window divided into three panels (Figure 19). The southern (rear) façade to the subject site features two, three-panelled picture windows with aluminium framing and an adjacent manual entry double doorway in sympathetic style (Figure 20). Access is provided to the internal seating area via both entries (Figure 18 to Figure 20). It is also noted that due to the abutting retail arcade extension (c. 1990s), the rear to the subject site is visibly narrower in comparison to the main customer counter façade (Figure 12 and Figure 20).

### **2.2.2. Interior**

The interior to the subject site has been stripped to a 'cold shell' form, with interior finishes and fitout removed following the site inspection (Figure 21 to Figure 26).

Concrete flooring and structural posts are exposed, with suspended ceiling stripped back to reveal insulation material and piping. Some paint and tiling remain at present to the interior walls and have yet to be removed.

The following images provide an overview of the current condition of the subject site.

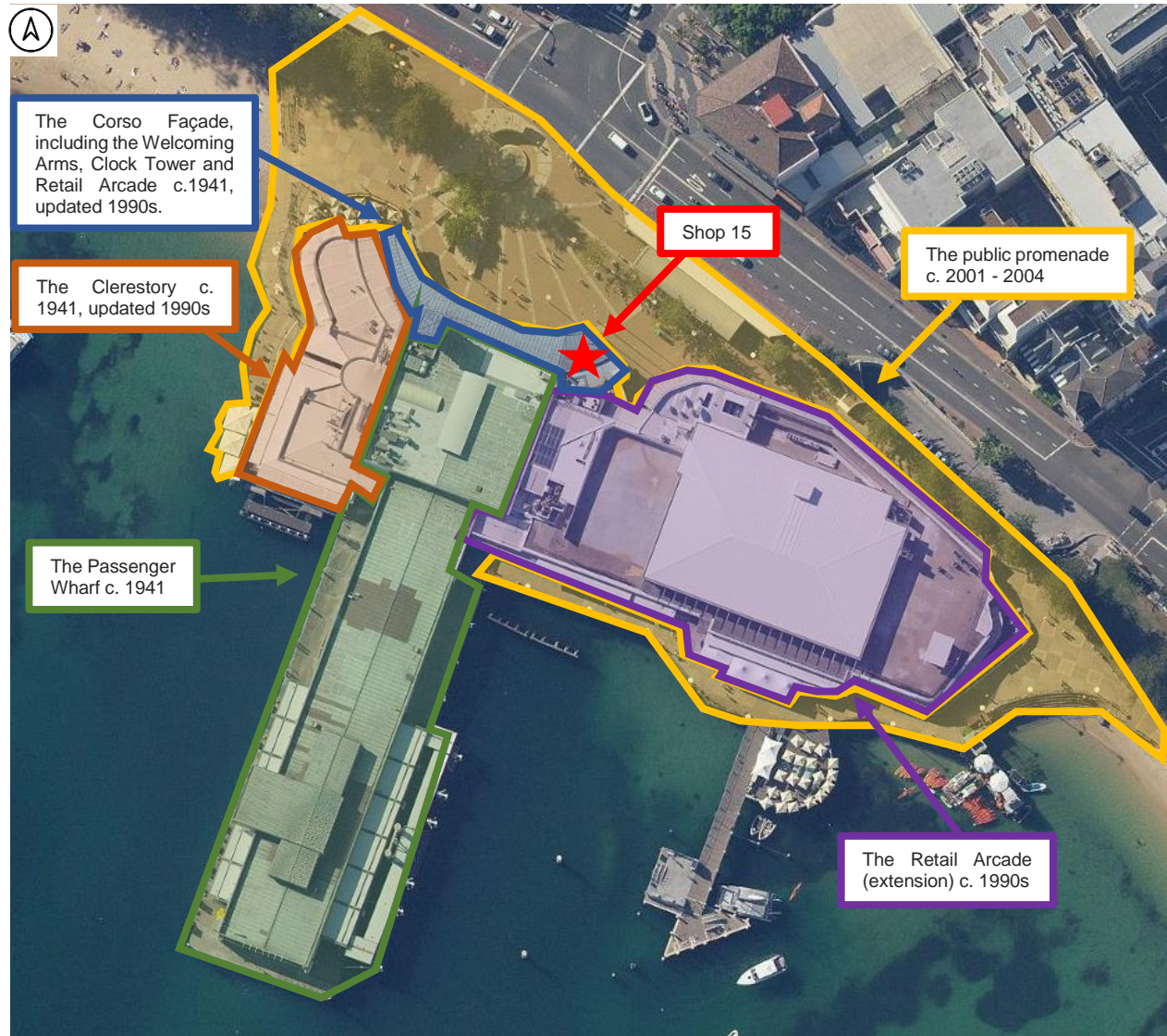


Figure 12: Aerial map showing the breakdown of the different sections to Manly Wharf as interpreted from the descriptions provided in the Manly Wharf CMP 2011 by Architectural Projects Pty Ltd. Subject site, shop 15, indicated with red star (Source: SIX Maps, accessed July 2019).





Figure 13: Aerial image showing a close up of the Corso Façade to the Manly Wharf, shop 15 indicated in red (Source: SIX Maps, accessed July 2019).



Figure 14: Exterior to the Corso Façade of the Manly Wharf. Note: the squared parapet with clock faces and mounted lettering.



Figure 15: Exterior to the subject site (indicated in red) and neighbouring shop fronts with similar fitouts.



Figure 16: Exterior to the subject site including public counter featuring standard McDonald's fitout and decoration. Note: The mosaic wave detail to the lower section of the counter.





Figure 17: Detail to the 'wave motif' mosaic, providing maritime themed décor to the otherwise standard McDonald's counter set up.



Figure 18: Looking south towards the northern entry into the internal seating area below the awning to the 'welcoming arms' of The Corso façade. Automatic sliding doors are currently open. The number 15 is marked above the entry with metal figures to denote the shop number in context to the retail arcade.



Figure 19: Exterior to the subject site showing the front façade and public counter and associated interior seating area.



Figure 20: Exterior view to the rear of the interior seating area. Note: weatherboard-style timber frame and cladding can be seen in contrast to more contemporary additions.





*Figure 21: Current condition of the interior to shop 15 showing exposed piping and concrete following demolition of previous fitout.*



*Figure 22: Interior to shop 15 in current condition.*



*Figure 23: Interior to shop 15 looking east.*



*Figure 24: Interior to shop 15 looking east*





Figure 25: Interior to shop 15 looking south.



Figure 26: Interior to shop 15 in current condition showing exposed ceiling insulation, structural beams and concrete.



### 3. HISTORICAL OVERVIEW

#### 3.1. Aboriginal History

The area encompassing modern-day Manly was traditionally home to the Gayemagal people also known as the Kai'yaymagal, and possibly of the same group as the Cameragal.<sup>2</sup> The Gayemagal people thrived due to the abundance of natural coastal resources including fish and shellfish.<sup>3</sup> The Gayemagal were also known for their strength, authority and *karajdi* (doctor) skills.<sup>4</sup>

First contact with European settlers came when Governor Arthur Philip travelled north to explore Port Jackson. Philip observed the Gayemagal people as having great "confidence and manly behaviour" and called the place 'Manly Cove'. Relations between the Gayemagal people and the European settlers soon soured as with in Sydney Cove which was further worsened by the 1789 Smallpox epidemic. By the 1830s few Aboriginal people remained in the Manly area.<sup>5</sup>

Today archaeological evidence of the Gayemagal people can still be seen in the rock shelters, shell middens, rock engraving, shelter cave art and remnant camp sites.<sup>6</sup>

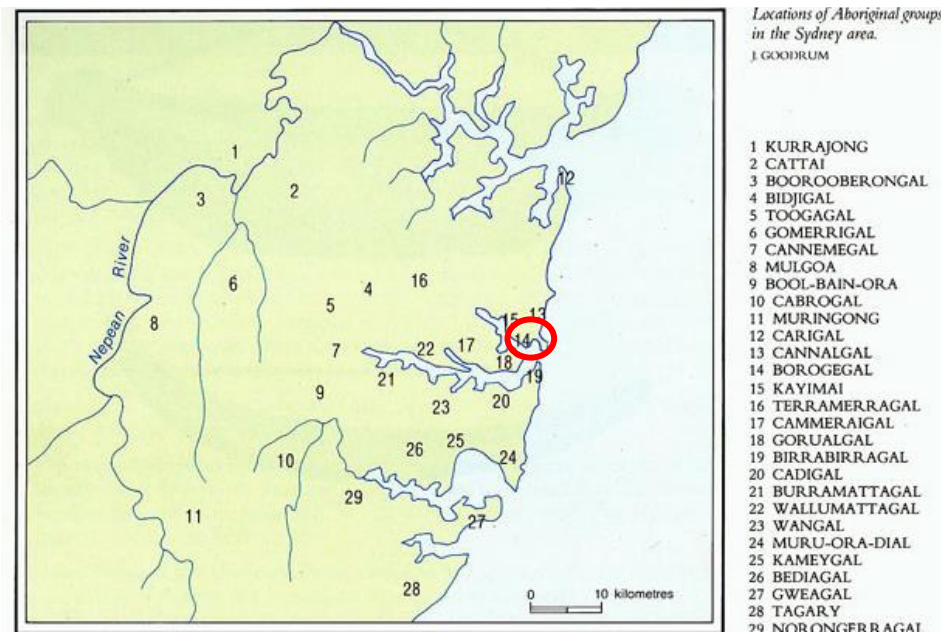


Figure 27: Distribution of linguistic groups in the Sydney Area in 1788 (approximate location of the Gayemagal people circled in red), based on map by J Goodrum, in Mulvaney, D J and White, Peter, 1987, *Australians to 1788*, Fairfax, Syme & Weldon, Sydney, p. 345. (Source: Sydney Barani Website, accessed December 2018 via <http://www.sydneybarani.com.au/sites/aboriginal-people-and-place/>)

<sup>2</sup> Karskens, G., 2015, 'Manly Cove, Kai'yamay', The Dictionary of Sydney, website accessed July 2019 via [https://dictionaryofsydney.org/entry/manly\\_cove\\_kaiymay](https://dictionaryofsydney.org/entry/manly_cove_kaiymay)

<sup>3</sup> 'Manly History', Manly & Northern Beaches, 2001 - 2019, Stralia Web, accessed July 2019 via <https://www.manlyaustralia.com.au/info/history/>

<sup>4</sup> Karskens, G., 2015, 'Manly Cove, Kai'yamay', The Dictionary of Sydney, website accessed July 2019 via [https://dictionaryofsydney.org/entry/manly\\_cove\\_kaiymay](https://dictionaryofsydney.org/entry/manly_cove_kaiymay)

<sup>5</sup> 'Manly History', Manly & Northern Beaches, 2001 - 2019, Stralia Web, accessed July 2019 via <https://www.manlyaustralia.com.au/info/history/>

<sup>6</sup> Karskens, G., 2015, 'Manly Cove, Kai'yamay', The Dictionary of Sydney, website accessed July 2019 via [https://dictionaryofsydney.org/entry/manly\\_cove\\_kaiymay](https://dictionaryofsydney.org/entry/manly_cove_kaiymay)

### 3.2. Brief Suburb History

Table 1 provides a modified summary history of the suburb of Manly and surrounds adapted from the 2011 CMP prepared by Architectural Projects Pty Limited.<sup>7</sup>

*Table 1: Summary history of Manly.*

Date	Event
1788	Governor Arthur Phillip landed at North Harbour near the present-day Boyle Street
1810	Lachlan Macquarie became the governor and granted two land grants in the Manly area, 100 acres to Richard Cheers (west of the Corso to North Head) and 30 acres to Gilbert Baker (the Corso east to Ashburner Street)
1818	Grants were sold to D'Arcy Wentworth, who is later granted an additional 380 acres
1841	Manly population reaches 70~, but remains dense forest only accessible by road via Parramatta (approx. 70 miles west)
1850s	Henry Gilbert Smith began a regular ferry service to and from Sydney Smith planted the Norfolk Island Pines along the beach at Manly Cove and envisaged a new Brighton in Australia
1852	Smith developed his 120-acre grant and constructed the Pier Hotel
1853	Smith purchased 20 acres originally granted to John Crane Porter
1854	First Manly Ferry Wharf constructed as a 50-foot pier Smith constructed 'Fairlight' house from sandstone
1856	H.G. Smith developed The Corso, inspired by a street in Rome Ferries to Sydney harbour ran two - three times per week
1860s	First English-style bathing boxes opened on the Ocean Beach
1863	Church Sydney Road constructed
1864	H.G. Smith built a church, school house and public bath house
1866	Colonial government erected a cargo wharf to the east of the passenger wharf

<sup>7</sup> 'Manly Ferry Wharf Conservation Management Plan', Prepared for TMG Development by Architectural Projects Pty Ltd: Architects, August 2011.

Date	Event
1870s	Manly Council Tree Planting Beautification Scheme began, resulting in the planting of additional Norfolk Pines along the ocean beachfront
1877	First subdivision of Wentworth's land, known as the Brighton Estate following acquisition by the Anglo-Australian Investment Company Municipality of Manly was incorporated Port Jackson Steam Boat Company began the first ferry service between Manly and Woolloomooloo, and constructed a small cabin on the Manly jetty
1879	60 acres granted to the Catholic Church in Manly area
1880s	New Brighton Hotel built Manly Public School completed Private horse coaches began to run from Manly to Pittwater
1881	New Port Jackson Steamship Company constructed a shelter shed at the Manly wharf
1885	Foundation stone laid for St Patricks College
1888	Two storey Camera Obscure tower built to front of Manly Wharf
1889	St Patricks College opened
1893 - 1896	Manly Co-operative Steam Ferry Company amalgamated with the Port Jackson Steam Ship Company
1900s	Further subdivision within the Manly Municipality Port Jackson and Manly Steamship Company leased the Government cargo wharf
1901	Fairy Bower estate sold
1902	Fairlight Estate subdivided
1903	Sydney Harbour Trust reconstructed the existing Manly wharf to include "new waiting rooms, offices, shops and other conveniences" Steam tram commenced services to Manly, replaced by a horse months later
1906	Motorbus service to Newport commenced
1918	Old English style half-timbered false parapet and clock tower constructed at the passenger wharf

Date	Event
1920s	Manly developed as a hotel resort area New Manly Hotel replaced the older Pier Hotel Bus services to Manly increased amidst debate to extend rail to Manly
1926	Modernisation of the Manly swimming baths
1928	Manly ferries 'Curl Curl' and 'Dee Why' established new speed standards St Matthews demolished in order to widen the Corso
1930s	New St Matthews Church opened Manly reached its peak as a popular tourist report, featuring five picture theatres
1931	The Cargo Wharf amusement pier opened Manly Peace Hospital opened
1932	Raised timber walkway opened between the western side of the passenger wharf and the West Esplanade Sydney Harbour Bridge opened, travel to Manly and the north of the harbour was made possible by motor vehicle
1933	Dressing pavilions at the western end opened
1936	Manly ferries carried a record of 100,000 passengers
1939	Eight bus routes established to Manly Fairlight house demolished and replaced by blocks of flats
1940s	Approximately 10.5 million recorded travelling to Manly by ferry annually
1941	New Passenger wharf building constructed
1970s	Violent storms damaged the old baths, including the famous 'shark-proof' beach Brambles company took over the Manly Ferry services, and come under fire when attempts were made to wind down the service The State Government restored a three-boat service running half-hourly to Manly from Circular Quay
1990	Manly wharf redeveloped to accommodate the Festival Markets



Figure 28: Manly, by unknown artist c. 1894 (Source: State Library of NSW, reference code 1184338, IE3326432).

### 3.3. History of the Subject Site

The following history has been extracted from the 2011 CMP prepared by Architectural Projects Pty Limited.<sup>8</sup> The full history from the 2011 CMP has been included at Appendix B.

*Baldwinson's designs for the renovation of both Circular Quay and Manly Ferry Wharf were produced for the Maritime Services Board in late 1940. They were reviewed in Art Australia which noted the following: "The design has a lightness and gaiety that is most suitable to a pleasure resort like Manly, and yet due respect has been paid to the maritime nature of the building. "The treatment of the timber facings is an interesting attempt to adapt texture to form. Horizontal masses are sheeted with horizontal boarding with pronounced "rusticated" joints, whilst the tower boarding is vertical with small, neat cover strips. "The paint finish generally is cream with brown, and buff on the mapping members to the main shapes and to the awning. The hoods to the windows are in pale green".*

*Manly Ferry Wharf is listed as a heritage item on the NSW State Heritage Register of the BSW Heritage Council; as an item on the Marine Ministerial holding Corporation's Section 170 Register*

<sup>8</sup> 'Manly Ferry Wharf Conservation Management Plan', Prepared for TMG Development by Architectural Projects Pty Ltd: Architects, August 2011.



*(NSW Heritage Council); and as a heritage item in the Manly LEP 1988. This triggers the requirement for a statement of heritage impact to be prepared in accordance with Clause 18 of the MLEP 1988.*

*The State Heritage Inventory Datasheet for Manly Ferry Wharf describes the wharf as follows:*

*A broad wharf supported on timber piers and with a concrete platform. The superstructure is constructed of steel and timber. The façade and side walls form an important architectural design, similar to the Circular Quay ferry terminals.*

*Manly Ferry Wharf was built in a modernistic transport idiom, with typical stylistic features of era including play of circular and rectangular geometric terms, bayed façade to the water (marine connotations), wide arch plan at entrance, clock tower with "fins", flat roofing marked by wide fascia board. The current entrance was originally designed as a tram terminus and turning area. Timber clad framed structure opening and large internal spaces, concrete deck to west enclosed by "ship" railing. Some original shop fittings, signage etc. Subjected to major alterations to the wharf wings involving a T-shaped clerestory.*

*Additions to Manly Ferry Wharf include the hydrofoil pontoon c. 1968, and the more recent elevated platforms for new ferries.*

*Due to its location, Manly remained isolated for many years, and was only accessible by road through Parramatta, a distance of 70 miles, or by punt from the Spit or North Sydney.*

*Henry Gilbert Smith bought land in the area in 1853. It was due to his influence that Manly Village was born and the population started to rise. He planted Norfolk Island pines along the harbour foreshore and in 1855 had a pier constructed a little east of the Manly Ferry Wharf. At that time, the Pier Hotel was built and the Corso, a stretch of land just 200 metres wide, was cleared linking the harbour with the ocean beach.*

*Smith encouraged the growth of a ferry service to Manly. Excursion services to Manly were first advertised on Saturday, 29 September 1855 as commencing the following Saturday, 6th October. Ferries ran two or three times a week during 1855 and 1856. The first Manly Ferry Wharf was constructed in 1856 on the same site as the present wharf.*

*In 1857 a daily service of two trips each way began and in 1868 Smith had the pier extended by fifty feet into deeper water. In 1859 Smith acquired the steamer "Phantom" specifically for the Manly to Sydney run.*

*Many of the features of Manly Village instigated by Henry Gilbert Smith remain today and are some of the best known features of the beachside suburb. These include the Manly Ferry Wharf, The Corso and the Norfolk pines that line the famous beach.*

A McDonald's restaurant was opened at the Manly Wharf in 1992 (DA 5538/1992) and was refurbished with a new fitout in the year 2000 (DA 426/2000). Historical research to date has not been able to establish what fitouts occupied the space of Shop 15 prior to 1992.

It is noted that the eastern-most section to the 'welcoming arms' of the 1941 iteration of the Manly Wharf has been removed between the refurbishment and construction of the retail arcade in the 1990s, and the construction of the public promenade c. 2004 (Figure 41). The subject site now comprises the eastern-most section to the 'welcoming arms'.

Table 2 provides a modified summary history of the subject site adapted from the 2011 CMP prepared by Architectural Projects Pty Limited.<sup>9</sup> The full history from the 2011 CMP has been included at Appendix B.

The following images provide an overview of the development of the subject site.



Figure 29: The Government cargo wharf, c. 1890 (Source: State Library NSW, reference code 41948, IE1637713).

<sup>9</sup> 'Manly Ferry Wharf Conservation Management Plan', Prepared for TMG Development by Architectural Projects Pty Ltd: Architects, August 2011.





Figure 30: Manly Ferry Wharf built 1856, c. 1905 (Source: State Library NSW, reference code 223730, IE2070567).



Figure 31: Northern façade to the Manly Ferry Wharf prior to demolition, c. 1936 (Source: National Library of NSW, reference code 188736, IE1870055).



*Figure 32: Construction of the new Manly Wharf, c. 1940. Approximate location of the subject site indicated in red (Source: State Library NSW, reference 188336, IE1862173).*



*Figure 33: Exterior image of Manly Wharf, c. 1941, approximate location of the subject site indicated in red (Source: Northern Beaches Council, image 004/004668, MML/2893).*





Figure 34: Manly Wharf c. 1941 during the construction of the new wharf, with the SS De Why docked beside. Note: approximate location of the subject site (indicated in red) and original extent to the east of the 'welcoming arms' visible in the left corner (Source: State Records Authority of NSW, digital ID 9856\_a017\_A017000050, accessed August 2019 via <https://www.flickr.com/photos/state-records-nsw/7701487696/>).

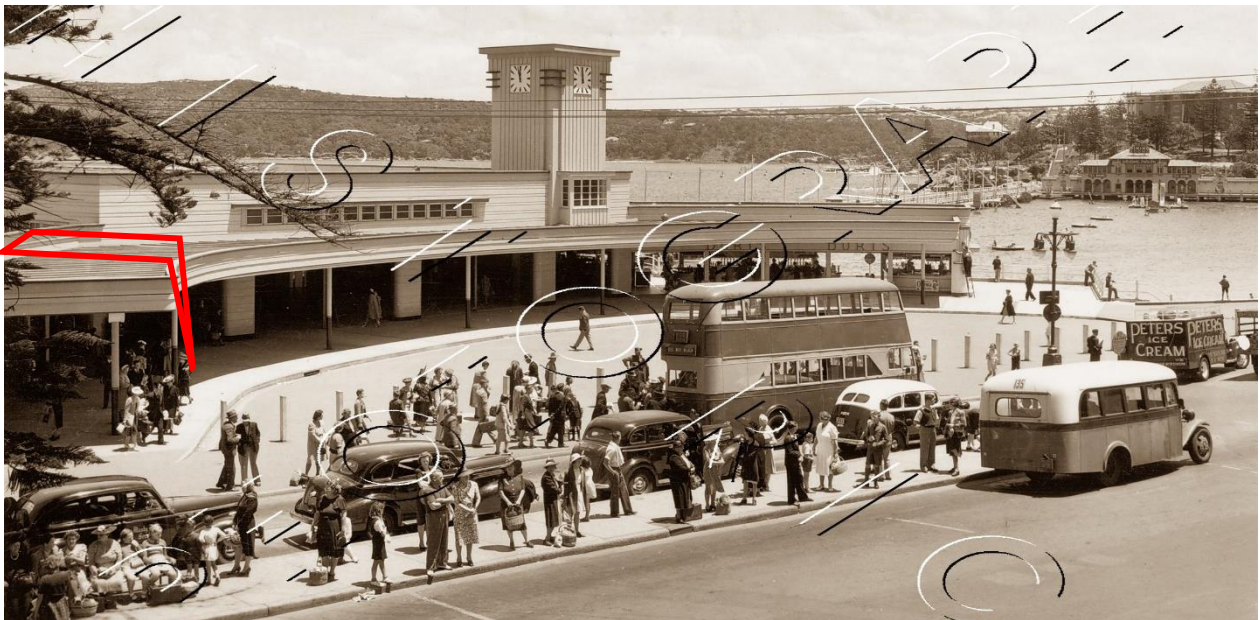


Figure 35: The Ferry Wharf at Manly, c. 1943, approximate location of the subject site indicated in red (Source: Historic Photographs, image L834, accessed July 2019 via <http://www.historicphotographs.com.au/searcher.asp?force=1&count=275&statslogged=1&region=0&country=2&terms=&place=Manly&startYear=0&endYear=0&subset=&property=&sort=2&start=150&preview=0&changeresultsperpage=0&rnd=0>).



Figure 36: Aerial image showing the extent to The Corso façade and 'welcoming arms' to the Manly Wharf, c. 1943. Approximate location of the subject site indicated in red (Source: SIX Maps, accessed August 2019).



Figure 37: Manly Wharf and fun pier behind, c. 1947. Approximate location of the subject site indicated in red (Source: State Library of NSW, reference code 208600, IE1963914).



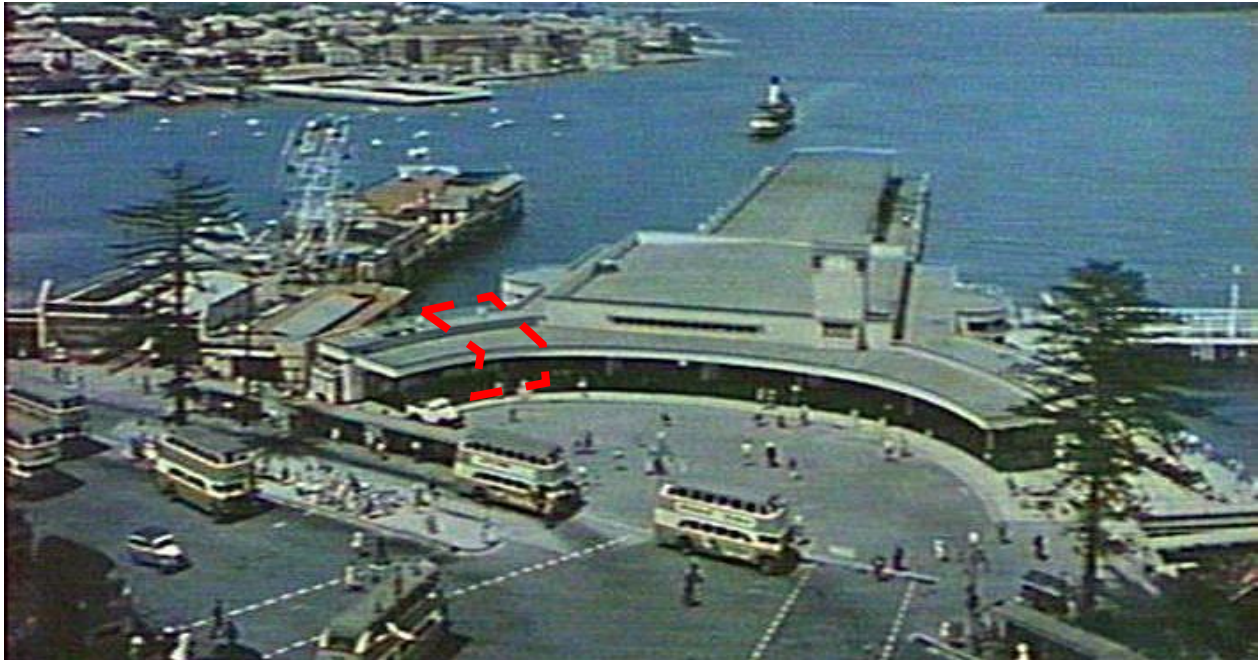


Figure 38: Manly Wharf, fun pier, bus interchange, double-decker buses, c. 1960s (Source: Northern Beaches Council, image 004/004073, MML/2058).

Table 2: Summary history of the subject site.

Date	Event
1853	Land purchased by Henry Gilbert Smith
1855	Norfolk pines planted along the foreshore Original Manly pier constructed The Corso area cleared to link the harbour and ocean beach
1856	First Manly Ferry Wharf constructed at same site as the present wharf
1857	Daily service between Manly and Woolloomooloo began
1940	Baldwinson's designs for the renovation of both Circular Quay and Manly Ferry Wharves
1972	Brambles took over the Manly Ferry Services
1974	The company attempted to wind down the ferry service
1978	The State Government restored a three-boat service

Date	Event
1990	<p>The wharf was redeveloped again to provide a retail market place (Festival Market Place). The developed infilled the land between Manly Ferry Wharf and the second Wharf</p> <p>A section to the east of the 'welcoming arms' to The Corso Façade removed providing access to the new retail arcade</p> <p>Fun pier demolished</p>
1992	Shop 15 outfitted as McDonald's restaurant (DA 5538/1992)
2000	McDonald's at shoo 15 is refurbished (DA 426/2000)
2004	Public promenade and Fairlight walk constructed



## 4. ASSESSMENT OF SIGNIFICANCE

### 4.1. Understanding Heritage Significance

Each place is unique and has its own combination of values. Therefore, before making decisions about the future of a heritage item it is essential to understand its heritage values so that these will be retained when making future decisions about the place. The statement of heritage significance summarises an item's heritage values.

### 4.2. Statements of Significance

Manly Wharf is listed as an item of State Heritage significance (no. 01434), and an item of local heritage significance on Schedule 5 of the Manly LEP 2013 (item I145).

The following Statement of Significance is quoted from the 2011 CMP prepared by Architectural Projects Pty Ltd:<sup>10</sup>

*The Manly Ferry Wharf is significant as the gateway to Manly, and for its association with thousands of tourists who hold memories of the ferry trip and first impressions of Manly.*

*The Manly Ferry Wharf is significant for its age and association with the development and continuation of Manly as a seaside resort of Sydney from the earliest days of European settlement. The low sweeping form has significance for its contribution to the context of the sweeping beach and line of the trees which is now integral part of this mainland view of Manly. The Manly Ferry Wharf is significant for the positive contribution of the low building scale to the topographical setting of Manly Cove. The Wharf is enhanced by its [sic] visual relationship with the curved lines of the beaches, seawalls, and pavement promenades of East and West Esplanades.*

*The Manly Ferry Wharf in association with the fun pier is significant, for its ability to reflect the long continuous history of Manly Ferry Wharf as the location of retail, transport and recreation.*

*The Manly Ferry Wharf has historical significance as a major project by an important Sydney Modernist Architect Arthur Baldwinson. The main (north) façade composition, with its clocktower, flat parapets and curved awning is mostly intact. The grooved weatherboard cladding and timber frame windows are features which give the exterior much of its distinctive period character.*

*The Manly Ferry Wharf is significant as the site of the redevelopment of the area and wharf facilities in particular during Manly's second boom period as a resort (c 1910 - 194), when both Circular Quay and Manly Ferry Wharf were constructed for the Maritime Services Board. The Manly Ferry Wharf is significant as a reflection of developments in urban transport and infrastructure in that period.*

*Manly Ferry Wharf is significant as a rare surviving working example of a maritime building designed in the Modernist style of the mid Twentieth Century. It is a rare example of maritime architecture.*

The following Statement of Significance is quoted from the NSW State Heritage Register (SHR) form (listing no. 01434) for the State Heritage listing of Manly Wharf:

*Of environmental significance as a visually prominent man-made feature. Of historical significance for its associations with the maritime activities at Manly as a tourist destination and suburb of Sydney, dependent on the ferry link to the CBD...*

<sup>10</sup> 'Manly Ferry Wharf Conservation Management Plan', Prepared for TMG Development by Architectural Projects Pty Ltd: Architects, August 2011.

*Together with Circular Quay, the wharf is the only substantial older style ferry wharf surviving in Port Jackson: association with Manly's history as a recreational centre ...<sup>11</sup>*

The following Statement of Significance is quoted from the NSW State Heritage Inventory (SHI) database form (no. 2020092) for the local heritage listing of Manly Wharf:

*Manly wharf is a dominant feature of Manly Cove, viewed from the harbour approaches, from the harbour beach and from the main cross streets of Manly which conjoin at the terminus. Its form is sympathetic to its position, the curved entrance reflecting the arc of the beach and its stylistic idiom having strong maritime connotations - ship shape and ship-like. It is an excellent example of mid-forties stylisation and the preoccupation with geometric forms while it also retains original shopfitting elements and signs.<sup>12</sup>*

The site has been assessed as having historic, associative, aesthetic, social, and cultural significance to both the Manly area and the state of NSW, and City Plan Heritage concurs with its established heritage values noted in the above Statements of Significance.

<sup>11</sup> 'Manly Wharf', State Heritage Inventory (SHI) form, (SHR no. 01434), Database no. 5051365, Office of Environment and Heritage, NSW Government, website accessed July 2019 via <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051365>

<sup>12</sup> 'Manly Wharf', State Heritage Inventory (SHI) form, (Manly LEP 2013. Item no. 1145), Database no. 2020092, Office of Environment and Heritage, NSW Government, website accessed July 2019 via <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2020092>

## **5. HERITAGE IMPACT ASSESSMENT**

### **5.1. Fabric Integrity**

The Manly Wharf has been assessed as having historic, environmental and aesthetic significance to not only the Manly area but to the state of New South Wales with which CPH concurs. It is clear from the site inspection undertaken on 3 July 2019 that the remnant significant fabric has been confined to the exterior form and façade of the subject site, particularly the awnings and fascia (Figure 42).

According to the established history of the Manly Wharf, the section of the Wharf containing the subject site, The Corso façade, can be dated to construction of the new wharf c. 1941 (Figure 40 and Figure 33). The new wharf consisted of stylistic features typical of the era with circular and rectangular geometric design, a clock tower and flat roofing by Architect Arthur Baldwinson. The curved shape of the Manly Wharf is reflective of its initial intention as a tram terminus, the overall form of the building thus retained as significant remnant heritage fabric (Figure 40 and Figure 33).

The Corso façade has seen several stages of redevelopment, including in the 1990s and c. 2004. As seen in the overlaid aerial image (Figure 41) it is clear that the eastern-most section to the 'welcoming arms' has been removed correlating to the 1990s redevelopment. The eastern façade to the subject site has been made good and finished with timber weatherboarding of the same type and colouring to emulate the original (Figure 42). The extant eastern façade is therefore non-original fabric.

The awning, fascia, structural beams and sections of the southern façade comprise the extent of remaining original fabric (Figure 42).

The initial McDonald's fitout was installed to the subject site in c.1992 and has been refurbished since, notably in the year 2000. The interior is entirely comprised of later additions with flooring, wall finishes, facets of the commercial kitchen, counter, rear wash area and cool room/freezer subject to the installation of the restaurant c.1992. In addition, the mounted signage featuring the standard McDonald's brand logo and colouring, the mosaic finish below the counter and the laminated signage to the west of the subject site are also later additions (Figure 16). The McDonald's fitout was demolished in July 2019.



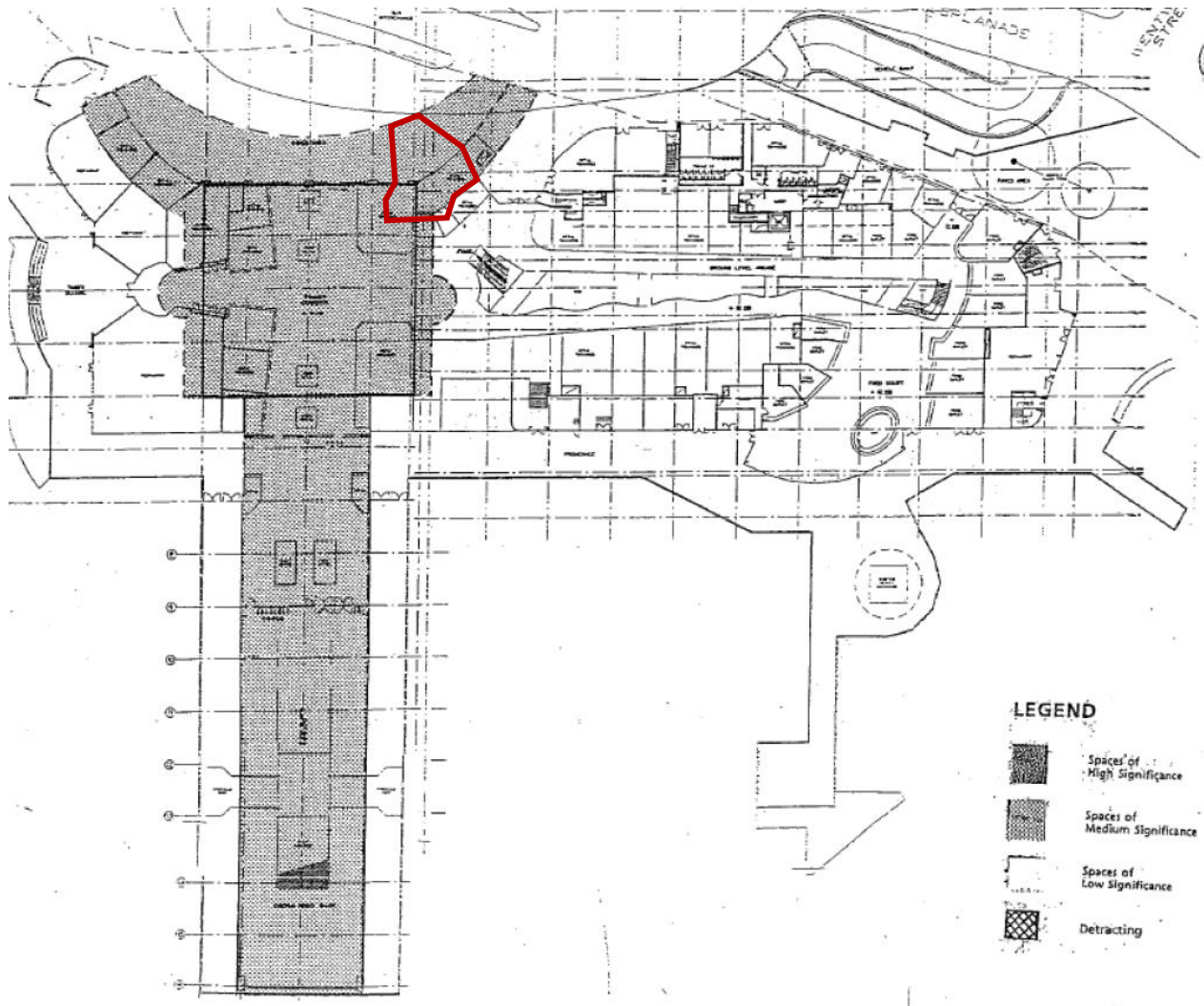


Figure 39: Graded Areas of Significance provided by the Manly Ferry Wharf Conservation Management Plan, 2011 (Source: CMP 2011, Architectural Projects Pty Ltd).

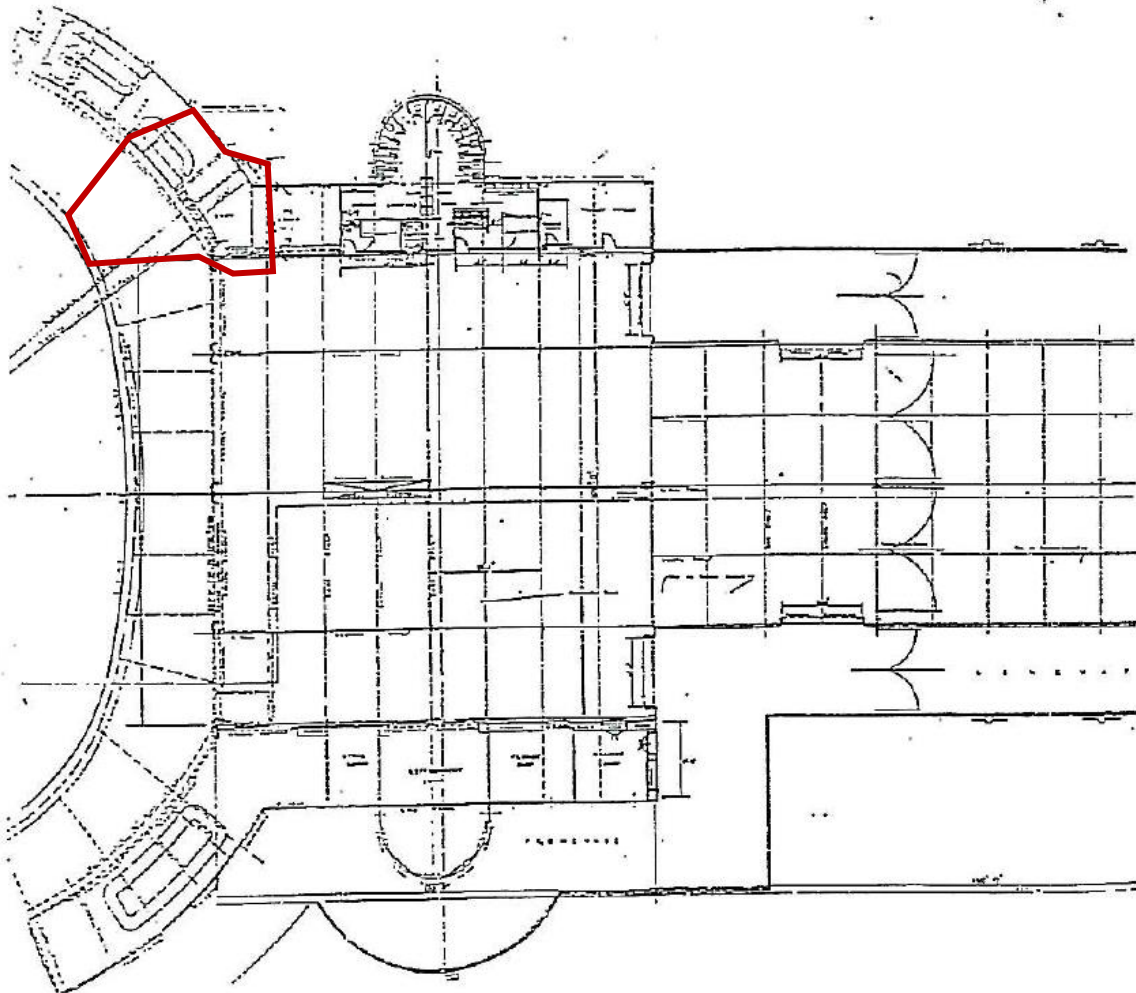


Figure 40: Detail floor plan of the Manly Ferry Wharf, c. 1940. Approximate location of the subject site indicated in red (Source: MSB Plan no. K1/130, extracted from the 2011 CMP).

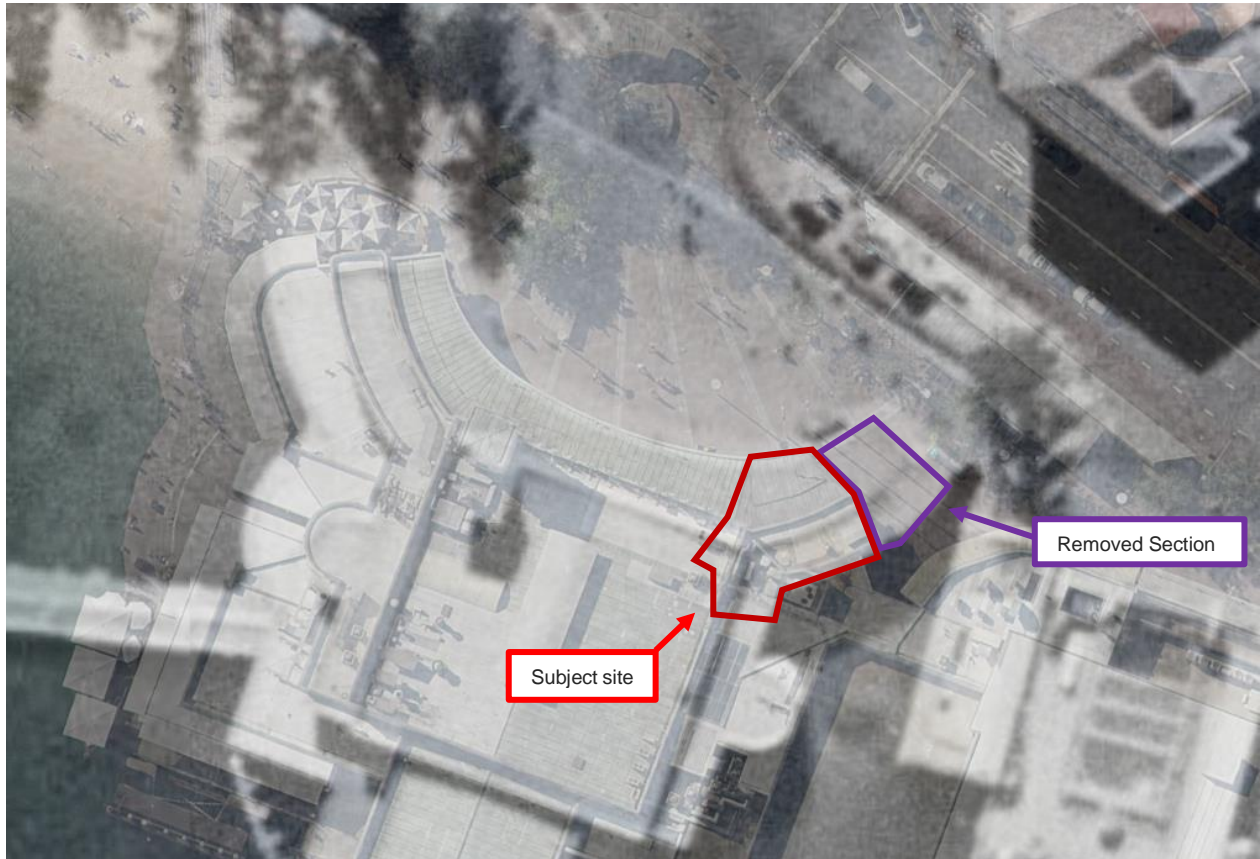


Figure 41: Overlaid image comparing the 1943 aerial of Manly Wharf with the present Wharf. Approximate location of the subject site indicated in red. Note: the eastern-most section of the 'welcoming arms' beyond shop 15 has been removed (Source: SIX Maps, accessed August 2019).





Figure 42: Extent to fabric made good following removal of the eastern-most section of the 'welcoming arms' indicated with purple dashed line, original fabric indicated in red. Note: The interiors comprise mainly newer fabric that can be dated to the 1990s and early 2000s refurbishments of the Wharf.

## 5.2. Statutory Controls

Manly Wharf is listed as a heritage item under the following State and Local statutory instruments:

- State Heritage Register (SHR # 01434) under the NSW Heritage Act, 1977 as 'Manly Wharf' comprising Lot 1 of DP 809933 (including the subject shop 15) and Lots 2839 and 2840 of DP 821305;
- Regional Environmental Plan – Sydney Harbour Catchment 2005 (listing # 18);
- Marine Ministerial Holding Corporation Section 170 Heritage and Conservation Register (listing # 4920067); and
- Manly Local Environmental Plan (LEP) 2013 – Schedule 5 as Manly Wharf (listing # I145).

The Manly Wharf is also located within close proximity to a number of heritage items and therefore is subject to the heritage in the Manly LEP 2013 and the Manly DCP 2013.

In addition, this HIS has addressed the relevant conservation policies put forth in the *Conservation Management Plan for Manly Ferry Wharf (2011)* prepared by Architectural Projects Pty Ltd.

### 5.2.1. Manly Local Environment Plan (LEP) 2013

The proposal is addressed below in relation to the relevant clauses of the LEP.

Clause 5.10 Heritage Conservation

This proposal relates to these matters as follows:

**(2) Requirement for consent**

*Development consent is required for any of the following:*

*(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*

*(i) a heritage item,*

*(ii) an Aboriginal object,*

*(iii) a building, work, relic or tree within a heritage conservation area,*

*(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,*

*(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*

*(d) disturbing or excavating an Aboriginal place of heritage significance,*

*(e) erecting a building on land:*

*(i) on which a heritage item is located or that is within a heritage conservation area, or*

*(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,*

*(f) subdividing land:*

*(i) on which a heritage item is located or that is within a heritage conservation area, or*

*(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*

The subject shop 15 is included within the Manly Wharf, which is listed as a heritage item under the following statutory instruments:

- State Heritage Register (SHR# 01434) under the NSW Heritage Act, 1977 as 'Manly Wharf' comprising Lot 1 of DP 809933 (the subject site) and Lots 2839 and 2840 of DP 821305;
- Sydney Regional Environmental Plan – Sydney Harbour Catchment 2005 (listing # 18);
- Marine Ministerial Holding Corporation Section 170 Heritage and Conservation Register (listing # 4920067); and
- Manly Local Environmental Plan (LEP) 2013 – Schedule 5 as Manly Wharf (listing # I145).

The Manly Wharf site is also located in proximity to the following heritage items:

- 'Pier (former Fun Pier)', Manly Wharf, East and West Esplanades (item no. I146)
- 'Park/ Reserve', East Esplanade (item no. I143)
- 'Governor Phillip Monument', West Esplanade Reserve (item no. I248)
- 'Street trees', Wentworth Street (item no. I246)
- 'Park', West Esplanade (item no. I251)
- 'Terrace building', 46, 47 and 48 East Esplanade (item no. I151)
- 'Commercial and residential building', 50 East Esplanade (item no. I152)
- 'Commercial and residential building', 53 East Esplanade (item no. I153)
- 'Two terrace houses', 41-42 East Esplanade (item no. I150)
- '2 cast iron pedestals (former street lights)', The Corso (central reservation, between The Esplanade and Darley Road) (item no. I102)
- 'All stone kerbs', Manly municipal area (item no. I2)

	As the proposal involves works to the subject site and part of the greater Manly Wharf, consent is therefore required under this clause.
<p><b>(4) Effect of proposed development on heritage significance</b></p> <p><i>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).</i></p>	In accordance with this clause, this HIS has given careful consideration to the proposed works and their impact on the subject site and the heritage items located in proximity. Further discussion and assessment of this impact has been provided in Sections 5.2.2, 5.2.3 and 5.2.4.
<p><b>(5) Heritage assessment</b></p> <p><i>The consent authority may, before granting consent to any development:</i></p> <p><i>(a) on land on which a heritage item is located, or</i></p> <p><i>(b) on land that is within a heritage conservation area, or</i></p> <p><i>(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),</i></p> <p><i>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.</i></p>	This HIS has been prepared in accordance with this clause due to the subject site being a heritage item located in the vicinity of several heritage items as listed in Section 1.4. It has been guided by methodology laid out in the Heritage Manual "Statements of Heritage Impact" and "Assessing Heritage Significance Guidelines".
<p><b>(6) Heritage conservation management plans</b></p> <p><i>The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.</i></p>	A Conservation Management Plan (CMP) has previously been prepared for the subject site by Architectural Projects Pty Ltd in 2011. This HIS has incorporated sufficient background history and an updated fabric analysis to inform the significance assessment, and it is not considered necessary to provide an update to the current CMP at this time.
<p><b>(7) Archaeological sites</b></p> <p><i>The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to</i></p>	An archaeological assessment does not form part of the scope of this HIS. However, historical research to date has not established a high likelihood for remnant archaeological relics.



<p><i>which an interim heritage order under the Heritage Act 1977 applies):</i></p> <p><i>(a) notify the Heritage Council of its intention to grant consent, and</i></p> <p><i>(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.</i></p>	<p>While the proposed works do not include excavation, it is recommended that should any unexpected archaeological remnants be uncovered during demolition and construction, a stop-work initiative is to be applied to allow for any exposed findings be properly assessed in accordance with the provisions of the <i>NSW Heritage Act, 1977</i>.</p>
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### 5.2.2. Manly Development Control Plan (DCP) 2013

The following table addresses the relevant DCP.

3.2 Heritage Considerations	This proposal relates to these matters as follows:
<p><b>3.2.1.1 Development in the vicinity of heritage items, or conservation areas</b></p> <p><i>b) Proposed development in the vicinity of a heritage item or conservation area must ensure that:</i></p> <p><i>i) it does not detract or significantly alter the heritage significance of any heritage items, conservation area or place;</i></p>	<p>The proposed works will involve partial demolition of non-structural features, a new fitout, new external cladding and finishes, and both blade and LED signage.</p> <p>The new works will not utilise colouring or finishes that attract undue attention or detract from the significant remnant heritage fabric. On the northern façade white brick, pink mosaic tile, timber v-groove cladding and glazed bifold doors will replace the previous McDonald's public counter and restaurant front; the replacement will be contemporary and understated in comparison. Along the eastern façade new mullions will be installed to match the existing, with new glazing and custom graphic film fitted to the previously clear windows. Lastly, the southern façade features the same glazing and custom graphic film, timber cladding, white brick bulkhead with signage and custom dimmable LED lighting.</p> <p>Significant fabric within the subject shop 15 includes the weatherboard awning above the shop front and capped roofing with accented strip. These elements will remain unaffected under the proposed works.</p>
<p><i>ii) the heritage values or character of the locality are retained or enhanced; and</i></p>	<p>The proposed works are for a new seafood retail tenancy in keeping with the eateries and tenancies that currently exist along the Corso façade.</p> <p>The proposed works will not include detracting additions or alterations that may negatively impact</p>

	<p>the character of the surrounding area to the Wharf and seek to enhance the Corso façade by bringing a more contemporary, niche alternative retail tenancy to its immediate context.</p> <p>The proposal will see a significant built fabric retained.</p>
<p><i>iii) any contemporary response may not necessarily seek to replicate heritage details or character of heritage buildings in the vicinity, but must preserve heritage significance and integrity with complementary and respectful building form, proportions, scale, style, materials, colours and finishes and building/street alignments.</i></p>	<p>The proposed works to shop 15 will not seek to replicate heritage detail, character, built form, scale, or proportions. Building and street alignments will remain unaffected under the proposed works, therefore overall heritage significance and integrity of the Manly Wharf will be retained.</p> <p>The proposed works will include new materials, finishes, cladding and signage in understated pink and yellow colouring, in keeping with the styles of similar retail shopfronts in the surrounding area and the new tenancy's business colours.</p>
<p><i>c) The impact on the setting of a heritage item or conservation area is to be minimised by:</i></p> <p><i>i) providing an adequate area around the building to allow interpretation of the heritage item;</i></p>	<p>The subject site is located within the Corso façade (northern elevation) of the Manly Wharf and directly adjacent to the Fairlight Walk which comprises interpretive and artistic decoration representative of a large shell. The proposed works are minimal in the context of the larger Manly Wharf heritage item, maintaining opportunity for further heritage interpretation available in the surrounding walkway, along the Corso façade, and within the passenger arcade of the Wharf itself.</p>
<p><i>ii) retaining original or significant landscaping (including plantings with direct links or association with the heritage item);</i></p>	<p>No original or significant landscape elements, including plantings, exist within shop 15 that will need to be retained under the proposed works.</p>
<p><i>iv) retaining and respecting significant views to and from the heritage item.</i></p>	<p>In its current form, the subject shop 15 features views toward the north, east and south, and views of the heritage item from the north, east and south. Views to and from the north are considered to be the most significant in providing visual links between shop 15, the Manly Wharf itself and the Corso.</p> <p>Secondary views to and from the east from the subject shop 15 have replaced those following the major works in the 1990s - 2000s, when the eastern most section of the 'welcoming arms' of the Corso façade was removed; whilst views from the east</p>

	<p>toward the subject site will be mostly unaffected under the proposed works, the views from the subject site toward the Corso will minimally affected with the addition of the custom graphic film to the windows. The film will prevent views out to the east from within shop 15 but this is not considered to be an adverse impact to the overall heritage significance of the Manly Wharf.</p> <p>Views to and from the south will remain unaffected under the proposed works.</p>
<p><b>3.2.2.1 Complementary Form and Scale that Distinguishes Heritage Significance</b></p> <p><i>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...</i></p>	<p>The proposed works will include a new fitout, finishes and signage to replace the existing and does not seek to replicate, overwhelm, dominate or challenge the remnant significant heritage details to the greater heritage item. The works will not have any impact to the overall form and scale of the Manly Wharf.</p>
<p><b>3.2.2.2 Retaining Significant Features and Landscape Setting</b></p> <p><i>Alterations or additions to heritage items or buildings within a conservation area must:</i></p> <p><i>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;</i></p>	<p>The existing architectural flat capped roof with accent strip will be retained under the proposed works. No changes will be made to its form or pitch, and no additions or alterations will be made to the associated awning.</p>
<p><i>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;</i></p>	<p>As discussed in Section 5.1, the remaining significant fabric of the subject site is in the roof form and pitch and the awning. These elements will not be altered under the proposed works.</p> <p>The window awning on the eastern façade will similarly be unaffected with all new works being undertaken to later additions.</p> <p>Internally all existing fit out elements will be demolished though these are known to be later finishes and have a low heritage significance.</p>
<p><i>c) Retain original wall treatments and original cladding (including slate). Modifications to face brick dwellings must use the original style of bricks,</i></p>	<p>The subject site includes external weatherboard finishes to the southern and eastern facades fenestrated by sections of glazed aluminium</p>



<p><i>window heads, mortar joints and other building details...</i></p>	<p>framed windows and doorways. The proposed works will see these elements remain essentially the same, however the doorway along the southern façade will be replaced with a fixed frame to match the windows beside it. The weatherboard finishes will not be affected to the southern or eastern façade.</p> <p>The northern façade features no original exterior cladding, finishes or wall treatments in its current iteration. The proposed works will include new timber v-groove cladding, a white brick finish bulkhead, LED signage and powder coat black metal framed glazed bifold doors and fixed frames. The new works will seek to replace the current finishes, dated to the 1990s, with their removal being considered of no impact to heritage significance.</p>
<p><i>f) avoid removal of original fabric in order to retain the integrity of the heritage item or conservation area...</i></p>	<p>As discussed in Section 5.1, the subject site has been greatly altered during the 1990s and 2000s and has been made good, particularly on the eastern façade. The remaining original fabric can be seen in the overall roof form and pitch with accent, the awning above the north façade and finishes in between. The awning and roof form and pitch will remain unaffected under the proposed works in order to preserve significant fabric associated with the Manly Wharf. The weatherboard cladding on the southern and eastern facades are not original but will be retained under the proposed works in addition.</p> <p>The interior fitout that will be demolished under the proposal is not considered to be of significant or original fabric, and its removal is acceptable from a heritage perspective.</p>

### 5.2.3. Sydney Regional Environmental Plan (Sydney Harbour Catchment) (SREP )2005

<p>Part 5          Division 2 Protection of Heritage Items          Clause 55 Protection of Heritage Items</p>	<p>This proposal relates to these matters as follows:</p>
<p><b><i>(1) The following development may be carried out only with development consent:</i></b></p>	<p>The proposed works include non-structural alterations and additions to both the interior and</p>

<p>(a) <i>demolishing or moving a heritage item,</i></p> <p>(b) <i>altering a heritage item by making structural or non-structural changes to its exterior, including changes to its detail, fabric, finish or appearance...</i></p>	<p>exterior of shop 15 encompassed within the wider Manly Wharf site. The works include demolition of all internal elements and finishes, new interior fitout, new exterior cladding and finishes, and new signage. Consent is therefore required under this clause.</p>
<p><b>(4) Before granting development consent as required by this clause, the consent authority must assess the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item concerned.</b></p>	<p>In accordance with this clause, this HIS has given careful consideration to the proposed works and their impact on the subject site and the heritage items located in proximity. Further discussion and assessment of this impact has been provided in Sections 5.2.2 and 5.2.4.</p>
<p><b>(5) The assessment must include consideration of a heritage impact statement that addresses at least the following issues (but is not to be limited to assessment of those issues, if the heritage significance concerned involves other issues):</b></p> <p>(a) <i>the heritage significance of the item as part of the environmental heritage of the land to which this Part applies, and</i></p> <p>(b) <i>the impact that the proposed development will have on the heritage significance of the item and its setting, including any landscape or horticultural features, and</i></p> <p>(c) <i>the measures proposed to conserve the heritage significance of the item and its setting, and</i></p> <p>(d) <i>whether any archaeological site or potential archaeological site would be adversely affected by the proposed development, and</i></p> <p>(e) <i>the extent to which the carrying out of the proposed development would affect the form of any historic subdivision.</i></p>	<p>This HIS has considered the impact of the proposed works to the heritage values of the subject site, its surrounding environment and context, its effect on historical setting and the potential for impact to heritage significance.</p> <p>It has also considered the measures used to mitigate potential impact to the heritage significance of the subject site and to conserve significant elements.</p> <p>Further archaeological investigation is beyond the scope of this report as identified in Section 5.2.1.</p>
<p><b>(6) The consent authority may also decline to grant development consent until it has considered a conservation management plan, if it considers the development proposed should be assessed with regard to such a plan.</b></p>	<p>A Conservation Management Plan (CMP) for the Manly Ferry Wharf was undertaken by Architectural Projects Ltd in 2011. The relevant policies have been addressed in relation to the proposal in Section 5.2.4.</p> <p>The proposed works are not considered to be of sufficient magnitude or to significant heritage fabric that would warrant the preparation of an updated CMP at this stage.</p>

#### 5.2.4. Conservation Management Plan for Manly Ferry Wharf (2011)

The following table assesses the proposal in relation to the *Conservation Management Plan Manly Ferry Wharf (2011)* prepared by Architectural Projects Pty Ltd.

General Controls	This proposal relates to these matters as follows:
<p><b>7.1.1 Guidelines for Development</b></p> <p><i>New development should encourage mixed use and active street level uses at street level</i></p>	<p>The proposed works relate to the reinvigoration of the retail arcade along the Corso façade to the Manly Wharf, and the fitout and usage of shop 15 for a new tenancy in particular.</p> <p>The works aim to continue the pattern of mixed and active uses at street level by incorporating a new retail tenancy to provide specialty products to the users of the Wharf. The new fitout will replace the existing McDonald's and incorporate an enlarged alfresco seating area thereby making active use of both interior and exterior of the subject shop similar to the other eateries within the Wharf.</p>
<p><i>New development should locate non active uses above street level e.g. upper floor or below street level e.g. parking</i></p>	<p>The proposed new development does not include parking, upper or lower level features for non-active usage.</p> <p>Internal non-active elements including the new cool and freezer rooms will be relegated to the rear of the interior and not visible from the exterior.</p>
<p><i>Facades should not be cluttered but simple and streamlined so as not to detract from 1941 wharf structure</i></p>	<p>The north, south and eastern facades will be renewed under the proposed works, but they will remain simplistic and streamlined in accordance with this guideline. The new works will include new timber v-groove cladding, white brick finishes, mosaic tile skirting, glazed fixed windows, bifold doors and custom graphic film to obscure the existing windows (to the eastern and southern facades). The colours selected are predominately neutral with pale pinks (signage and mosaic tiling) and accents of yellow, ensuring that the new finishes do not overwhelm or detract from the significant awnings and weatherboard cladding.</p> <p>The materials and finishes identified in the proposal to the exterior facades are considered to adhere to this guideline and acceptable from a heritage perspective.</p>



<i>Large extent of curtain wall and mirror glass should be avoided or set back to avoid reflection</i>	Curtain wall and mirror glass do not form part of the proposed works. Reflective surfaces to the southern and eastern facades will be reduced by applying custom graphic film to the existing and new fixed windows. New fixed and bifold doors to the northern façade will be glazed, potentially reflective, but will be consistent with similar existing tenancies located along the Corso façade.
<i>Colours should be predominately light</i>	The selected colours and finishes under the proposal will be light pink and yellow, and these will be utilised only in the custom graphic film applied to the windows along the southern and eastern façade, the new signage (including bulkhead and blade signs), and the mosaic tile skirting to the northern façade. Finishes will otherwise be of neutral colouring including timber cladding, white brick surrounding the bulkhead, powdercoat black metal. Existing aluminium framing will also remain surrounding the existing windows to the southern and eastern facades.
<i>Existing public access to the waterside internally and externally should not be reduced by any new work</i>	<p>The proposed works will have no impact on the public access to the waterside either internally or externally.</p> <p>It is noted however that entry from the subject site to the southern will be replaced by a fixed new window, and that the existing walkway from shop 15 to the neighbouring tenant will be removed by the expansion of the alfresco seating area. Neither blockage is considered to be a negative impact as they are neither significant historical access points or encumber the potential for passage through to the wharf and corresponding retail arcade.</p>
<b>7.3.1 Policy - Approval</b> <i>Before doing any work to the part of the building or lodging a development application or a Section 60 application, the proponent should liaise with heritage architect from relevant authority.</i>	Prior to the completion and submission of this HIS, CPH has liaised directly with the Heritage Division and the architects regarding the appropriate approval pathways for the proposed works. CPH has also provided heritage design advice and was consulted on the design.
<b>7.4.1 Policy - Fabric Conservation</b> <i>No significant item identified in this plan should be despoiled and/or removed from the building prior to understanding the significance of the item and its contribution to the significance of the place</i>	The proposed works do not seek to remove any identified significant fabric that may otherwise prevent contribution to the understanding of the place.

<p><i>Fabric of moderate significance should generally be retained. Adaptation or alteration may be acceptable if assessed and appropriate within framework that protects the significance of the whole place...</i></p>	<p>The 2011 CMP identifies the welcoming arms of the Corso façade as being of moderate significance as seen in Figure 39.</p> <p>The proposed works are solely to shop 15. which is eastern most tenancy within the welcoming arms of the Corso façade. However, as noted in Section 3.3 and Section 5.1 that the Manly Wharf has undergone major additions and alterations in the 1990s - 2000s, including the removal of the eastern most portion of the welcoming arms, a new interior fitout out, new northern facade works, and making good to the eastern façade. The eastern façade of the subject shop is therefore not original fabric and the only significant fabric that can be associated with shop 15 is the roof form, fascia and awning along the northern façade.</p> <p>The proposed works do not include additions or alterations to these significant elements, instead they include demolition of all interior elements, which are notably later additions, new movable furniture associated with the alfresco seating area, new signage and new finishes to the northern façade. The proposed works will not provide an adverse impact to the significant heritage fabric of the subject shop or overall Manly Wharf building.</p>
<p><i>The building should exemplify and reflect the principal period of its development from the key period of significance. Significant fabric should be preserved. The existing building, in particular the significant facades and building elements, should be retained.</i></p> <p><i>This includes the following building elements:</i></p> <p><i>The Welcoming Arms - fascia and bulkhead</i></p> <p><i>The remnant curved sections</i></p> <p><i>The original wharf loading</i></p> <p><i>The high volume clerestory space</i></p>	<p>The proposed works will have no impact to the fascia, bulkhead, or roof form and identified significant fabric will be preserved.</p>
<p><b>7.4.2 Policy - Significance</b></p> <p><i>As listing in Section 5.10 of the Manly Ferry Wharf CMP 2011:</i></p> <p><i>The Corso Façade</i></p> <p><i>The North Elevation of the Clerestory (A)</i></p>	<p>In accordance with this policy, the Corso façade section to the Manly Wharf which includes the location of the Welcoming Arms (and the subject shop 15) is considered to be of exceptional significance.</p>

<p><i>The Welcoming Arms (A)</i></p> <p><i>The Clock Tower (A)</i></p> <p><i>Significance grading A - Exceptional</i></p> <p><i>Rare or outstanding element directly contributing to an item's local and State significance</i></p> <p><i>Fabric identified as having exceptional significance (A) should be retained, conserved and/or preserved where possible.</i></p>	<p>It is noted that policy 7.4.1 Fabric Conservation identifies this area as having fabric of moderate significance.</p> <p>Under the proposed works significant fabric including the fascia/awning, bulkhead and roof form will be retained. All proposed works will be undertaken to non-significant fabric and later additions associated with the 1990s - 2000s redevelopment including partial demolition of non-structural internal features, installation of a new internal fitout, new cladding and finishes to the northern and southern facades, with custom graphic film applied to the existing windows on the eastern façade. The works are considered acceptable from a heritage perspective and will have no impact to the significant fabric that should be retained and conserved.</p>
<p><b>7.4.4 Policy - Finishes</b></p> <p><i>It is desirable that finishes never intended for painting should continue to be appropriately maintained. Investigation should be undertaken to establish whether the removal of later paint finishes is possible. Surfaces intended for painting should continue to be painted in appropriate colours. Contemporary descriptions identify the original colours. Paint scraping should occur to conform the original colours.</i></p>	<p>Painted finishes do not form part of the proposed works; finishes include a new white brick bulkhead to replace the existing, timber v-groove cladding, pink mosaic tile skirting, powdercoat black metal, and custom graphic film. The proposed new finishes will not replace sections that are currently or identified as historically painted.</p> <p>Paint scrapings have not been undertaken as part of this HIS report as the existing condition of the subject site including all finishes can be dated to redevelopment of the 1990s - 2000s.</p>
<p><b>7.5.1 Policy - Restrict Intervention</b></p> <p><i>It is desirable that intervention into building fabric for non-conservation purposes should generally be restricted to approved programs of re-use or upgrading of service areas and facilities.</i></p>	<p>The proposed works are for the re-use and upgrading of services and facilities along the Corso façade of the Manly Wharf. The proposed new retail venue will replace the existing in providing refreshments and seating to passengers and tourists travelling via the Manly Wharf.</p>
<p><b>7.5.2 Policy - Minimise Impact of Intervention</b></p> <p><i>It is desirable that where intervention in significant fabric is unavoidable, the loss of cultural significance should be minimised. Such intervention should occur in areas of lower rather than higher significance.</i></p>	<p>The proposed works will be undertaken to sections of the Corso façade of lower significance, previously redeveloped in the 1990s - 2000s. It is considered that the proposed works will not result in loss of cultural significance associated with the Manly Wharf.</p>
<p><b>7.7.4 Policy - Upgrading of Services</b></p> <p><i>Any proposed upgrading of services should be carefully planned. Brackets or fixings for services</i></p>	<p>The proposed works will include the removal of existing roof-top mechanical services associated with the current fitout and internal orientation of the</p>



<p><i>that are more visible and do not damage significant fabric are preferred.</i></p>	<p>kitchen. In turn, new kitchen exhaust, engineer's rooftop walkway, kitchen make up air fan, packaged unit and new deck will be installed. All elements, with the exception of the kitchen exhaust have been located to the south-west corner of the subject site corresponding with the later addition roof associated with the 1990s retail arcade. This has been designed to minimise the impact of the new kitchen facilities on the original roof fabric dating to the 1941 construction. The installation of the kitchen exhaust within the original section of the roofscape is not considered to be a negative impact overall; the kitchen exhaust will not be visible from the ground floor and will be obscured by the existing significant awning. In addition, the roofscape has previously been altered to incorporate elements associated with the production of a commercial kitchen, and this is reflective of the existing roofscape on the western axis of the welcoming arms.</p> <p>The inclusion of kitchen associated amenities to the roofscape of the subject site is considered to be of low impact to the heritage significance of the Manly Wharf.</p>
<p><b>7.9.1 Policy - Exterior Appearance</b></p> <p><i>The overall 1941 building form should be preserved. All remaining intact fabric on significant facades, as identified in Section 5.10, should be retained and conserved. The existing form, external surfaces, materials and finishes of the façade should be preserved. It is desirable that door and window openings should be enlarged to a consistent size and maintain retention of the weatherboard. No new work should compromise the original significant facades.</i></p>	<p>The proposed works will have no impact to the overall building form of the 1941 Manly Wharf building; the works to the subject shop 15 will include demolition of internal elements, installation of a new internal tenancy fitout and new finishes to the north, south and eastern facades.</p> <p>The north façade will include altered openings to replace the existing customer counter and provide a new entry portal, bookended either side by a trio of glazed, bifold doors. Otherwise new finishes will be provided including a new white brick heading, timber v-groove cladding, pink mosaic tile skirting to match the height of the existing, and installation of LED and blade signage. The works to the northern façade will not replace or compromise elements of the 1941 building form identified in the 2011 CMP that should be preserved.</p> <p>The installation of custom graphic film to the extant windows on the eastern façade will provide no impact to its form and can easily be removed when clear glazing is required.</p>

	<p>The southern façade will include the replacement of the existing doorway with a fixed frame window to match the existing, in turn with a custom graphic film applied. Additional finishes will be applied to match the north in timber v groove cladding and white brick bulkhead with LED signage.</p> <p>Under the proposed works, the weatherboard finishes, significant awning, building form and roofscape will be retained. The new works will revitalise the subject site by updating its usage and appearance without compromising the heritage significance of the overall Manly Wharf.</p>
<p><b>7.9.2 Policy - Façade Modification</b></p> <p><i>It is desirable that where is it necessary to modify the façade, changes to the façade should reinforce the composition of the original façade.</i></p>	<p>The proposed works will include changes to the north, south and eastern façades as discussed previously, however these works will not reinforce the composition of the original façade.</p> <p>It is necessary to alter the northern façade to replace the extant customer counter with a new entrance to better fit the new use of tenancy. Historical research to date was not able to establish the appearance of the façade prior to the redevelopment works in the 1990s - 2000s, however it is not considered that the proposed works will negatively impact the existing composition of the façade.</p>
<p><b>7.10.3 Policy - Impact on Façade</b></p> <p><i>Internal work should not compromise the significant 1941 facades of the buildings.</i></p>	<p>The internal works, including demolition of all interiors and installation of a new fitout, will not compromise the 1941 facades under the proposal. The interior works will not require any additions or alterations that would have any negative impact to the remnant 1941 façade.</p>
<p><b>7.10.4 Policy - Low Integrity Interiors</b></p> <p><i>As the interiors of the building have been extensively modified numerous further modification could occur to the interior fitout. The character defined by the original interiors that create the high spatial quality of the clerestory should be preserved.</i></p>	<p>The proposed works include modifications to the interior fitout which is considered to have no impact to the heritage significance of the Manly Wharf as these have been previously extensively modified.</p> <p>No works will take place to the clerestory.</p>
<p><b>7.11.1 Policy - Tenancy Fitout</b></p> <p><i>Tenancies should only be selected on the basis that the proposed or future uses are compatible with the</i></p>	<p>The proposed new tenancy is comparable to others situated along the Corso façade to the Manly Wharf and is considered to be compatible with the proposed future of the site.</p>

<p><i>significance, and the sensitive fabric and spaces, and can be installed and removed without impact.</i></p> <p><b>Guidelines</b></p> <p><i>Tenants shall adopt the guidelines of this [CMP] in their planning and design</i></p> <p><i>The impact of proposed modifications to significant fabric should be adequately assessed, prior to the granting of owner's consent.</i></p>	<p>This HIS has addressed the impact of the proposed modifications to the Manly Wharf associated with the installation of the new tenancy to shop 15.</p>
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### 5.3. Heritage Division Guidelines

The following questions have been extracted from the NSW Heritage Division publication, *Statements of Heritage Impact, 2002*. Responses have been provided in relation to the proposed development.

Questions to be answered	This proposal relates to these matters as follows:
Can all of the significant elements of the heritage item be kept, and any new development be located elsewhere on the site?	<p>All significant aspects of the subject shop 15 are kept under the proposed works. The facades and interiors to shop 15 are not comprised of significant heritage fabric therefore, the proposed new finishes, demolition to interior features and new fitout are acceptable from a heritage perspective.</p> <p>New development will be undertaken within the entirety of shop 15 for a new tenancy fitout, therefore development cannot be located elsewhere on the site.</p>
Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?	<p>At this time demolition of internal elements has been previously carried out and is necessary to allow for a new fitout of the subject shop for the new tenancy. Postponing the works will not allow for retention and conservation as the interior to shop 15 has been highly modified previously.</p>
Has the advice of a heritage consultant / specialist been sought? Have the consultant's recommendations been implemented? If no, why not?	<p>CPH has provided heritage design advice throughout the design development process and the resultant architectural plans have been devised to ensure significant heritage fabric is retained and to reduce the potential heritage impact of the proposed works.</p> <p>CPH had also liaised directly with the Heritage Division regarding the works and the correct approval pathway.</p>



## **6. CONCLUSION AND RECOMMENDATIONS**

In conclusion, it is considered by City Plan Heritage that the proposed works, including partial demolition of remnant non-structural internal features and installation of a new fitout; timber cladding, tiling and new finishes to northern and southern facades; and addition of new blade and LED signage, will result in neutral to positive impacts to the heritage significance of the Manly Wharf, a State Heritage item.

The re-fitout to shop 15 of the Corso façade will contribute to the active use at street level and provide a new, contemporary addition to Manly Wharf in keeping with adjacent tenancies.

The proposal demonstrates compliance with the existing controls regarding heritage conservation and is therefore recommended to Council for approval.

CITY PLAN HERITAGE  
SEPTEMBER 2019

## **7. BIBLIOGRAPHY**

### **7.1. Academic Articles and Reports**

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### **7.2. Websites**

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