



# Architectural Projects<sup>1</sup>

1986 – 42 North Steyne, Manly  
Heritage Impact Statement V.03  
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# Architectural Projects \*

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## 1986 – 42 NORTH STEYNE, MANLY – HERITAGE IMPACT STATEMENT

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## 1. STATEMENT OF HERITAGE IMPACT

### 1.1. THE PROPOSAL

The Statement is to accompany a development application to Northern Beaches Council for a new building at 42 North Steyne, Manly incorporating the 1910 building Steyne Café, which occupies part of the site of the Steyne at 75 The Corso, Manly.

The proposed development which has been designed by Vince Squillace Architects, includes the following changes to the previous Development Application:

- The proposal retains a brick building that visually separates the existing levels of the Steyne Hotel from the different proposed levels that do not align with the façade of the hotel.
- The expressed slab detail creates a horizontal treatment that creates a new typology relevant to the apartment buildings on the Steyne.
- The proposal has the potential to form a new typology for future apartment buildings within the Steyne streetscape to create some cohesion in the streetscape.
- The vertical brick building explores the decorative qualities of brickwork.
- The built form is articulated into two bays to reduce its bulk and reflect the subdivision pattern.
- One of the built forms interprets the 1902 built form.
- The new building interprets the former face brick of the 1902 buildings.
- The curved terraces relate to the existing and adjacent buildings further north along the Steyne.

### 1.2. ARCHITECT'S STATEMENT

The façade to the 1910 Building Steyne Café has been replaced with a more recessive and respectful building that draws inspiration from the Steyne Hotel and features the following:

- the use of the darker brick, which is one of the Steyne varieties.
- it's a modest contemporary interpretation of a building of the same era.
- it respects the general shape and size of the facade that it's replacing.
- it respects the subdivision pattern.
- its use of brick acts as a transition and makes it less dominant than the previous version.
- it contrasts the treatment with no.42 so that it further emphasises the subdivision pattern and allows a better transition from the heritage item to the more contemporary and lighter buildings to the north.
- it remains a symmetrical façade.

### 1.3. ASSESSMENT OF HERITAGE IMPACT

Proposed works are considered in relation to policies developed in this Assessment to determine their impact upon heritage significance.

## 2. HISTORICAL DOCUMENTARY ANALYSIS

### 2.1.1. HISTORICAL DEVELOPMENT OF MANLY – TIMELINE

DATE	EVENT
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1856	Henry Gilbert Smith developed The Corso after a street in Rome
1864	Henry Gilbert Smith built a church and a school house and public bath house
1870's	Manly Council Tree Planting Beautification Scheme
1880's	New Brighton Hotel was built
1880	Manly Public School was completed

DATE	EVENT
1881	Port Jackson Steamship Company constructed a shelter shed
1903	Sydney Harbour Trust reconstructed the passenger wharf, "new waiting rooms, offices, shops and other conveniences"
1918	Old English style half timbered false parapet and clock tower were constructed at the passenger wharf
1919	Manly wharf destroyed in fire 1939
1920's	Manly develops as a hotel resort. Hotel Manly replaces the Pier Hotel New subdivisions increased particularly at Balgowlah The rail debate was revitalised and increased bus services occurred
1920	Francis Myers Beautiful Manly 1885
1920	Venetian Carnival
1921	Fire Station, Sydney Road constructed
1924	First Spit Bridge opened
1924	Manly Warringa and Pittwater Historical Society
1928	St Matthews was demolished for widening of the Corso and the new St Matthews opened in 1930
1929	Les Graham Manly Town Council Planner 1929 South Steyne beautification
1930's	Manly reached its peak of popularity as a resort supporting five picture theatres
1932	Opening of the Harbour Bridge
1936	Manly Council Trenchard Smith constructed
1939	Fairlight House was demolished
1982	Les Graham Manly Town Council Planner 1929 North Steyne Rivera beautification
1982	Manly Pacific Hotel constructed
1995	Manly Library Feiko Busman constructed

## 2.1.2. HISTORICAL DEVELOPMENT OF MANLY

### Early Development

In 1852 Henry Gilbert Smith decided to develop his one hundred and twenty acres, most of which lay on the slopes north of The Corso, where he built his home. Gilbert Smith envisaged a new Brighton in Australia. At the same time, he constructed the Pier Hotel, which would be later replaced in the 1920s, by the Hotel Manly. The layout of the 1850's subdivision can still be evidenced today. Gilbert Park commemorates his role in the Town Plan. The Norfolk Island Pines that line the beach were planted by Gilbert. In his will, Gilbert left most of Manly's present park reserves to future generations.

1855, a plan of Manly north of The Corso as far as the present Pine Street. This was the first attempt to create a street system within the flat area. In 1875 the Illustrated Sydney News remarked that 'Manly may be denominated the Brighton of New South Wales'.

### Incorporation of Manly Council

Manly Council established a Tree Planting Beautification Scheme in the 1870's and planted several Norfolk Island Pines along the ocean beach. It was Henry Gilbert Smith who brought the first Norfolk Island Pines to Manly.

#### Victorian Period / Edward Period

Henry Gilbert Smith, development called Brighton (Manly) established East Steyne, Carlton Street, Belgrave Street and the alignment of Francis Street and Pine Street.

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

The streets created run parallel variously to the coast and to Pittwater Road, thereby creating a series of out of square corners and junctions and small connecting streets. This street pattern is distinctive and underpins the urban character of the area. The streets remain unaltered in their alignment, although the names of Malvern, Pine and North Steyne are now names for what were Whistler, Middle Harbour and East Steyne respectively.

#### The Second Design of Subdivision

The majority of the allotments underwent a re-subdivision in the Edwardian period and later. These closer grained re-subdivisions created smaller allotments for smaller houses.

It is possible to see in the place today the result of the close scaled Edwardian re- subdivision of the larger scale Victorian street pattern with lanes and long blocks. Small houses and narrow shops address larger scale streets, broad enough for tree, and good footpaths, with prominent intersections where the streets meet out of square. Blocks are deep with rear lanes. All streets have a common flat topography giving a clear perceivable character.

#### The Village in 1893

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

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

#### The Federation period: 1893-1918

In 1903 the Sydney Harbour Trust constructed the passenger wharf. In the following year its Annual Report noted the provision of "new waiting rooms, offices, shops, and other conveniences". By 1918 an Old English style half-timbered false parapet and clock tower were constructed at the passenger wharf, and its two side facades were enclosed. The character of the Corso was largely developed in this period.

The opening of a tramway along The Corso and up Pittwater Road in 1903 introduced a new phase in the development of Manly. The establishment of a regular ferry system in the later Victorian period had created not only an influx of tourists but also a small community of people commuting to the city, along with hotels and basic services for both trippers and residents. There was, however, a lack of reliable public transport within Manly itself.

#### Interwar period developments: 1924-1933

Manly thrived in the 1920s as new subdivisions opened and the building boom got under way. During the 1920's folk discovered Manly was the ideal place to spend their holidays and many Hotels were constructed. The old Pier Hotel was rebuilt as the Hotel Manly and the era of the picnic gave way to the "refreshment room" such as the Royal, at the ferry end of The Corso; Easterbrook's Tea Room and The Brownie. January 6, 1927, Manly held its Jubilee Celebrations. In 1928 St Matthews was demolished to make way for a widening of The Corso and St Matthew's opened on September 20, 1930. The 1930's was the period of flat development in Manly. Manly reached its peak of popularity from the mid 1930s to the late forties. On Anniversary Day 1936 the ferries carried a record 100,000 passengers. By the end of the 1940s more than 10.1/2 million were traveling on the ferries annually. The last tram ran in 1939 and rails were removed in all the streets.

The Hotel Steyne and New Brighton Hotel were rebuilt during this period.

#### PITTWATER ROAD – A FEDERATION STREETSCAPE

Pittwater Road did not attract a denser population until the tram service began. There were seven new homes by 1906 (nos.26-38) and are listed as individual heritage items (I134-I140). There were several boarding houses for tourists.

The Salvation Army, at 61-63 Pittwater Road, was completed in 1913. This was the first dominating high-rise building in the area.

A block of new flats called Kylemore (5A Carlton Street) replaced some cottages in the early 1920s and commercial premises were erected around the same time.

The well-known local cinema architects, Lewis Kaberry and Clifford Chard, designed two sets of three-storey flats nearby at 16 and 18 Pittwater Road in the 1930s.

The western side of Pittwater Road between Pine and Alexander Streets was reconfigured with a row of eight shops with flats above erected in 1920 (nos. 141-155), while between Pine and Carlton Streets to the south there were comparable developments at nos.79-89 and 119-125. North of Alexander Street there were interesting new corner shops such as 181 Pittwater Road. The building-stock on the streets adjacent to Pittwater Road shared in the general developments of the 1920s. As elsewhere in Manly, new boarding houses and a grocery business opened among the residential cottages in the 1920s and a small block of flats in the 1930s.

In 1906s, the corner of Pittwater Road and Raglan Street which was realigned, none of the large villas were built on several amalgamated allotments, survived.

### Early 20th Century Development

By the mid-1930s the built environment of the Pittwater Road Conservation Area had taken its present form and 30 of a greater number of Victorian buildings survive.

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

### Later 20th Century Development

Town planning controls introduced in the 1950's established a light industrial zone on the western side of Pittwater Road south of Carlton Street. This was later changed to a general business zoning, with residential zonings elsewhere. Importantly, a road widening proposal for the east side of Pittwater Road was not removed until the 1980s.

The street pattern is distinctive and underpins the urban character of the area. The streets remain unaltered in their alignment, although the names of Malvern, Pine and North Steyne are now names for what were Whistler, Middle Harbour and East Steyne respectively.

### Residential Flats built in Manly

Manly thrived in the 1920s as new subdivisions opened and the building boom got under way. During the 1920's folk discovered Manly was the ideal place to spend their holidays and many Hotels were constructed.

The 1930's was the period of flat development in Manly. Manly reached its peak of popularity from the mid 1930s to the late forties. On Anniversary Day 1936 the ferries carried a record 100,000 passengers. By the end of the 1940s more than 10.1/2 million were traveling on the ferries annually.

### Residential Flats built in Manly in 1910 – 1930

Name	Address	Date	Heritage Listing <sup>1</sup>
Mandalay (originally Tamai Flats)	2 Addison Rd	1914	Listed: 'Large distinctive Federation Arts and Crafts style building in a landmark location.'
	124 – 130 Addison Rd	c1930	Not Listed
Winchelsea	30 Ashburner St	1922	Not Listed
Valentia	33 Ashburner St	1918	Not Listed
	8 Ashburner Street, Manly		Not Listed
Santa Fe	39 Ashburner Street, Manly		
	124-130 Addison Street, Manly		
	41, 43 Ashburner St	c1920	Not Listed
	7 Belgrave Street		
	12 Belgrave Street		
'Borambil	129 Bower Street, Manly	1929	Peddle and Thorpe
Grocott	63-65 Bower Street	1934	
	5 Cameron Avenue, Manly		

<sup>1</sup> Statement of Significance are quoted from the Manly Heritage Study Review and Database Listing, 1999 (Kemp/McArthur)



Name	Address	Date	Heritage Listing <sup>1</sup>
Castle Vennon	The Corso, Manly		
Hilder Lea	7 Commonwealth Parade, Manly		Listed - Esplin
	217 Condamine Street, Manly		
	17 Darley Road, Manly		
	33 Darley Road, Manly		
Beaumaris Flats	30 Cliff Street	1918	
	17 Darley Road, Manly		
	33 Darley Road, Manly		
	28 East Esplanade, Manly		
	50 East Esplanade		
	53 East Esplanade		
	14 Ethel Street, Manly		
Three Brick Flats	Eurobin Avenue, Manly		
	Manly Public School		
	39–47 Sydney Road		
Ocean House	77 – 78 Ocean St	1915	Not Listed
Cordova	35 Pacific St	c1930	Not Listed
Kylemoew	Pine St	1920s	Not Listed
Dungowan	7 South Steyne	1919	Listed: Ross and Rowe. A good example of early 20th century architectural styles in this form of development; in textural interest provided to streetscape and in showing Art Nouveau and California Bungalow influence.
	4 Victoria Parade, Manly		4 Victoria Parade, Manly
	8 Victoria Parade, Manly		8 Victoria Parade, Manly
	8, 10 and 12 Victoria Parade, Manly		8, 10 and 12 Victoria Parade, Manly
De Ville	11 Victoria Parade	c1920s	Not Listed
Beverly Towers,	13 Victoria Parade, Manly	Beverly Towers,	13 Victoria Parade, Manly
Winslow Flats	16 Victoria Parade	1920	Not Listed
Strathmore Flats	18 – 20 Victoria Parade	c1921	Not Listed
	29 Victoria Parade, Manly		
Newstead	31 Victoria Parade	1919	
	46 Victoria Parade, Manly		
Abbeylex Flats	Corner of Victoria Parade and East Esplanade	1925	Listed: Buckle and Carfrae
Carisbrooke	NE corner of Wentworth St and South Steyne	1924?	Not Listed
Flats	93 – 94 West Esplanade	c1917	Not Listed
Wentworth Flats	20 Wentworth Street	1915	Waterhouse and Lake
The Drummond House	Wentworth Street		Listed

Name	Address	Date	Heritage Listing <sup>1</sup>
	8 West Promenade, Manly		
	49 Wood Street, Manly 'Kalos'		

### 3. PHYSICAL EVIDENCE

#### 3.1.1. MANLY TOWN CENTRE HERITAGE CONSERVATION AREA

The Inventory Sheet provides the following description for the HCA:

*The second zone comprises The Corso, which is the iconic focus for the Manly Town Centre Conservation Area. Extending from Manly Wharf north-east to Ocean Beach, The Corso is a grand promenade, now primarily pedestrian, lined with predominantly low rise commercial buildings. The majority date to the late Nineteenth Century through to the 1930s, and are generally on narrow allotments. Most of the original ground floor shop fronts have been altered; however the first floors facades and parapets are generally intact, presenting a uniform streetscape and skyline. The street trees make a strong contribution to the character of The Corso, in particular the two mature Moreton Bay Fig Trees in the civic square at the south-western termination of The Corso, in front of the Council Chambers. The north-eastern end of The Corso is more sparsely planted, primarily with palms, though this provides for the striking open vista towards Ocean Beach, bound by the buildings on either side of the Corso. It is noted that a number of pedestals from one of the earlier lighting systems, possibly dating to around the turn of the Twentieth Century, remain in situ at the south western end of The Corso.*

The Manly Town Centre Conservation Area is defined by the Corso and its turn of the century streetscape with an overlay of interwar buildings and a later overlay of post 1980 development. Due to the council controls the ongoing scale of the streetscape has been retained including key built elements such as the Hotel Steyne, and the New Brighton Hotel.

While the Hotel Steyne is specifically mentioned in the inventory sheet, the 1910 building Steyne Café, which is part of the site is not mentioned.

#### 3.1.2. HERITAGE ITEM – HOTEL STEYNE

The site of the Hotel Steyne is a composite of three buildings, the original 1936 building, the 1941 building and the 1910 building. The site is not listed on the State Heritage Register. The site, comprising the 1936 and 1941 buildings, is listed on the Manly Local Environmental Plan as Heritage Item No. I111. The 1910 building Steyne Café, which is part of the site, is a part of the Heritage Item listing but does not contribute to its significance and is not noted in the inventory sheet.

The strip lacks any cohesion as a group of hotels fronting the beach. The strips contain remnants of housing that characterised the area in the early twentieth century.

The Steyne Hotel retains a high level of integrity although an additional floor has been added which is stepped back from the façade.

The façade follows the street alignment. The building is characterised by a series of symmetrical facades to each of the splayed boundaries.

The corner is marked by an octagonal tower element featuring original triangular metal balconies.

The façade features recessed balconies to The Corso and North Steyne. The facades are articulated by horizontal decorative brickwork.

The quality of the brickwork is superior. The façade is a quality example of face brick work masonry façade.

### 3.1.3. 1910 BUILDING STEYNE CAFÉ

The 3-storey building located on the north of the boundary is part of the hotel site. This a Federation Free style building with a café to the ground floor, pairs of timber shingled projecting balconies above, and a tall parapet featuring semi-circular blind arches.

The building was originally free standing with bay windows projecting onto the vacant lot adjacent of the hotel site to match those fronting the Steyne. The extension of the Hotel in 1941 required removal of the bays and the free-standing quality of the building. The façade was painted, and bay windows repaired. The modified version of its façade remains. It is not part of a cohesive streetscape as occurs with heritage items within Pittwater Road which developed in 1905 as a result of the Tram extension.

The 1910 building is a greatly altered building which has a low significant level of integrity internally and externally.

This building, as part of the Lots describing the Steyne Hotel, is heritage listed. The building is within the Manly Town Centre Heritage Conservation Area. the significance of the Manly Town Centre Heritage Conservation area relates to its role as a day trip and holiday destination with key built elements such as hotels.

The building while part of the heritage Item site is not noted in the inventory sheet for the Hotel Steyne or the Manly Town Centre Heritage Conservation Area. The earlier building never provided any cohesion in the streetscape.

## 4. SIGNIFICANCE (STATEMENT OF SIGNIFICANCE)

### 4.1. SIGNIFICANCE (STATEMENT OF SIGNIFICANCE) – HOTEL STEYNE

*The building has historical significance for its association with the development of the hotel industry in the Interwar period and the site has historical significance because of the continuity of use as a hotel since 1858 and the site of Henry Gilbert Smith's Steyne Hotel is significant as one of the most important stone buildings to have ever been constructed in Manly's history. The building has historical associative significance because of its association with Copeman, Lemont and Keesing. The building has aesthetic significance as an outstanding example of an Interwar Art Deco hotel for its landmark qualities and for its contribution to the streetscape. The building has social significance for its associations with the Manly community.*

4.2. SIGNIFICANCE (STATEMENT OF SIGNIFICANCE) – 1910 BUILDING STEYNE CAFÉ

There is no mention of the 1910 building. The 1910 building is a greatly altered building which has a low significant level of integrity internally and externally. The earlier building never provided any cohesion in the streetscape.

4.3. SIGNIFICANCE (STATEMENT OF SIGNIFICANCE) – MANLY TOWN CENTRE CONSERVATION AREA

*The Manly Town Centre Conservation Area (TCCA) is of local heritage significance as a reflection of the early development of Manly as a peripheral harbor and beachside village in the fledgling colony of New South Wales. This significance is enhanced by its role as a day-trip and holiday destination during those early years, continuing up to the present time, and its association with H G Smith, the original designer and developer of the Town Centre Conservation Area as it is today. The physical elements of the Town Centre Conservation Area reflect this early development and its continued use for recreational purposes, most notably the intact promenade quality of The Corso and its turn of the century streetscape, as well as key built elements such as **hotels**, and remaining original commercial and small scale residential buildings.*

*The beautiful natural setting of the Town Centre Conservation Area has provided a solid foundation for its picturesque qualities. The cultural landscape, including plantings, monuments and open spaces, reflects the continued enhancement of the Town Centre Conservation Area over time, in order to attract and sustain visitors to the area, which in turn has provided great support to the local economy. The many historic vistas which remain to this day enhance the visitor experience of the Town Centre Conservation Area and assist with providing an interpretation of the TCCA as it has changed over time.*

*The Town Centre Conservation Area maintains a high level of social significance, as a popular destination for local, national and international tourists, as well as through its encapsulation of the Australian beach culture.*

While the Hotel Steyne is referred to, the 1910 Building Steyne Café is not.

4.4. SIGNIFICANCE (STATEMENT OF SIGNIFICANCE) – THE STEYNE STREETSCAPE

There is no statement of significance for the Steyne. Its development reflects an unsuccessful attempt by Manly Council town planner Les Graham to provide a Riviera' style avenue of quality hotels and apartments epitomized by the new Manly Pacific Hotel in 1982.

## **5. ASSESSMENT OF HERITAGE IMPACT**

### **5.1. ASSESSMENT OF HERITAGE IMPACT AGAINST THE HERITAGE POLICIES IN THE CMP**

Proposed works are considered in relation to policies developed in this Assessment to determine their impact upon heritage significance.

#### **5.1.1. Policy - Fabric Conservation**

- No significant fabric 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.

#### **Response**

The 1910 building Steyne Café is not mentioned in the heritage inventory sheet, and none of its fabric is identified as significant. No significant fabric is therefore removed.

#### **5.1.2. Policy - Minimise Impact of Intervention**

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.

#### **Response**

No Intervention in significant fabric is proposed as noted above.

The 1910 building Steyne Café is so altered, so representative and not part of a cohesive streetscape that its demolition does not impact on the significance of the Steyne Hotel or the Manly Town Centre.

#### **5.1.3. Policy – Interior Elements**

Generally, the retention of the following elements and finishes described in Section 5.10 is desirable.

#### **Response**

No elements and finishes in 1910 Building Steyne Café are described in Section 5.10. The 1910 building Steyne Café is not mentioned in the heritage inventory sheet. The interior demolition does not impact on the significance of the Steyne Hotel.

#### **5.1.4. Policy – Interior Spaces**

The spatial qualities of the building contribute to its significance and interpretation and therefore should be conserved, as part of the on-going use, on-going management and any future development strategy.

#### **Response**

The 1910 building is not mentioned in the heritage inventory sheet. The interior demolition does not impact on the significance of the Steyne Hotel.

5.2. ASSESSMENT OF HERITAGE IMPACT USING THE HERITAGE NSW GUIDELINES

The NSW Heritage Office provides the following guidelines as a prompt to assess the impact of a proposed development.

5.2.1. *How is the impact of the new development on the heritage significance of the item or area to be minimised?*

Response

The impact of the new development on the heritage significance is minimal. The 1910 building Steyne Café is not mentioned in the heritage inventory sheet. Its demolition does not impact on the significance of the Steyne Hotel.

5.2.2. *Can the additional area be located within an existing structure? If not, why not?*

Response

The heritage issue relates to the façade retention of the building rather than the need for extra area.

5.2.3. *Will the additions visually dominate the heritage item?*

Response

The new building is of a similar scale to the existing 1910 building Steyne Café.

5.2.4. *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*

Response

The development is not sited on any known, or potentially significant archaeological deposits.

5.2.5. *Are the additions sympathetic to the heritage item?*

Response

The additions are sympathetic to the heritage item being the Steyne Hotel. Note the inventory sheet does not include the 1910 building Steyne Café.

5.2.6. *Why is the new development required to be adjacent to a heritage item?*

Response

New development is adjacent to a heritage item because the planning controls anticipate development along the Steyne to this height. New work interprets the historic subdivision and the brick character of the Hotel Steyne.

5.2.7. *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*

Response

The curtilage around the heritage item is the site of the Hotel Steyne which includes the 1910 building Steyne Café, even though there is no specific mention made of it. The historic amalgamation of the two (2) site relates to the 1960s rather than the historic significance of the 1910 building or any association with the Hotel Steyne. The curtilage of the Hotel Steyne, which includes the 1910 building Steyne Café retains the heritage significance of the Hotel Steyne.

5.2.8. *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*

Response

There is no effect on views to and from the heritage item being the Hotel Steyne as the new building is a similar size and located on the same allotment.

5.2.9. *Will the public and users still be able to view and appreciate its significance?*

Response

The public and users still be able to view and appreciate the significance of the Hotel Steyne.

## 6. CONCLUSION

Given the heritage significance of the site relates to the Hotel Steyne and not the 1910 Building Steyne Café, options for retention and adaptive reuse of the Hotel Steyne are most appropriate combined with replacement of the 1910 Building Steyne Café. The proposal interprets the historic subdivision and the brick character of the Hotel Steyne and therefore enhances the significance of the Hotel Steyne.

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