

Manly Wharf Carpark/ East Esplanade  
Manly NSW 2010

Regularisation of unauthorised building works and use of the  
carpark level as a paid secure carpark.

## **Appendix A: Heritage Impact Statement**

Prepared for Secure Parking

02 December 2013

Job Number: 13/0729

## 1. Introduction

- 1.1 This Statement of Heritage Impact has been prepared for Secure Parking, and accompanies a Development Application (DA) to the Manly Council for the proposed regularisation of unauthorised building works and use of the carpark level as a paid secure carpark.
- 1.2 The subject site as a whole is irregularly shaped, and is located on the south side of East Esplanade in Manly (Figure 1). The subject site consists of a multi-level mixed use building, consisting of a variety of retail and commercial premises (Figure 2). The existing development fronts the Manly Cove.
- 1.3 The proposal seeks approval for the regularisation of unauthorised works building works and use of the carpark level as a paid secure carpark. The unauthorised works subject to this Development Application include the following:
  1. Construction of two new boom gates to the entry of the basement carpark (Figure 3);
  2. Construction of a new site office to the western end of the basement carpark (Figure 4);
- 1.4 These works are depicted on the plans labelled Basement Floor Plan, prepared by RealServe Pty Ltd, dated 16 September 2013.
- 1.5 The Statement considers the proposal in light of the significance of the listed heritage item, and provides an assessment of the proposal against the Council's relevant non-statutory controls set out in the *Manly Council Development Control Plan 2013*.



Figure 1: Aerial view of the subject site (Source: Six Maps, 2013).



Figure 2: Street view of the subject site (northern elevation) (Source: Australian Facilities Solutions Pty Ltd, 2013).



Figure 3: Unauthorised building works- Construction of two new boom gates to the entry to the basement car park (Source: Australian Facilities Solutions Pty Ltd, 2013).



*Figure 4: Unauthorised building works- Construction of a new site office to the western end of the basement (Source: Australian Facilities Solutions Pty Ltd, 2013).*

## **2. Site and Locality**

- 2.1 The site is Manly Wharf Carpark/ East Esplanade, Manly. The subject site is located on the south-western side of the East Esplanade.
- 2.2 Vehicular entry to the site is from the eastern side of the site off the East Esplanade (Figure 5). The basement car park comprises one level and provides a total of 66 car parking spaces, consisting of one disabled car parking space. Pedestrian access to the basement levels from the upper levels of the building via the lifts, stairs or through the vehicular access ramp of the site.
- 2.3 The character of the area comprises a mixture of building types, scale and architecture. Figure 6 provides an aerial view and illustrates the configuration of the site and its relationship to adjoining developments.





*Figure 5: Entry to the site is from the East Esplanade (Source: Australian Facilities Solutions Pty Ltd, 2013).*



*Figure 6: Relationship of the site to adjoining property (Source: Six Maps, 2013).*

### **Development to the North**

- 2.5 To the north of the site is a series of multi-level mixed use buildings, containing residential, commercial and retail developments (Figure 7). The existing developments are located on the northern side of East Esplanade.



*Figure 7: To the north of the site is a series of multi-level mixed use buildings, as viewed from the East Esplanade (Source: Australian Facilities Solutions Pty Ltd, 2013).*

### **Development to the West**

- 2.6 To the west of the site is public open space and the Manly Cove (Figure 8). The area consists of Norfolk Pines fronting the Manly Cove. The area is listed as an item of environmental heritage under the provisions of the *Manly Local Environmental Plan 2013*, having a significant landscape form.





*Figure 8: To the west of the site is public open space, as viewed from the East Esplanade (Source: Australian Facilities Solutions Pty Ltd, 2013).*

### **Development to the East**

- 2.7 Similar to the west of the site, the east of the site is public open space and the Manly Cove (Figure 9). The area consists of Norfolk Pines fronting the Manly Cove. The area is listed as an item of environmental heritage under the provisions of the *Manly Local Environmental Plan 2013*, having a significant landscape form.



*Figure 9: To the east of the site is a series of mixed use buildings, as viewed from the East Esplanade (Source: Australian Facilities Solutions Pty Ltd, 2013).*

## Development to the South

- 2.8 To the south of the site is the Manly Cove (Figure 10). The Manly Cove is regularly used by the Manly to Circular Quay Ferry.



Figure 10: To the south of the site is the Manly Cove (Source: Australian Facilities Solutions Pty Ltd, 2013).

## 3. Heritage Listings and Classifications

- 3.1 The subject site is listed as an item of environmental heritage (state listed) under the provisions of the *Manly Local Environmental Plan 2013* (Figure 5). As shown in the below figure the lot on which the carpark is located is considered a heritage lot. The heritage item is outlined in Schedule 5 of the LEP as follows:

Suburb:	Item Name:	Address:	Significance:	Item No:
Manly	Manly Wharf	East and West Esplanades (opposite The Corso, Harbour Side)	State	I145



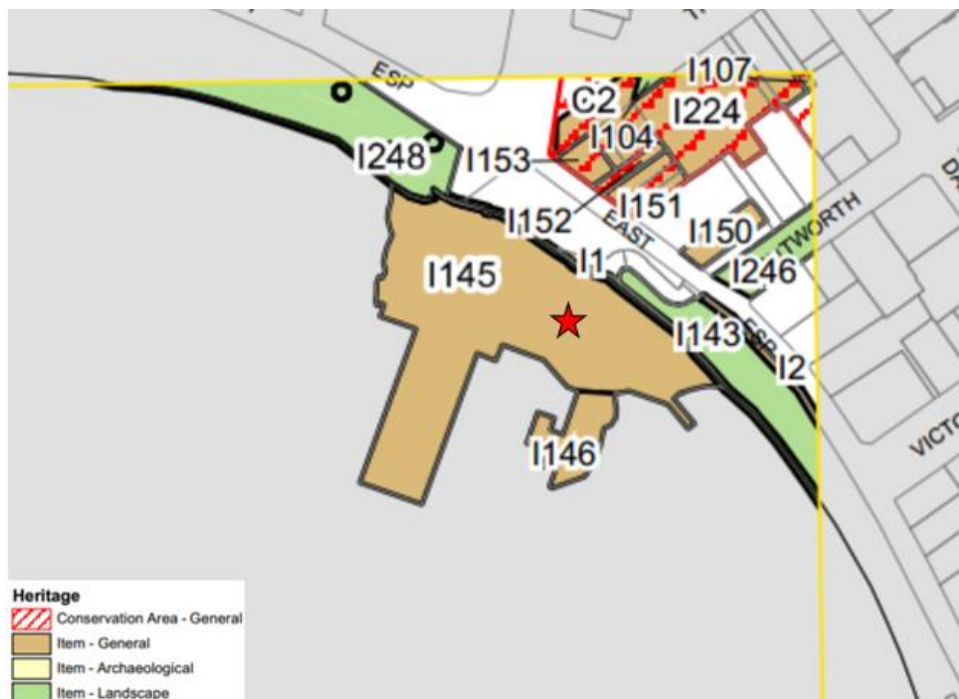


Figure 5: Heritage Map. Subject site marked by red star (Base Source: NSW Legislation, 2013).

### **State Heritage Inventory**

- 2.2 The State Heritage Inventory incorporates a statement of significance for the Manly Wharf, which is reproduced in part below:

#### **Statement of Significance:**

*Of environmental significance as a visually prominent manmade feature. Of historical significance for its associations with the maritime activities at Manly as a tourist destination and suburb of Sydney, dependant on the ferry link to the CBD. (Anglin 1990:2033)*

*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.*

*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.*

#### **Comment:**

The proposed use of the site as paid secure carpark and regularisation of unauthorised building works is for the basement level carpark only and will not be visible from the Manly Wharf. The proposal will not result in any impacts on view corridors to or from the heritage

item maintaining the significance of the site from the public realm. The use is compatible with the site as it will provide parking provision for visitors of the site.

### ***Physical Description***

- 2.3 The physical description of the building is described by the *State Heritage Inventory (2013)* as follows:

*A broad wharf supported on timber piers and with a concrete platform. The superstructure is constructed of steel and timber. The facade and side walls form an important architectural design, similar to the Circular Quay ferry terminals. (Blackmore, Ashton, Higginbotham, Rich, Burton, Maitland, Pike 1985) The original part of the wharf was built in a modernistic transport idiom, with typical stylistic features of era including play of circular and rectangular geometric terms, bayed facade to the water (marine connotations), wide arc 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.*

### **Comment:**

The type of construction and materials present in the basement carpark indicates that the carpark was a later addition to the site being of modern construction and consisting of no heritage fabric materials. The proposal will not result in the removal of any original fabric or loss of important design features.

## **4. Heritage Impact Assessment**

### ***Impacts on heritage significance of the heritage item***

- 4.1 The subject site as explained in the Statement of Significance and the Physical Description of the site is significant for the Manly Wharf which maintains a significant transportation mode between Manly and Circular Quay. As the works are contained wholly within the basement carpark level it is considered that the proposal will not result in any unacceptable impacts upon the significance of the heritage item. No works will be visible from the streetscape maintaining the heritage significance from the public realm. The unauthorised works that have occurred result in no removal of any heritage fabric, as upon inspection of the site, it appeared that the basement carpark level was an addition to the site at a later time.

### ***Impacts on heritage items located within the close proximity of the site***

- 4.2 As shown in Figure 5, the subject site is within the close proximity of heritage items. These include the following:

<b>Item No:</b>	<b>Description:</b>	<b>Significance:</b>
I146	Pier (former Fun Pier), Manly Wharf	Local
I248	Governor Phillip Monument	Local

I143	Park/Reserve	Local
I150	Two Terrace Houses	Local
I151	Terrace Building	Local
I152	Commercial and Residential Building	Local
I153	Commercial and Residential Building	Local
I246	Street Trees	Local

It is considered that that proposal will not cause any detrimental effects to the heritage significance of these heritage items due to all works being to the basement level and not being visible from the streetscape. The site will maintain the same appearance and function from the streetscape having no impact upon the heritage significance of other heritage items.

### **Consideration of Non-Statutory Standards**

#### **Manly Development Control Plan 2013**

- 4.3 Section 3.2 of the *Manly Development Control Plan 2013* provides the controls for Heritage Considerations. The relevant controls are as follows:

<b>Clause</b>	<b>Provision</b>	<b>Compliance Comment</b>
3.2.1.1	<p><i>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><i>ii) the heritage values or character of the locality are retained or enhanced;</i></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>While it is recognised that the site is within the close proximity to various other heritage items (see Figure 5), it is considered that the proposal to the basement car park level will not cause any detrimental effects to the heritage significance of these heritage items due to all works being to the basement level and not being visible from the streetscape.</p> <p>The site will maintain the same appearance and function from the streetscape having no impact upon the heritage significance of other heritage items.</p>



### Development in the Vicinity of Heritage Items, or Conservation Areas

Clause	Provision	Compliance Comment
3.2.1.1 (a)	<p><i>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><i>ii) the heritage values or character of the locality are retained or enhanced;</i></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>As stated above, while it is recognised that the site is within the close vicinity of other heritage items and conservation areas it is considered that the development will not detract from the heritage significance of the heritage items due to the works not being visible from the streetscape.</p> <p>The site will maintain the same appearance and function from the streetscape.</p>

### Complementary Form and Scale that Distinguishes Heritage Significance

3.2.2.1 (a)	<p><i>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 unauthorised boom-gate and site office is compatible with the existing development on-site.</p>
3.2.2.1 (b)	<p><i>Consideration should be given to whether making a house bigger will ruin its appearance. Additions to small houses can easily overwhelm them and use up garden space needed for private open space and impact the setting and pattern of development in the locality. Modest additions work best and can be organised as wings or pavilions to the existing house. All additions must be at the back of the house, not the front.</i></p>	<p>Not applicable.</p>

### Retaining Significant Features and Landscape Settings

*Alterations or additions to heritage items or buildings within a conservation area must:*

Clause	Provision	Compliance Comment
3.2.2.2 (a)	<i>Retain original and traditional roof form, roof pitch and original cladding (including slate) with any alterations to the roofs to be sympathetic to the style of the heritage item or building within a conservation area;</i>	The proposal will retain all original heritage fabric and is sympathetic to the heritage item by its location and its compatibility with the existing developments on the basement carpark level.
3.2.2.2 (b)	<i>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>	The proposal will retain all original architectural detailing.
3.2.2.2 (c)	<i>Retain original wall treatments. Modifications to face brick dwellings must use the original style of bricks, window heads, mortar joints and other building details;</i>	The proposal will retain all original wall treatments.
3.2.2.2 (d)	<i>Not render or paint original face brickwork. In particular face brickwork where already so treated should be restored, where practical, to its original un-painted state;</i>	Complies.
3.2.2.2 (e)	<i>Where surfaces are not originally face brickwork:</i>  <i>i) any appropriate use of cement render is complementary to and consistent with the heritage architectural style and colour schemes and repainting must be articulated in the same manner as the original colour rendering of the building;</i>  <i>ii) external colour schemes are to be in keeping with the original character of the heritage building based where possible on physical or documentary evidence in keeping with the architectural style and period of the building;</i>  <i>iii) contemporary colours are not discouraged, but should be combined in a complementary way; and</i>  <i>iv) single colour solutions are not permitted;</i>	Not applicable.



3.2.2.2 (f)	<i>avoid removal of original fabric in order to retain the integrity of the heritage item or conservation area;</i>	<p>As stated above, the proposal will not result in the removal of any original fabric.</p> <p>From site inspection of the site it appears that the basement carpark level was an addition to the site at a later stage consisting of no heritage fabric.</p>
3.2.2.2 (g)	<i>ensure that any new windows are to be inserted into the existing fabric of a heritage building and be of a size, proportion and type of window that is compatible with the building's architectural style/period as shown in Figure 7; and</i>	Not applicable.
3.2.2.2 (h)	<i>Retain and maintain contributory landscape settings for heritage items and ensure new landscaping is sympathetic to the heritage significance of the item or place.</i>	Not applicable.

## 5. Conclusion

- 5.1 The above assessment provides further evidence to demonstrate that the proposed development will have no adverse impact on the heritage significance of the heritage item and heritage items within the vicinity of the site. All works are to the basement carpark level and are not visible from the streetscape. The works result in no removal of heritage fabric material. Having regard to the aforementioned assessments it is considered that the proposed works will not have an unacceptable impact upon the heritage item on the lot and is therefore considered acceptable and should be approved.

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02 December 2013