

STATEMENT OF HERITAGE IMPACT

Proposed Development at

Tenancy 11

MANLY WHARF



Job No. 9740
November 2022

Heritage21
CULTURAL BUILT HERITAGE IN THE 21ST CENTURY

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Acknowledgement of Country

Heritage 21 wishes to acknowledge the Traditional Owners of country throughout Australia and recognise their continuing connection to land, waters and community. We pay our respects to them and their cultures and to elders both past and present.

Cover page: Subject site at Manly Wharf, from the south side of East Esplanade looking to the front façade. (Source: Heritage 21, 01 November 2022)

The following table forms part of the quality management control undertaken by Heritage 21 regarding the monitoring of its intellectual property as issued.

Issue	Description	Date	Written by	Reviewed by	Issued by
1	Draft report (D1) issued for comment.	23.11.22	KT	AP	KT
2	Report Issued (RI).	24.11.22	KT	-	KT

1.0 INTRODUCTION

1.1 Background

This Statement of Heritage Impact (“SOHI” or “report”) has been prepared on behalf of Max Brenner, the tenants of Tenancy 11 (“the subject site”), to submit an integrated development application for alterations and additions for a tenancy fitout within Tenancy 11 at the Manly Wharf. .

1.2 Site Identification

The subject site is located at Manly Wharf, which falls within the boundaries of the Northern Beaches Council Local Government Area (LGA) and it comprises Lot 1 DP 1170245. As depicted in Figure 1 below, the site is located on the southern side of East Esplanade and is located within Manly Wharf. The site is located opposite The Corso. The proposed development at the Manly Wharf would be limited to Tenancy 11. Tenancy 11 is located in the south-eastern corner of the retail complex located at the Manly Wharf. The setting and topography of the site will be more fully described in Section 3.0 below.



Figure 1. Aerial view of the site, which is highlighted in yellow (Source: NSW Spatial Services, “SIX Maps,” accessed 17 November 2022, <http://maps.six.nsw.gov.au/>, annotated by Heritage 21).

1.3 Heritage Context

1.3.1 Heritage Listings

The subject site **is** listed as an item of environmental heritage under Schedule 5 of the Manly Local Environmental Plan 2013 (“MLEP”). It also **is** listed on the NSW State Heritage Register, the Heritage Act – s.170 Heritage Register of the Marine Ministerial Holding Corporation and the National Trust Register (NSW). However, it **is not** listed on the National Heritage List, the Commonwealth Heritage List or the former Register of the National Estate.¹

The details of the listings are as follows:

Statutory List – Legislative Requirements				
List	Item Name	Address	Significance	Item No.
Manly Local Environmental Plan 2013	Manly Wharf	East and West Esplanades (opposite The Corso, Harbour side)	State	1145
State Heritage Register	Manly Wharf	West Esplanade, Manly	State	01434
Marine Ministerial Holding Corporation – s.170 Register	Manly Wharf	-	State	4920067
Non-Statutory List – Information Only				
List	Item Name/ Description			Item No.
National Trust Register – National Trust NSW	Manly Wharf			8861

¹ The Register of the National Estate ceased as a statutory heritage list in 2007, but it continues to exist as an inventory of Australian heritage places.

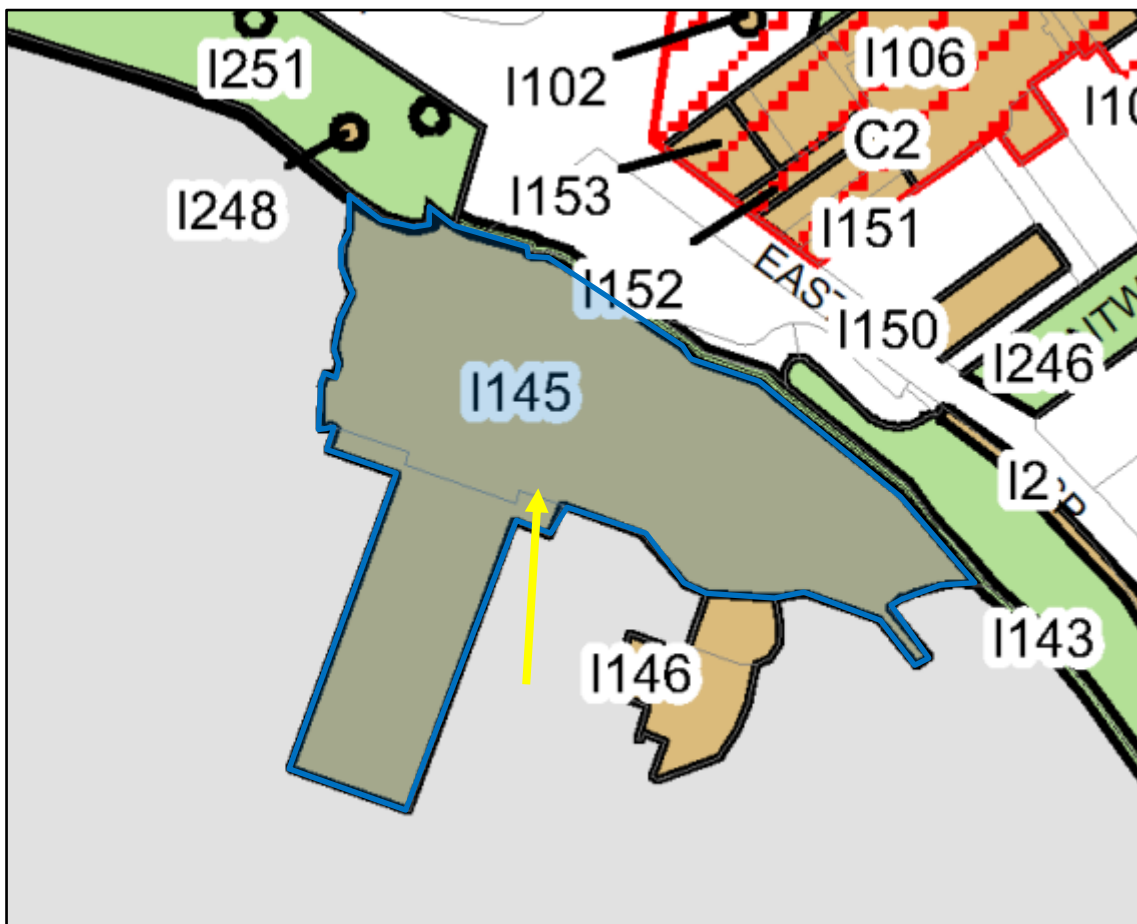


Figure 2. Detail from Heritage Map HER_004. The site is outlined in blue, heritage items shaded brown and heritage conservation areas are hatched red. The approximate location of Tenancy 11 is indicated by the yellow arrow (Source: NSW Legislation Online, <https://www.legislation.nsw.gov.au/maps>, annotated by Heritage 21).



Figure 3. Plan showing the curtilage of the subject site in the State Heritage Register. The subject site is indicated by the red arrow (Source: NSW State Heritage Inventory, available on <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5051365>, annotated by Heritage 21).

The subject site **is not** located within the boundaries of a Heritage Conservation Area under Schedule 5 of the MLEP 2013 but is situated in the vicinity of the Town Centre Heritage Conservation Area (“HCA”).

1.3.2 Heritage Items in the Vicinity

As depicted in Figure 2 above, the subject site is situated within the general vicinity of the following heritage items and HCAs listed under Schedule 5 of the MLEP 2013. The details of the listings are as follows:

Item/HCA Name	Address	Significance	Item Number
	The Corso (central reservation, between The Esplanade and Darley Road)	Local	I102
Group of commercial buildings	All numbers, The Corso	Local	I106
Park/Reserve	East Esplanade	Local	I143
Pier (former Fun Pier), Manly Wharf	East and West Esplanade	Local	I146
Two terrace houses	41-42 East Esplanade	Local	I150
Terrace building	46, 47 and 48 East Esplanade	Local	I151
Commercial and residential building	53 East Esplanade	Local	I153
Street trees	Wentworth Street	Local	I246
Governor Phillip Monument	West Esplanade Reserve	Local	I248
Park	West Esplanade	Local	I251
Town Centre Conservation Area	-	Local	C2

Among the above heritage items in the vicinity listed above, the subject site is adjacent to or within the visual catchment of Item I146 (Pier (former Fun Pier), Manly Wharf).

The proposed development of the food and drinks tenancy fitout within Tenancy 11 would be limited to the interiors within the Manly Wharf and as such would not be located within the visual catchment of heritage items I102, I106, I143, I150, I151, I153, I246, I248, I251 and the Town Centre HCA listed above and neither is it considered to be sufficiently proximate to those places to warrant discussion in the Heritage Impact Assessment contained in Section 6.0 of this SOHI. Accordingly, the discussion in Section 6.0 of this SOHI of the potential heritage impact of the proposal on heritage items in the vicinity is limited to Item I146.

1.4 Purpose

Part 4 of the Environmental Planning & Assessment Act 1979 outlines that an integrated development application requires development consent from a NSW State Government Agency. As the subject site is listed as a heritage item on the NSW State Heritage Inventory, it requires consent as outlined in Section 58 of the *Heritage Act 1977*. This is in addition to Sections 5.10(4) and 5.10(5) of the Manly Local Environmental Plan 2013 which require Northern Beaches Council to assess the potential heritage impact of non-exempt development, such as the proposed works (refer to Section 5.0), on the heritage significance of the abovementioned heritage item, also, to assess the extent (whether negative, neutral or positive) to which the proposal would impact the heritage significance of that heritage item, and heritage items in the vicinity. This assessment is carried out in Section 6.0 below. This report forms part of an integrated development application, in which consent is sought from the Heritage Division of the Office of Premier and Cabinet and Northern Beaches Council.

1.5 Methodology

The methodology used in this SOHI is consistent with *Statements of Heritage Impact* (1996) and *Assessing Heritage Significance* (2001) published by the Heritage Division of the NSW Office of Environment and Heritage and has been prepared in accordance with the principles contained in the most recent edition of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* 2013 ('Burra Charter').

1.6 Authors

This Statement of Heritage Impact ("SOHI" or "report") has been prepared by Kieran Moss, reviewed by Ankita Powale and overseen by Paul Rappoport, of Heritage 21, Heritage Consultants.

1.7 Limitations

- This SOHI is based upon an assessment of the heritage issues only and does not purport to have reviewed or in any way endorsed decisions or proposals of a planning or compliance nature. It is assumed that compliance with non-heritage aspects of Council's planning instruments, the BCA and any issues related to services, contamination, structural integrity, legal matters or any other non-heritage matter is assessed by others.
- This SOHI essentially relies on secondary sources. Primary research has not necessarily been included in this report, other than the general assessment of the physical evidence on site.
- It is beyond the scope of this report to address Indigenous associations with the subject site.
- It is beyond the scope of this report to locate or assess potential or known archaeological sub-surface deposits on the subject site or elsewhere.
- It is beyond the scope of this report to assess items of movable heritage.
- Any specifics regarding views should be assessed by a view expert. Heritage 21 does not consider itself to be a view expert and any comments in this report are opinion based.
- Heritage 21 has only assessed aspects of the subject site that were visually apparent and not blocked or closed or to which access was not given or was barred, obstructed or unsafe on the day of the arranged inspection.

1.8 Copyright

Heritage 21 holds copyright for this report. Any reference to or copying of the report or information contained in it must be referenced and acknowledged, stating the full name and date of the report as well as Heritage 21's authorship.

2.0 HISTORICAL CONTEXT

2.1 Historical Summary

The following physical description of the Manly Wharf, which the subject site is part of, has been extracted from the Manly Ferry Wharf Conservation Management Plan, prepared by Architectural Projects:²

2.1.1 The First English Landing

In 1788, Governor Arthur Phillip landed at North Harbour near the present-day Boyle Street to begin the overland march to Pittwater. The confidence and manly behaviour of the aboriginals resulted in the name of the area, Manly.

2.1.2 First Grants

In 1810 Lachlan Macquarie took up the governorship. Among his first duties was the signing of two land grants in the Manly area. One gave 100 acres to Richard Cheers. It occupied most of the land west of the present Corso to North Head. The 30 acres given to Gilbert Baker were also bounded by the Corso and extended as far as Ashburner Street. In 1818 both grants were sold to D'Arcy Wentworth. Wentworth was granted a further 380 acres in the area. Wentworth's purchase of further grants in Manly and the restrictions imposed by his will, left most of Manly underdeveloped for the next 60 years. In 1841 there were only 38 males and 29 females living in the Parish of Manly Cove. By 1852 the area remained mainly dense forest.

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.

2.1.3 Early Development

In May 1853 Henry Gilbert Smith bought twenty acres of land which had been granted to John Crane Porter 16 years earlier. The following year a sandstone residence was completed on the hill above the small Harbour Beach. Both the beach and the house were given the name "Fairlight". The estate was eventually divided in 1902 and Fairlight House was demolished in 1939 and replaced by nine blocks of flats.

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. A small jetty was constructed which has been continuously used as a ferry wharf ever since. At the same time he constructed the Pier Hotel which would be later replaced in the 1920s, by the Hotel Manly. Smith began a regular ferry service to and from Sydney. In 1856 he cleared the narrow, swampy street leading from

² Jennifer Hill, Architectural Projects, *Manly Ferry Wharf Conservation Management Plan*, 19 October 2016, pp.5-10.

the Harbour to the ocean which he called The Corso after the main street in Rome. Smith built a church in 1864 and a school house and public bath house. In the 1860's the first English-style bathing boxes on wheels appeared on the Ocean Beach sands.

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 him. In his will Gilbert left most of Manly's present park reserves to future generations.

In 1876 much of the land west of The Corso to North Head was still held by the Wentworth family. Most of it was acquired by auction that year by the Anglo-Australian Investment Company. A second pier, west of the main pier, and at the foot of Stuart Street, was built.

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 6 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.

2.1.4 Incorporation of Manly Council

In 1877 five hundred people were living between The Spit and Manly, a sufficient number to warrant the establishment of a Municipality. The first meeting of the new council was held in February that year. Manly was taking shape in "the village by the sea". The Harbour trip enabled Manly to be reached as part of the day's outgoing. The 112 km journey by road would take an entire day.

The Corso was narrow and unsealed, little more than a track, lined on one side with cottages and shops with a hotel at either end. A post office was located on The Corso. Inevitably the Harbour front was settled earlier than the ocean end and a variety of cottages curved around the Harbour foreshore. The New Brighton Hotel was built in 1880's. A track between the Steyne Hotel, or the Collonade Hotel was known as Fountain Street.

In 1877 first subdivision of land, which had been frozen for the will of W.C. Wentworth, was released. It was called The Brighton Estate.

While the possibility of a rail link between St Ives and the northern beaches was discussed in the 1880's it was never realised. This ferry was the only form of transport for a number of years. Manly's popularity with weekend excursioners grew rapidly.

Gilbert Smith entered into arrangements to improve the service in 1860. In 1877 the Port Jackson Steam Boat Company began its regular ferry service to Manly from Woolloomooloo dock. Alterations to the Wharf occurred at the same time. In 1877 the Port Jackson Steam Boat Company constructed a small cabin on the jetty. In 1881 the company now renamed Port Jackson Steamship Company constructed a shelter shed. In 1888 a two storeyed Camera Obscura tower was built at the front of the wharf. However, after functioning for around four years, the facilities were turned to housing various shops and businesses. One photograph shows the tower with a third storey. These private developments were accompanied by a

government development when, in 1866, the colonial government erected a cargo wharf alongside and to the east of the passenger wharf.

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. The site of 1.1/2 acres in Darley Road was acquired in May 1880. The Manly Public School was completed in December 1882. In 1879 sixty acres were given to the Catholic Church on the site of the present St Patrick's College. In 1885 Cardinal Moran laid the foundation stone for a college and episcopal residence. It opened in 1889. In the early 1880s private horse coach lines began making regular runs from Manly to Pittwater.

Further land subdivisions occurred on September 26, 1885. Free 5-year ferry steamer passes were offered to purchasers who erected homes on their land. The average cost of building a four room cottage in the mid 1880s was one thousand pounds (\$2,000).

2.1.5 The Federation period: 1893-1918

In 1893 a new company, the Manly Co-operative Steam Ferry Company, was established but amalgamated with the Port Jackson Steamship Company in 1896, to form the Port Jackson and Manly Steamship Company. In that year around 1,400,000 people travelled to Manly on the ferry. The ferry proprietors also owned property in the district, and directly promoted the area's residential appeal.

Manly Ferry Wharf was an integral part of the facilities for coming to and leaving the resort. This importance was recognised further with major developments around the turn of the century. In 1900 the Port Jackson and Manly Steamship Company leased the Government cargo wharf, taking over its western side for company shipping and sub-leasing out the other side. Sheds and shelters proliferated and several businesses located themselves on the wharf. In 1903 the Sydney Harbour Trust reconstructed 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.

Improved technology extended the range of transport available A steam tram service began operating in Manly in February 1903. Five months later this was replaced by a horse service. That lasted until 1906. A motor bus service to Newport was begun in 1906. In 1901 building blocks known as the Fairy Bower Estate were offered for sale to the public. In the days before World War I increased subdivision, improved transport and the natural topography meant that Manly offered a variety of entertainment.

2.1.6 Interwar period developments: 1924-1933

Manly thrived in the 1920s as new subdivisions opened and the building boom got under way. Places such as Balgowlah expanded quickly. 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...



Figure 4. c.1920s image of the Manly Wharf (Source: Northern Beaches Council Library Services, History Hub, *Manly Wharf and Manly Cove*, c.1920, Record Number: MML/2934, accessed on 29 July 2021, <https://northernbeaches.recollect.net.au/>).

...The 1930's is 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 travelling on the ferries annually...

...In the late 1920's and early 1930's the Port Jackson and Manly Steamship Company initiated a number of other major developments. Manly's first shark aquarium, measuring approximately 60 by 22 feet, was constructed on the cargo wharf's western side in about 1928. In that year the cargo wharf was closed as a result of the loss of business caused by the opening of The Spit Bridge in 1924. The cargo wharf was reopened in 1931 as an amusement pier. During 1932 a raised timber walkway 1,000 feet in length was built between the western side of the passenger wharf and West Esplanade. It was netted to form a large shark-proof baths. A dressing pavilion at the western end of the promenade was opened in 1933. It incorporated a refreshment room, quarters for a caretaker, and lifesavers' rooms. The promenade was dismantled in 1974 after it was damaged beyond repair in a storm...

...In 1940s Manly Wharf was upgraded in parallel with Circular Quay Wharf both to a similar design.

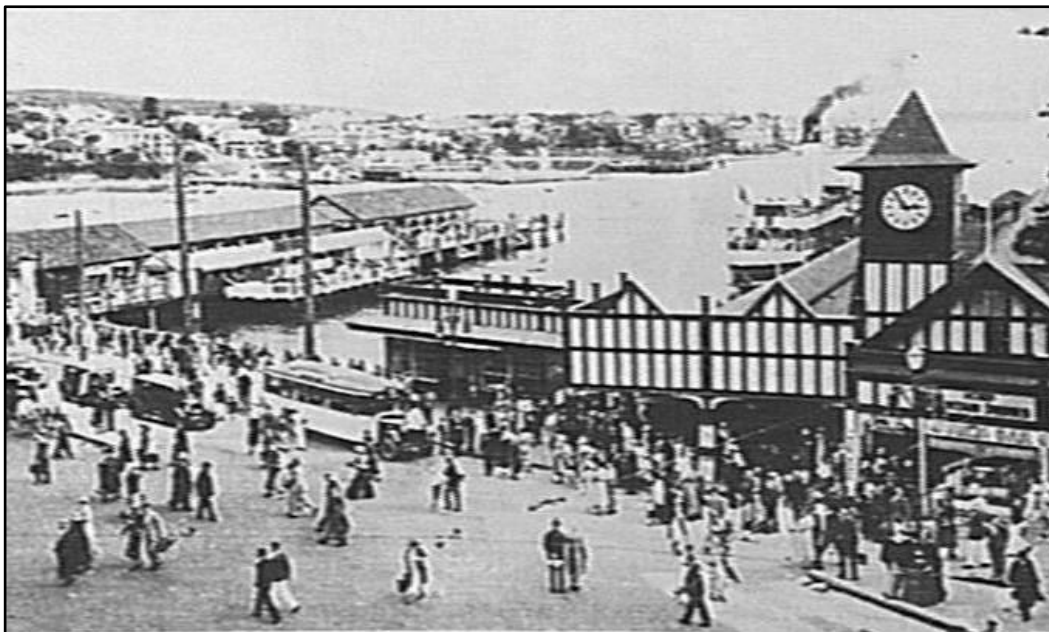


Figure 5. Image of the Manly Wharf (right) and the cargo wharf (left) in c.1928 (Source: Northern Beaches Council Library Services, History Hub, *Manly Wharf and Manly Cargo Wharf*, Record Number: MAGAM/P0144, n.d., accessed on 29 July 2021, <https://northernbeaches.recollect.net.au/>).



Figure 6. 1940 image of the Manly Wharf and the amusement pier (Source: Northern Beaches Council Library Services, History Hub, *Manly Wharf*, 23 May 1940, Record Number: MWPHS/340-74, accessed on 29 July 2021, <https://northernbeaches.recollect.net.au/>).



Figure 7. 1947 image showing the Manly Wharf and the amusement pier after the completed c.1940s alterations (Source: Northern Beaches Council Library Services, History Hub, *Manly Wharf 1947*, Record Number: MML/2417, accessed on 29 July 2021, <https://northernbeaches.recollect.net.au/>).

Manly fell into a decline as a tourist and recreational destination, for a considerable period.

In 1972 Brambles took over the Manly Ferry Services. In 1974 the company attempted to wind down the ferry service which attracted much public protest resulting in the continuation of the service. In 1978 the State Government restored a three-boat service running at half-hourly intervals to Manly.

2.1.7 Recent redevelopment

In 1990 the wharf was redeveloped again to provide a retail complex (Festival Market Place) adjacent to the Wharf. The fun pier was demolished and a retail arcade built in its place. There were also numerous alterations to the passenger wharf building. The development infilled the land between Manly Ferry Wharf and the second Wharf.



Figure 8. 1986 aerial image of the Manly Wharf and the 'amusement pier' (Source: NSW Government, Spatial Map Viewer, Historical Imagery 1986, accessed on 28 July 2021, <https://portal.spatial.nsw.gov.au/portal/apps/webappviewer/index.html?id=44e72c6c7ccf498cb1c822b740c647d3>).



Figure 9. 1991 aerial image of the Manly Wharf. The red arrow indicates the approximate location of Tenancy 11 (Source: NSW Government, Spatial Map Viewer, Historical Imagery 1991, accessed on 28 July 2021, <https://portal.spatial.nsw.gov.au/portal/apps/webappviewer/index.html?id=44e72c6c7ccf498cb1c822b740c647d3>, annotated by Heritage 21).

2.3 HISTORY OF THE SITE (Manly Wharf) AND BUILDING

Henry Gilbert Smith was instrumental in the development of Manly Village. 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.

The 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 in 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 sheathed 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 capping 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 NSW Heritage Council; as an item on the Marine Ministerial holding Corporation's Section 170 Register (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.

Additions to Manly Ferry Wharf include the hydrofoil pontoon c.1968, and the more recent elevated platforms for new ferries. (Blackmore, Ashton, Higginbotham, Rich, Burton, Maitland, Pike 1985) Extensive refurbishment in 1990. (Anglin 1990:2033).

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.

3.0 PHYSICAL EVIDENCE

3.1 The Setting

The subject site of the proposal is located at Tenancy 11, Manly Wharf. The suburb of Manly is located 17 kilometres north-east of the Sydney central business district. Manly Wharf is a prominent building within its locality and is located on the southern side of The Esplanade. Manly Wharf extends south into Manly Cove and Cabbage Tree Bay. It is also located at the intersection of The Esplanade, Belgrave Street and The Corso. The north side of The Esplanade features residential developments, including apartment buildings and mixed use, shop top housing. The southern side of The Esplanade also features mature trees and provides access to East Manly Cove Beach and Cabbage Tree Beach.

3.2 Physical Description

The following description of Manly Wharf has been extracted from the NSW State Heritage Inventory:³

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 clerestorey (Stapleton, 1981).

Tenancy 11, the subject site, is located within the walkway between the primary entrance and the ferry wharf. The interior and exterior of Tenancy 11 have been subject to a recent internal and external fit-out which includes a café, seating areas and kitchen. The façade fronting the internal walkway features floor-to-ceiling glass windows, with a contemporary glass door and low-height signage. The exterior façade fronting Cabbage Tree Bay features horizontal timber weatherboards and fixed clear glass glazing with timber framing. The horizontal timber weatherboards and the fixed clear glass glazing with timber framing appear to be a later addition. The interior of Tenancy 11 features later addition engineered timber flooring in the seating areas and counter/server area. Later addition grey paint decorates the contemporary gyprock walls and the ceiling panels including the down lights are evident as a contemporary addition. The interiors as well as the exteriors of

³ Heritage NSW, "Manly Wharf," State Heritage Inventory, Heritage Item ID: 5051365, accessed 17 November 2022, <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5051365>.

Tenancy 11 do not feature any heritage significant fabric. The kitchen features contemporary fittings, ceiling, wall tiles and vinyl flooring.

3.3 Condition and Integrity

The current form of the Manly Wharf building has retained legibility of the original scale and character of the house. However, the impact of contemporary construction techniques and materials as a result of a recent fit-out has greatly modified the internal and external fabric of Tenancy 11 to the extent that there is minimal evident heritage fabric.

3.4 Images

The following photographs have been taken by Heritage 21 at the site inspection undertaken on 01 November 2022, unless stated otherwise.



Figure 10. Exterior view of the primary entrance to Manly Wharf, taken from the front open space, facing south-west.

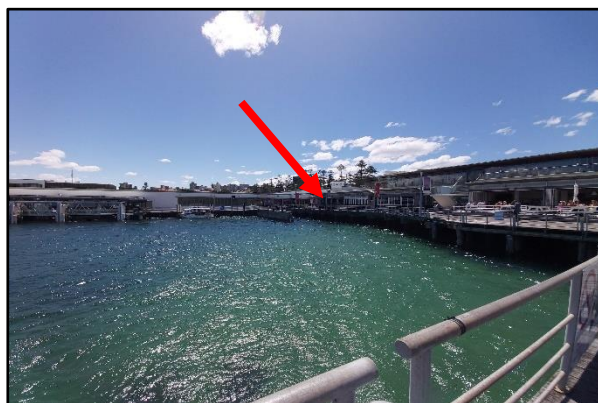


Figure 11. Exterior view of the façade of Tenancy 11 fronting Cabbage Tree Bay (indicated by the red arrow). Taken from the wharf of heritage item I146, facing north-west.



Figure 12. Exterior view of Cabbage Tree Bay from the façade of Tenancy 11, facing south-east.



Figure 13. Exterior view of Cabbage Tree Bay from the façade of Tenancy 11, facing south.



Figure 14. Exterior view of the adjacent tenancy at Manly Wharf, taken from the exterior walkway, facing east.



Figure 15. View of the exterior façade of Tenancy 11 fronting Cabbage Tree Bay. Taken from the exterior walkway, facing north.



Figure 16. View of Manly Wharf, taken from the primary entrance to Tenancy 11 along the pedestrian walkway, facing south.

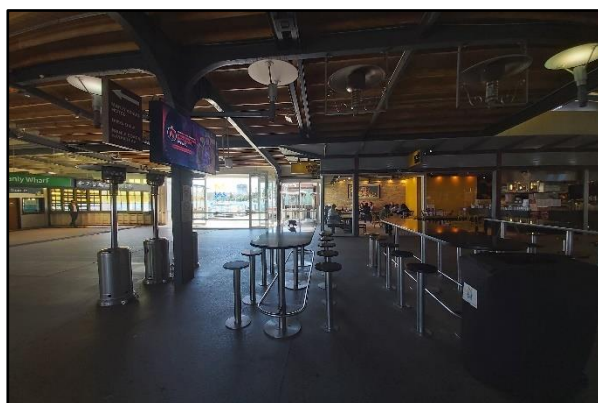


Figure 17. View of the Manly Wharf concourse, taken from the primary entrance to Tenancy 11, facing west.

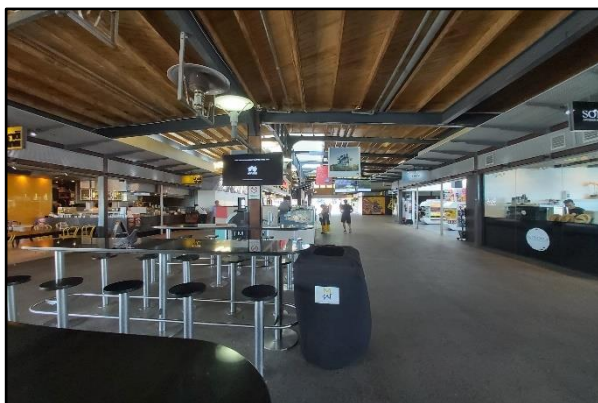


Figure 18. View of the Manly Wharf concourse, taken from the primary entrance to Tenancy 11, facing north.

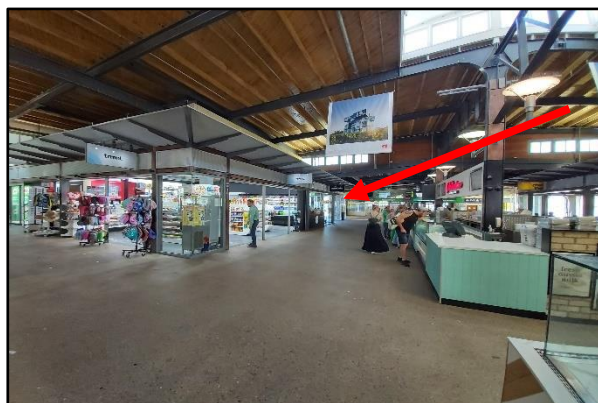


Figure 19. View towards the primary façade and entrance to Tenancy 11 (indicated by the red arrow), taken from the Manly Wharf concourse, facing south-east.



Figure 20. View of the primary façade and entrance to Tenancy 11, taken from the Manly Wharf concourse, facing east.



Figure 21. Internal view of Tenancy 11, including the seating area and counter/servery area showing later addition fabric, facing north-east.

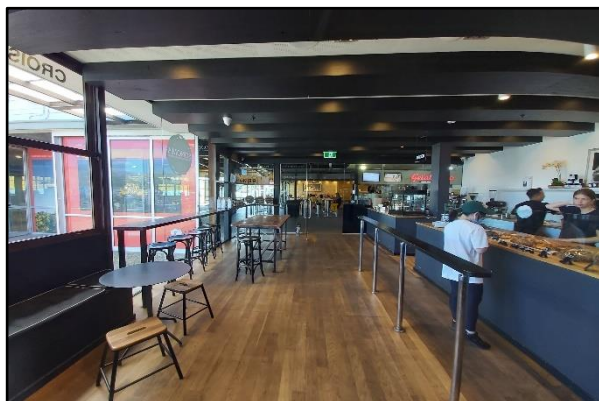


Figure 22. Internal view of Tenancy 11, including the seating area and counter/servery area showing later addition fabric, facing west.

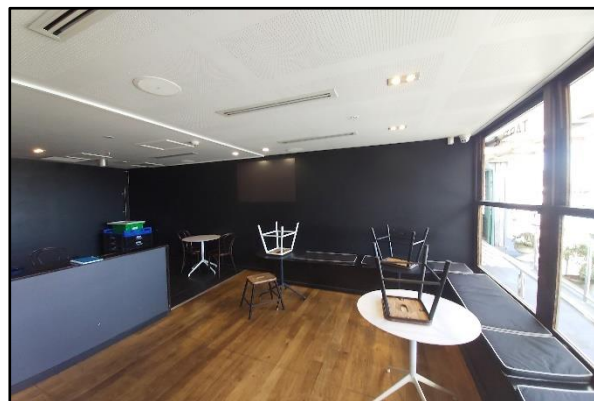


Figure 23. Internal view of the raised seating area of Tenancy 11 showing later addition fabric, facing east.



Figure 24. Interior view of the raised seating area and walkway to the counter/servery area showing later addition fabric, facing west.



Figure 25. Interior view of the kitchen showing contemporary fitout, facing east.

4.0 HERITAGE SIGNIFICANCE

In order to assess the impact of the proposed works on the heritage significance of the subject site and heritage items in the vicinity of the site, it is necessary to first ascertain the heritage significance of these places. Accordingly, Statements of Significance for the subject site (refer to Section 4.1.1) and item I146 (refer to Section 4.1.2) are provided below. The significance of these places, will form part of our considerations in the assessment of heritage impact, undertaken in Section 6.0 below.

4.1 Established Significance

4.1.1 The Subject Site (Manly Wharf)

The following Summary Statement of Significance for the Manly Wharf located at East Esplanade, Manly, is an extract from the Manly Ferry Wharf Conservation Management Plan, dated 19 October 2016:⁴

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 an 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 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) facade 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 1910-1940), 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.

⁴ Jennifer Hill, Architectural Projects, *Manly Ferry Wharf Conservation Management Plan*, 19 October 2016, p. 30.

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.

4.1.2 Pier (former Fun Pier), Manly Wharf (Item I146)

The following Statement of Significance is available for the Heritage Conservation Area on the State Heritage Inventory:⁵

Major significance as the oldest surviving wharf at Manly illustrating former dependence on maritime transport and trade and Manly's development as a resort.

⁵ Heritage NSW, "Pier (former Fun Pier), Manly Wharf," State Heritage Inventory, Heritage Item ID: 2020093, accessed 17 November 2022, <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2020093>.

5.0 WORKS PROPOSED

5.1 Proposal Description

The proposed development would include:

5.1.1 Demolition

- Demolition of the existing internal fit-out featuring later addition fabric, including:
 - Removal of the existing engineered timber flooring throughout.
 - Removal of the existing counter/servery area.
 - Removal of the seating in the lower seating area.
 - Removal of the seating in the raised seating area.
 - Removal of the kitchen fittings in the existing kitchen.
- Removal of the existing shopfront facing the Manly Wharf concourse.
- Removal of the existing shopfront signage.
- Removal of the existing shopfront facing Cabbage Tree Bay and the external walkway.

5.1.2 Construction

- Construction of a new counter/servery area.
- Construction of a new seating area and raised seating area.
- Construction of a new kitchen, including:
 - Dry food storage.
 - Shelving units.
 - Storage cupboards.
 - Full height wall tiles.
 - Data rack.
 - Manual sliding door between the raised seating area and kitchen.
 - Hot water unit.
 - Overhead shelving.
- Construction of a new shopfront facing the Manly Wharf concourse, including:
 - Aluminium framed, glazed windows.
 - New timber windowsill and bench top to pass over/take away zone.
 - Foot rail along the hand off/take away zone.
 - Feature finger tiles along the counter façade.
 - Max Brenner signage on existing suspended sign and along glass window.
- Construction of a new exterior shopfront façade facing Cabbage Tree Bay, including:
 - Black aluminium framed windows.
 - Timber praline feature column.
 - Glass effect fluted vinyl to the bottom panel of glazing.
 - Metal look frosted brass signage to feature window.
 - Timber panelling to the back of banquette seating.

5.2 Drawings

Our assessment of the proposal is based on the following drawings by Anouk & Co. Design dated 09 October 2022 and received by Heritage 21 on 11 November 2022. These are reproduced below for reference only; the full set of drawings accompanying the development application should be referred to for any details.

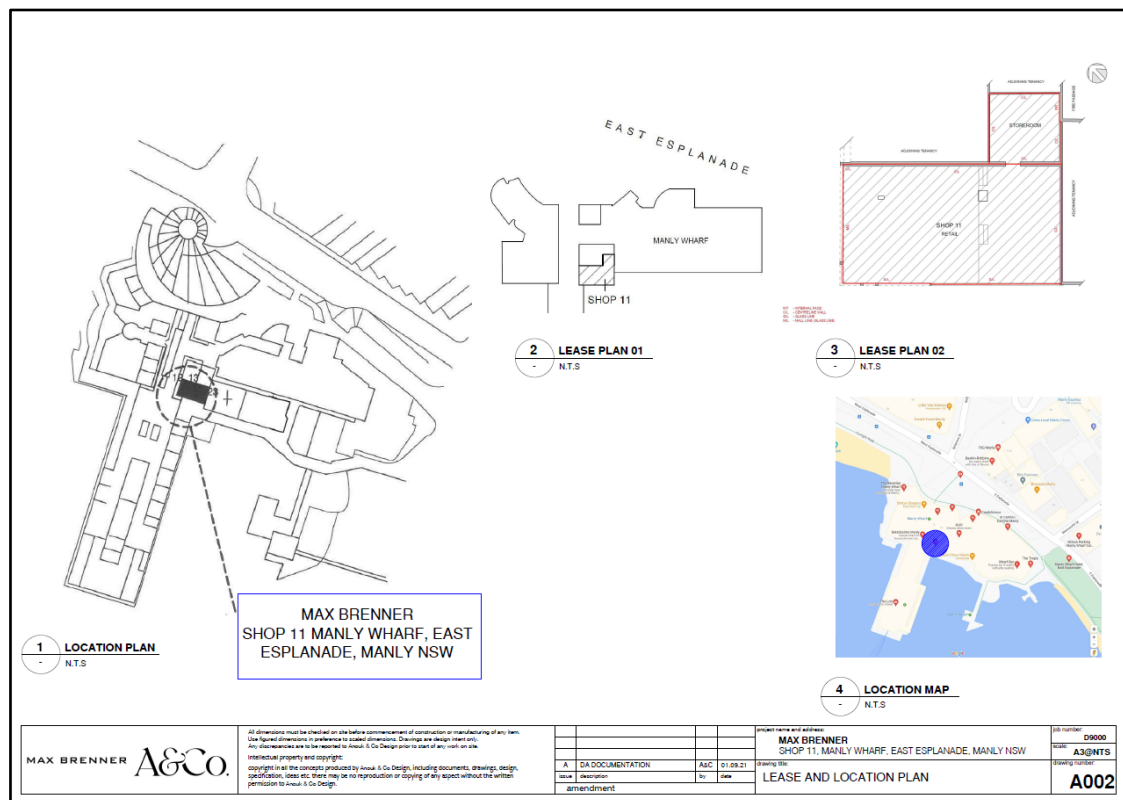


Figure 26. Existing Location Plan.

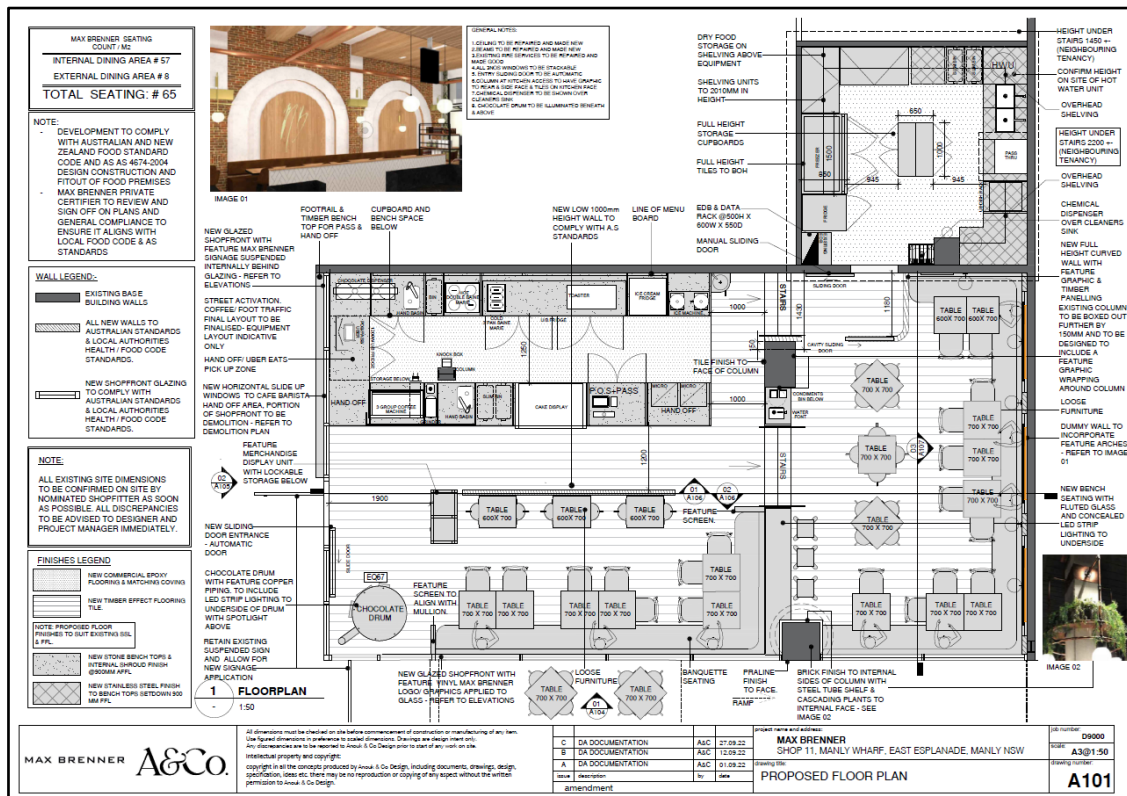
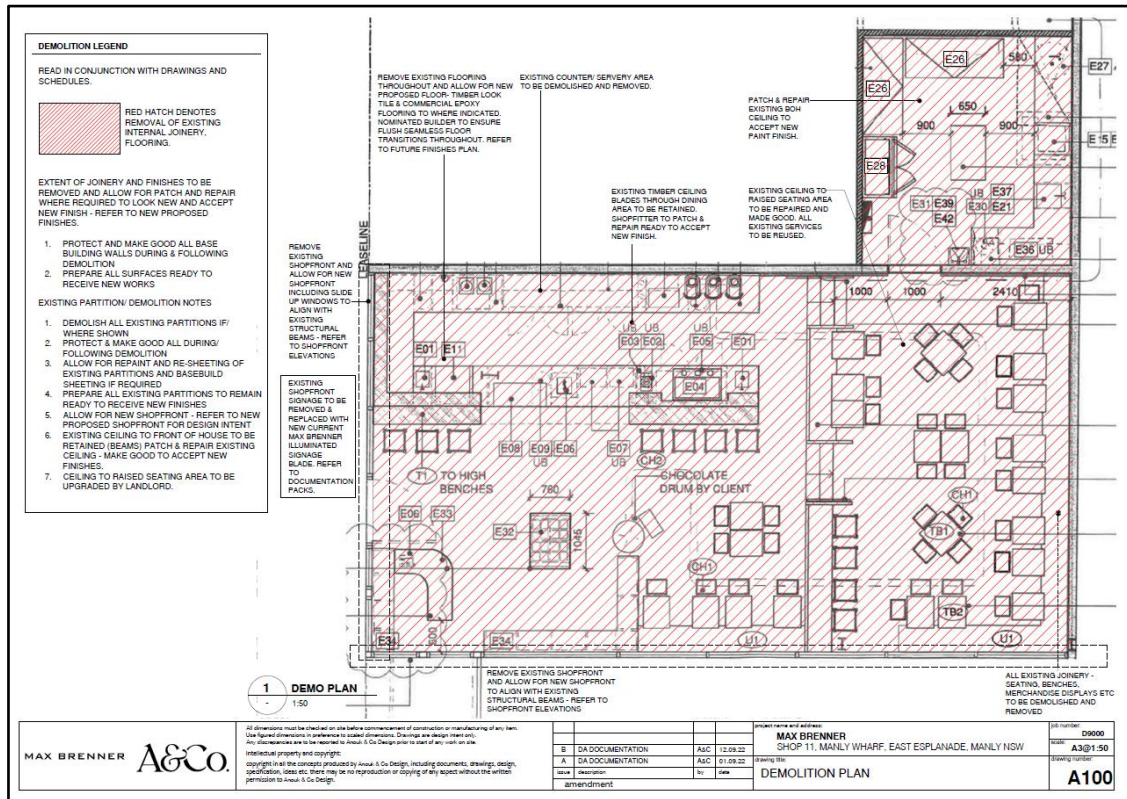




Figure 29. Proposed Shopfront Elevation 01.



Figure 30. Proposed Shopfront Elevation 02.

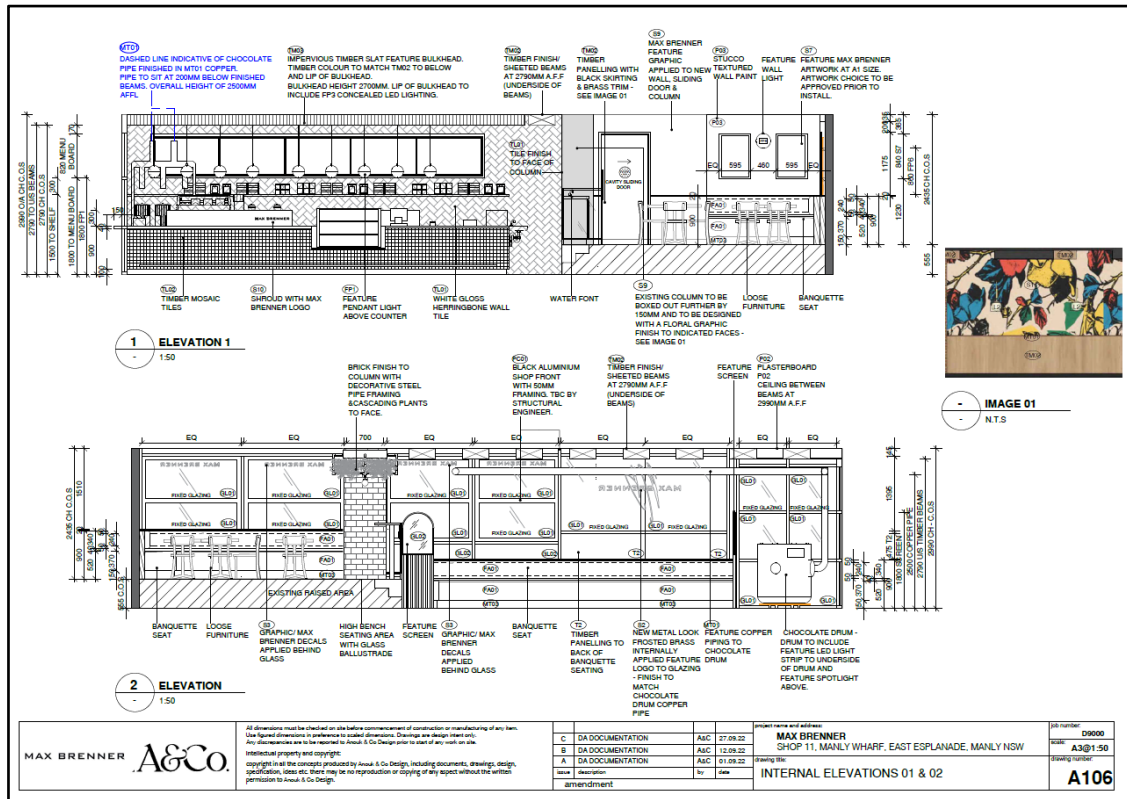


Figure 31. Proposed Internal Elevations 01 & 02.

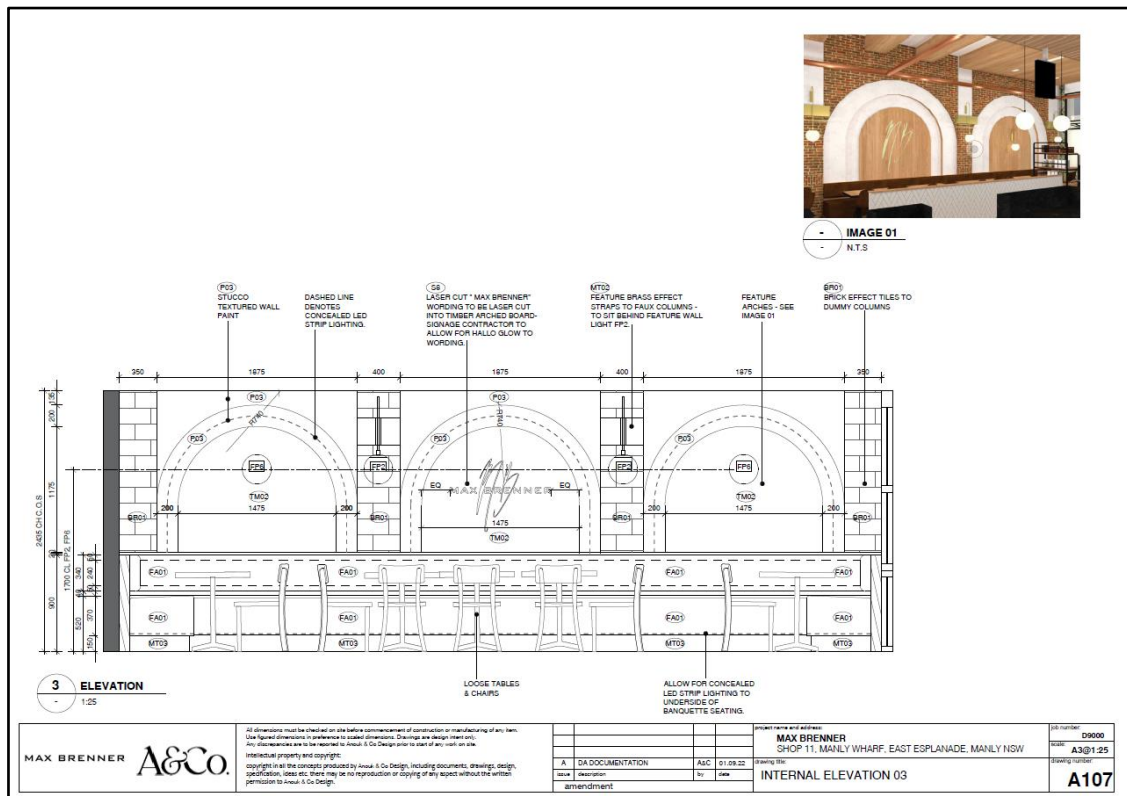


Figure 32. Proposed Internal Elevation 03.

6.0 ASSESSMENT OF HERITAGE IMPACT

6.1 Heritage Management Framework

Below we outline the heritage-related statutory and non-statutory constraints applicable to the subject site including the objectives, controls and considerations which are relevant to the proposed development as described in Section 5.0 above. These constraints and requirements form the basis of this Heritage Impact Assessment.

6.1.1 Manly Local Environmental Plan 2013

The statutory heritage conservation requirements contained in Section 5.10 of the *Manly Local Environmental Plan (MLEP) 2013* are pertinent to any heritage impact assessment for future development on the subject site. The relevant clauses for the site and proposal are outlined below:

- (1) *Objectives*
- (2) *Requirement for consent*
- (4) *Effect of proposed development on heritage significance*
- (5) *Heritage assessment*

6.1.2 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Part 5 – Heritage Provisions

Division 1 – General

53 – Objectives

Division 2 – Protection of heritage items

55 – Protection of heritage items

6.1.3 Manly Development Control Plan 2013

Our assessment of heritage impact also considers the heritage-related sections of the Manly Development Control Plan (MDCP) 2013 that are pertinent to the subject site and proposed development. These include:

Part 3

3.2 – Heritage Considerations

6.1.4 Manly Ferry Wharf Conservation Management Plan 2016

Our assessment of heritage impact also considers the relevant sections of the Manly Ferry Wharf Conservation Management Plan (CMP), prepared by Architectural Projects in 2016. These include:

7 – Statement of Conservation Policy

- 7.9 – Exterior
- 7.10 – Interior
- 7.11 – Tenancy Fitout Guidelines
- 7.12 – Signage and External Lighting

6.1.5 NSW Office of Environment & Heritage guidelines

In its guidelines for the preparation of Statements of Heritage Impact, the NSW Office of Environment & Heritage provides a list of considerations in the form of questions aiming at directing and triggering heritage impact assessments. These are divided in sections to match the different types of proposals that may occur on a heritage item, item in a heritage conservation area or in the vicinity of heritage. Below are listed the considerations which are most relevant to the proposed development as outlined in Section 5.0 of this report.

Major partial demolition (including internal elements)

- *Is the demolition essential for the heritage item to function?*
- *Are particular features of the item affected by the demolition (e.g. fireplaces in buildings)?*
- *Is the detailing of the partial demolition sympathetic to the heritage significance of the item (e.g. creating large square openings in internal walls rather than removing the wall altogether)?*
- *If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?*

Major additions (see also major partial demolition)

- *How is the impact of the addition on the heritage significance of the item to be minimised?*
- *Can the additional area be located within an existing structure? If not, why not?*
- *Will the additions tend to visually dominate the heritage item?*
- *Are the additions sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?*
- *Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?*

New signage

- *How has the impact of the new signage on the heritage significance of the item been minimised?*
- *Have alternative signage forms been considered (e.g. free standing or shingle signs). Why were they rejected?*
- *Is the signage in accordance with section 6, 'Areas of Heritage Significance', in Outdoor Advertising: An Urban Design-Based Approach? How?*
- *Will the signage visually dominate the heritage item/heritage conservation area or heritage streetscape?*
- *Can the sign be remotely illuminated rather than internally illuminated?*

6.2 Heritage Impact Assessment

Below we assess the impact that the proposed development would have upon the subject site and the heritage item in the vicinity. This assessment is based upon the Historical Context (refer to Section 2.0), the Physical Evidence (refer to Section 3.0), Heritage Significance (refer to Section 4.0) the Proposal (refer to Section 5.0), a review of the Heritage Management Framework (refer to Section 6.1) and the impact of the proposal on the relevant heritage items situated in the vicinity of the site (refer to Sections 1.3 and 3.4).

6.2.1 Impact Assessment against the MLEP 2013

The statutory heritage conservation requirements contained in Section 5.10 of the Manly LEP 2013 are pertinent to any heritage impact assessment for future development on the subject site. We assess the proposal against the relevant clauses below.

CLAUSE	ASSESSMENT
(1) Objectives	<p>The proposal would entail works to a site listed as a heritage item under Schedule 5 of the <i>Manly LEP 2013</i>. It is our general assessment that the proposed internal fitout and modifications to the façade of Tenancy 11 would engender minimal impact to the heritage significance of the heritage item as well as the heritage item in the vicinity as they would not majorly alter the external presentation of the Manly Wharf building.</p> <p>During the site visit conducted by Heritage 21 on 01 November 2022, it was assessed that Tenancy 11 has been subject to several contemporary alterations and additions, to the extent where minimal heritage significant fabric is evident. The proposed internal demolition to facilitate the Max Brenner fitout would be limited to later addition fabric, ensuring that the proposed development would minimally impact the heritage significant fabric of Manly Wharf.</p> <p>The proposed new facades of Tenancy 11 would be required to facilitate the proposed Max Brenner fitout. Heritage 21 has been involved throughout the design process to ensure that the proposed modifications to the façade would not overwhelm or detract from the heritage significance of Manly Wharf. The proposed timber paneling and timber praline column on the external shopfront façade would sympathetically reflect the timber construction of Manly Wharf and would ensure that the proposed development would sympathetically blend into the maritime setting of the subject site and nearby heritage item.</p> <p>Heritage 21 is of the opinion that the proposed works would entail modifications to fabric that is of moderate to little heritage significance. The proposed modifications to the facades of Tenancy 11 have been designed to include a colour and material palette that would reflect the historical setting of the heritage item.</p>

(2) Requirement for consent	This Development Application is lodged to Council to gain consent for the works proposed to a heritage item listed under Schedule 5 of the <i>Manly LEP 2013</i> .
(4) Effect of proposed development on heritage significance	This Statement of Heritage Impact accompanies the Development Application in order to enable Northern Beaches Council, as the consent authority, to ascertain the extent to which the proposal would affect the heritage significance of the subject site and heritage items located in the vicinity of the subject site.
(5) Heritage assessment	

6.2.2 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Part 5 – Heritage Provisions	
Division 1 – General	
Section	Assessment
53 – Objectives (a) & (b)	<p>As shown in Section 5.2 above, the proposed internal and external modifications would be necessary to facilitate the proposed fitout of Tenancy 11 within the Manly Wharf heritage item. As identified in section 3.0 of this report and during the site visit conducted by Heritage 21 on 01 November 2022, it was assessed that Tenancy 11 has been subject to several contemporary alterations and additions, to the extent where minimal heritage significant fabric is evident. The proposed internal demolition to facilitate the Max Brenner fitout would be limited to later addition fabric, ensuring that the proposed development would minimally impact the heritage significant fabric of Manly Wharf.</p> <p>The proposed modifications to the southern, exterior façade have been designed to incorporate timber decorative elements to sympathetically reflect traditional maritime materials, which would blend the proposed development into the generality of materials and forms of the Manly Wharf heritage item.</p> <p>As such, Heritage 21 is of the opinion that the proposed Max Brenner fitout of Tenancy 11 at Manly Wharf has been designed to sympathetically reflect the heritage significant maritime setting and architectural style of Manly Wharf. The proposed modifications to the exterior façade would also minimally impact views to and from the heritage item and would include timber decorative elements to sympathetically blend the proposed development into the generality of maritime architectural forms and setting of the heritage item.</p>
Division 2 – Protection of heritage items	
Section	Assessment
55 – Protection of heritage items (1), (4) & (5)	This Statement of Heritage Impact report has been prepared by Heritage 21 to ensure that the impact of the proposed works would engender minimal impact to the heritage significance of the subject site. The proposed works would involve the modification of the facades of Tenancy 11 within the heritage item. Heritage 21 is of the opinion that these proposed modifications would be sympathetic to the heritage significance of the heritage item by incorporating Modernist maritime architectural influences into its design, including horizontally proportioned rectangular windows and timber panelling along the façade. This

	would sympathetically blend the proposed new façade into the generality of maritime architectural features along Manly Wharf. The proposed internal works would not involve structural changes to the heritage item. The bulk of the proposed internal demolition and construction would be limited to the existing later addition fabric. Further, the proposed signage would make use of existing signage boards and would be limited to the proposed new windows.
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6.2.3 Impact Assessment Against the MDCP 2013

The proposed development pertains to the internal tenancy fitout and modifications to the façade of Tenancy 11 located within the Manly Wharf heritage item. Following a site visit conducted by Heritage 21 on 01 November 2022, we are of the opinion that the internal and external fabric of Tenancy 11 has been extensively modified with later addition fabric and finishes. As shown in Section 5.2 of this report, the proposed internal demolition and construction works would be limited to later addition fabric, which would engender minimal impact to the heritage significance of the heritage item. The proposed modifications to the southern, exterior façade have been designed to incorporate timber decorative elements to sympathetically reflect traditional maritime materials, which would blend the proposed development into the generality of materials and forms of the Manly Wharf heritage item. The proposed rectangular aluminium framed windows would reflect the original Modernist architectural style associated with Manly Wharf. Also, the proposed Max Brenner signage would make use of the existing signage boards in order to minimise their potential visual impact when viewed from Manly Wharf or the nearby heritage item I146. Additional signage would be located on proposed rectangular windows, further minimising their potential visual impact on the heritage item. As such, Heritage 21 is of the opinion that the proposed Max Brenner fitout of Tenancy 11 at Manly Wharf has been designed to sympathetically reflect the heritage significant maritime setting and architectural style of Manly Wharf. As such, Heritage 21 is of the opinion that the proposed development would minimally impact the heritage significance of the heritage item.

6.2.4 Impact Assessment against the Manly Ferry Wharf Conservation Management Plan 2016

Statement of Conservation Policy	
Section	Assessment
7.9 – Exterior	As shown in Section 5.2 of this report, the proposed development would retain the heritage significant facades and fabric within the Manly Wharf. The proposed modifications would be limited to later addition fabric and would incorporate sympathetic timber decorative elements and rectangular windows to reflect the original Modernist maritime architectural style of Manly Wharf. The proposed new signage would be limited to existing signage boards and proposed new windows, further minimising potential impacts to the heritage significant fabric of Manly Wharf.
Section	Assessment
7.10 – Interior	The proposed internal modifications would be limited to later addition fabric (low significance interiors) and would not involve the demolition or removal of heritage significant fabric. The proposed works would retain the high spatial quality of the clerestory and would not overwhelm or visually detract from internal views along the Manly Wharf concourse. Further,

	the proposed works would not compromise the heritage significant 1941 facades of the building.
Section	Assessment
7.11 – Tenancy Fitout Guidelines	The proposed development would not result in a change of use to the heritage item. The proposed works would be limited to Tenancy 11 within Manly Wharf and would be limited to later addition fabric. The proposed modifications would be limited to later addition fabric and would incorporate sympathetic timber decorative elements and rectangular windows to reflect the original Modernist maritime architectural style of Manly Wharf.
Section	Assessment
7.12 – Signage and External Lighting	The existing signage boards that are proposed to be modified were constructed as part of the 2007 modifications. As such, the proposed works would not seek to modify or remove original signage. Also, the degree of interior and exterior modifications to Tenancy 11 suggest that minimal heritage significant fabric is evident. The proposed Max Brenner signage would make use of the existing signage boards in order to minimise their potential visual impact when viewed from Manly Wharf or the nearby heritage item I146. Additional signage would be located on proposed rectangular windows, further minimising their potential visual impact on the heritage item.

6.2.5 Impact Assessment Against the NSW Office of Environment & Heritage guidelines

As acknowledged in Section 6.1.5, the NSW Office of Environment & Heritage has identified a list of considerations in the form of questions aiming at directing and triggering heritage impact assessment. Below, we assess the proposal against the most pertinent of these questions.

Question	Assessment
Major partial demolition (including internal elements)	
<i>Is the demolition essential for the heritage item to function?</i>	Yes, the proposed internal and external demolition works would be necessary for the proposed Max Brenner fitout. Heritage 21 has been involved throughout the design process to ensure that the proposed development would engender minimal impact to the heritage significance of Manly Wharf and to not overwhelm views to the heritage item from nearby heritage item I146. This includes the use of timber decorative elements along the exterior façade to sympathetically blend the proposed works into the Modernist maritime architecture and materiality of the heritage item.
<i>Are particular features of the item affected by the demolition (e.g. fireplaces in buildings)?</i>	The proposed works would not involve the removal or demolition of heritage significant fabric. The proposed works would be limited to the removal and modification of later addition fabric. As such, Heritage 21 is of the opinion that the proposed works would not involve the demolition or removal of heritage significant features of Manly Wharf.
<i>Is the detailing of the partial demolition sympathetic to the heritage significance of the item (e.g. creating large square openings in internal</i>	The proposed modifications to the exterior facades of Tenancy 11 would provide the opportunity to install sympathetic rectangular windows and openings, reminiscent of the Modernist maritime architectural style of Manly Wharf. Similarly, the proposed modifications to the southern, exterior façade have been designed to incorporate timber decorative elements to sympathetically reflect

<i>walls rather than removing the wall altogether)?</i>	traditional maritime materials, which would blend the proposed development into the generality of materials and forms of the Manly Wharf heritage item.
<i>If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?</i>	During the site visit conducted by Heritage21 on 01 November 2022, it was assessed that Tenancy 11 has been subject to several contemporary alterations and additions, to the extent where minimal heritage significant fabric is evident. The proposed internal demolition to facilitate the Max Brenner fitout would be limited to later addition fabric, ensuring that the proposed development would minimally impact the heritage significant fabric of Manly Wharf.
Major additions (see also major partial demolition)	
<i>How is the impact of the addition on the heritage significance of the item to be minimised?</i>	The proposed modifications to the southern, exterior façade and the eastern façade have each been designed to incorporate timber decorative elements to sympathetically reflect traditional maritime materials, which would blend the proposed development into the generality of materials and forms of the Manly Wharf heritage item. The proposed internal modifications would be limited to later addition fabric (low significance interiors) and would not involve the demolition or removal of heritage significant fabric. The proposed works would retain the high spatial quality of the clerestory and would not overwhelm or visually detract from internal views along the Manly Wharf concourse. The proposed works are all limited to Tenancy 11 and would not largely alter the external presentation of the Manly Wharf building from the public domain.
<i>Can the additional area be located within an existing structure? If not, why not?</i>	The proposed internal fitout would be sited inside Tenancy 11 and would not seek to modify the boundaries of the tenancy. As such, the proposed would not seek to create additional space within the subject site and would instead be limited to the existing boundaries of Tenancy 11.
<i>Will the additions tend to visually dominate the heritage item?</i>	The proposed exterior timber panelling and timber praline column on the external shopfront façade would sympathetically reflect the timber construction of Manly Wharf and would ensure that the proposed development would sympathetically blend into the maritime setting of the subject site and nearby heritage item. The proposed tenancy fitout would not involve any additions to the existing space of Tenancy 11.
<i>Are the additions sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?</i>	An archaeological assessment is beyond the scope of this report. Also, the proposal is limited to an internal tenancy fitout and would not involve any excavation works.
<i>Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?</i>	The proposed modifications to the southern, exterior façade have been designed to incorporate timber decorative elements to sympathetically reflect traditional maritime materials, which would blend the proposed development into the generality of materials and forms of the Manly Wharf heritage item. The proposed rectangular aluminium framed windows would reflect the original Modernist architectural style associated with Manly Wharf. Also, the proposed

	Max Brenner signage would make use of the existing signage boards in order to minimise their potential visual impact when viewed from Manly Wharf or the nearby heritage item I146.
New signage	
<i>How has the impact of the new signage on the heritage significance of the item been minimised?</i>	The proposed Max Brenner signage would make use of the existing signage boards in order to minimise their potential visual impact when viewed from Manly Wharf or the nearby heritage item I146. Additional signage would be fixed to the proposed rectangular windows, further minimising their potential visual impact on the heritage item and would not obstruct views to any heritage significant fabric.
<i>Have alternative signage forms been considered (e.g. free standing or shingle signs). Why were they rejected?</i>	The proposed Max Brenner signage would make use of the existing signage boards. This would minimise potential new signage boards which would reduce the overall visual impact of the proposed development.
<i>Will the signage visually dominate the heritage item/heritage conservation area or heritage streetscape?</i>	Heritage 21 is of the opinion that the signage would not visually dominate view lines to the site from Manly Wharf and the nearby heritage item I146. The proposed signage would utilise existing signage boards and would limit proposed new signage to the proposed new horizontal windows along the facades of the site. This would ensure that the signage sympathetically blends into the modernist maritime architectural style of the heritage item and would not visually dominate or overwhelm heritage significant views.
<i>Can the sign be remotely illuminated rather than internally illuminated?</i>	The proposed new signage would not be illuminated remotely or internally as part of this proposal.

7.0 CONCLUSION & RECOMMENDATIONS

7.1 Impact Summary

The NSW Office of Environment & Heritage's guidelines require the following aspects of the proposal to be summarised.⁶

7.1.1 Aspects of the proposal which respect or enhance heritage significance

In our view, the following aspects of the proposal would respect the heritage significance of the subject site and heritage item in the vicinity:

- The proposed works would only involve alterations and additions to existing fabric of little heritage significance within the heritage building.
- The proposed works would not be invasive to the original fabric of heritage significance and would be reversible.
- The bulk of internal and external demolition works would be limited to non-original fabric of little heritage significance.
- The proposed tenancy fitout works would be non-structural and would not involve new penetrations or fixings into heritage significant fabric.
- The proposed works to the façades of Tenancy 11 would be limited to non-original fabric and have been designed to sympathetically reflect the heritage significant modernist maritime architectural style of Manly Wharf.
- The proposed new signage would make use of the existing signboards and would not visually dominate or obstruct views to Manly Wharf or to nearby heritage item I146.
- The proposed works would ensure that the space continues its historic and existing use for commercial and retail purposes.

7.1.2 Aspects of the proposal which could have detrimental impact on heritage significance

In our view, there are no aspects of the proposal which could be detrimental to the significance of the subject site and heritage items in the vicinity. The neutral impacts of the proposal have been addressed above in Section 7.1.1. Sympathetic alternative solutions which have been considered and discounted.

Heritage 21 provided heritage advice to the applicant which has been incorporated in the final proposal as described in Section 5.0 and includes:

- The shopfront façade facing Cabbage Tree Bay should be amended so that the feature praline column is replaced with timber panelling.

⁶ NSW Heritage Office, "Statements of Heritage Impact."

7.2 General Conclusion

Heritage 21 has been involved throughout the design process to ensure that the proposed development would engender minimal impact to the heritage significance of Manly Wharf and to not overwhelm views to the heritage item from nearby heritage item I146. This includes the use of timber decorative elements along the exterior façade to sympathetically blend the proposed works into the Modernist maritime architecture and materiality of the heritage item. Heritage 21 is therefore confident that the proposed development complies with pertinent heritage controls and would engender minimal impact on the heritage significance of the subject site and the heritage item in the vicinity. We therefore recommend that Northern Beaches Council view the application favourably on heritage grounds.

8.0 SOURCES

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