

HERITAGE IMPACT STATEMENT



Nos. 34-35 South Steyne, Manly

June 2022 | J5623

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1 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement (HIS) has been prepared in conjunction with a Development Application for the removal of an existing building and the construction of a new three-storey commercial building at Nos. 34-35 South Steyne, Manly, New South Wales.

The site is located within the Northern Beaches Council area. The principal planning control for the site is the *Manly Local Environmental Plan 2013 (LEP 2013)*. The site is not listed as a heritage item. It is, however, located within the vicinity of heritage items and lies within the Town Centre Heritage Conservation Area as defined by Schedule 5 Parts 1 and 2 of the *LEP 2013*.

Under Part 5.10 of the *LEP 2013*:

(4) Effect of proposed development on heritage significance

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) Heritage assessment

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or
- (b) on land that is within a heritage conservation area, or
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

This statement has been prepared at the request of the owner of the site and accompanies plans prepared by Durbach Block Jagers Architects.

1.2 Authorship and Acknowledgements

This HIS was prepared by Elliot Nolan, B.A. (Anc.Hist.Hons), M. Mus.Herit.Stud., Grad.Dip.Herit.Cons., and James Phillips, B.Sc. (Arch.), B.Arch., M.Herit.Cons. (Hons), of Weir Phillips Heritage and Planning.

1.3 Limitations

The history contained in this statement was prepared using the readily available resources listed under Section 1.6 below.

No Aboriginal or historical archaeology was carried out on the site.

1.4 Methodology

This assessment has been prepared with reference to the *NSW Heritage Manual* update *Statements of Heritage Impact* (2002) and with reference to the Council planning controls listed under Section 1.6.

1.5 Physical Evidence

A site visit was carried out by the authors in April 2022. Unless otherwise stated, the photographs contained in this statement were taken at this time.

1.6 Documentary Evidence

1.6.1 General References

- Blackmore, K., and Associated Consultants, *Heritage Study of the Municipality of Manly* (Manly Municipal Council and the Department of Environment and Planning, April 1986).
- Brodsky, I., *North Sydney 1788-1962* (NSW: Municipal Council of North Sydney, 1963).
- Muir, D.K., *Henry Gilbert Smith (1802-1886) of Manly and Wollongong* (NSW: Manly, Warringah and Pittwater Historical Society, 1996).
- Wells, W.H., *A Geographical Dictionary or Gazetteer of the Australian Colonies* (Council of the Library of New South Wales, 1970).

1.6.2 Historic Plans and Photographs

- Photograph of South Steyne (n.d.). Northern Beaches Council Library.
- Photograph of South Steyne (c. 1970s). Northern Beaches Council Library.

1.6.3 Planning Documents

- *Manly Development Control Plan 2013*.
- *Manly Local Environmental Plan 2013*.

1.7 Site Location

Nos. 34-35 South Steyne, Manly is located on the west side of South Steyne and has rear access to Rialto Lane (Figure 1). The site is identified as Lot B, D.P. 102407.

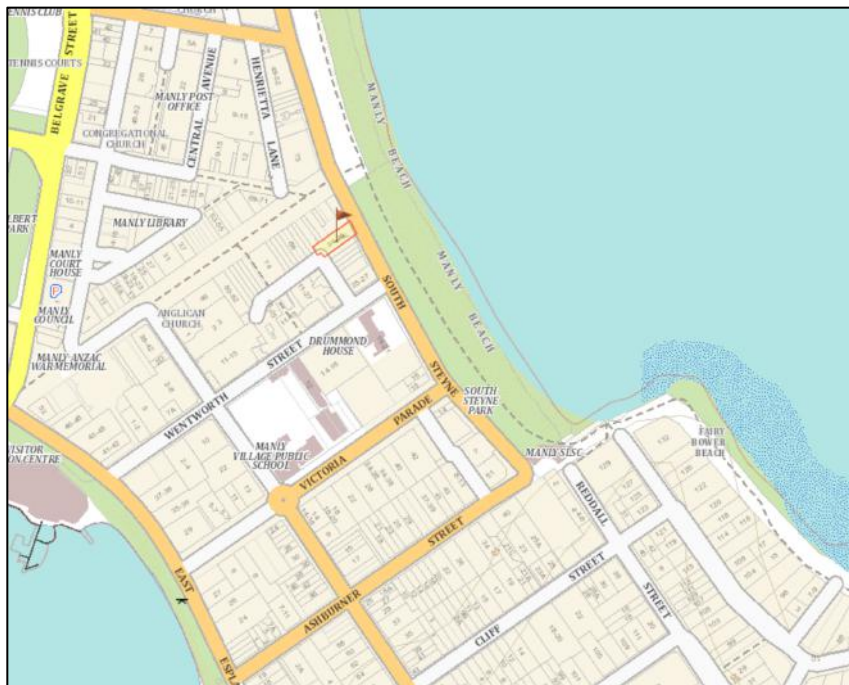


Figure 1: Map of Nos. 34-35 South Steyne. The subject site is outlined in red.
SIX Maps, 2022

2 BRIEF OUTLINE OF THE HISTORICAL DEVELOPMENT

2.1 Aboriginal History

While an Aboriginal history has not been provided for, it is acknowledged that the Gu-ring-gai people are the traditional custodians of the present-day Manly area.

2.2 Early European History

In his *An Account of the English Colony in New South Wales*, published in the late 1790s, David Collins refers to the North Shore of Sydney Harbour, a designation that remains to this day.¹

European exploration of the North Shore began soon after the settlement of Sydney. On 2 March 1788, Governor Arthur Phillip led the first of several explorations into the area that Captain Cook had named Broken Bay. Captain John Hunter later completed a survey of the entire Pittwater area and, in 1792, mapped the coastline between Manly Beach and Barrenjoey.

From 16 January 1793, successive colonial governors made land grants outside the declared boundaries of the township of Sydney in order to open up the land and augment the colony's food supplies. The northern shores of Sydney Harbour were located well outside the township boundaries and were largely ignored by the colonists until a series of land grants were made in and around modern-day North Sydney in the mid 1790s.

2.3 Land Grants

The first land grants in the present-day Municipality of Manly were made during the brief period following the 'Rum Rebellion' (1808) when the officers of the New South Wales Corps seized control of the Colony. The nine grants within the present-day municipal area made before 1842 ranged in size from Charles Chapman's 17 acres (1842) to D'Arcy Wentworth's substantial 380-acre grant (1818). The first small lot subdivision in the Manly area occurred when Surveyor General Mitchell laid out the Village of North Harbour (later called Balgowlah) at the head of North Harbour in 1826.

Among these was a 30-acre grant made to Gilbert Baker on 1 January 1810. It is upon a part of this grant that the subject property now stands. What, if anything, Baker used his grant for is not known.

Manly remained sparsely populated well into the mid nineteenth century. Access into the area during the early nineteenth century was by means of an early track, possibly an Aboriginal pathway, first shown on a parish map of 1842. This track led from Manly Cove to the Head of Curl Curl Lagoon.² Only 29 residents were listed in the censuses of 1841 for the Manly/North Harbour area; W.H. Wells's *Gazetteer of the Australian Colonies*, published in 1848, indicates that there were only 24 houses and 63 inhabitants in the whole of the Parish of Manly Cove at this time.³

The slow development of the area during the first half of the nineteenth century cannot solely be attributed to its distance from Sydney, given that settlers had reached as far west as Cootamundra by the 1830s. Several factors limited development. Agricultural potential was perceived to be low, and the area was isolated from potential markets. One family, the Wentworth family consolidated a substantial estate and did little to develop it. The decision

¹ Isadore Brodsky, *North Sydney 1788-1962* (NSW: Municipal Council of North Sydney, 1963), p. 8

² *Pittwater Road Conservation Area*, State Heritage Inventory Database No.: 2020536.

³ W.H. Wells, *A Geographical Dictionary or Gazetteer of the Australian Colonies* (Council of the Library of New South Wales, 1970), p. 252. Muir estimates, using Census returns, that there were only 24 people in the modern day Manly area in 1841.

to establish the Quarantine Station on North Head in 1832 removed another large parcel of land from development.

2.4 The Foundations of Present Day Manly and Henry Gilbert Smith

The establishment of a permanent ferry service at The Spit in 1850 improved access into the Manly area. Over the following ten years, the businessman and entrepreneur Henry Gilbert Smith pieced together a sizeable estate through purchase and lease. By 1856, Smith had consolidated an estate of over 200 acres, to he added a further 130 acres of leased land to the south of The Corso.⁴ Smith did not reside permanently on his Manly estate but visited periodically to stay in a stone cottage already on Thompson's grant when he acquired it in 1853. During the following decade, he would construct two more residences for his personal use, the first a modest cottage designed by Edmund Blacket in 1855 and the second, the much larger and grander villa, *Fairlight*, in 1860.

Smith acquired his Manly estate at a time when Sydney was booming; between 1850 and 1890, the population of Sydney increased sevenfold. Impressed with the natural environs of Manly, Smith marketed lots on his estate under the name 'Ellensville-Montpellier' (1855):

'...to give such a character to these Marine Retreats that they may become the favourite resort of the Colonist...'⁵

In September 1855, Smith constructed a pier at Manly Cove and began the first regular ferry services between Sydney and Manly. While the area was still too remote from Sydney and without the necessary urban amenities for his subdivisions to be successful, Smith achieved greater success in his efforts to promote Manly as a tourist resort and sanatorium. Smith's 20-room Pier Hotel in December 1855 and George Birch's refreshment rooms sub-leased from Smith in May 1856 for £6 per annum were the first commercial buildings and residences on The Corso and in central Manly.⁶

During the period 1850 to 1870 the population of Manly fluctuated considerably between the busy summer periods and quiet winters. There were only 32 entries under 'Manly or New Brighton' in *John Sands' Sydney and Suburban Directory* of 1861. Over the following twenty years, the permanent population began to increase; the number of listings in *Sands' Directories* increased from 70 in 1870, to 80 in 1875 and 166 in 1880.⁷ During this period, the Municipality of Manly was declared (1877), bringing with it the hope that better amenities would follow. Henry Smith died in Brighton, England in 1886, leaving his Australian property in Trust for his three young sons. The Trustees continued to sell the remaining land in Manly.

Elsewhere in the Municipality during the latter part of the nineteenth century, Crown lands and other private subdivisions had also been offered for sale. Allotments on the *East Brighton Estate* were advertised in 1877 and 1879. The *Bassett-Darley Estate*, between Manly Cove and Cabbage Tree Bay, upon which the subject site stands, was advertised in 1882, followed, in 1883, by the *Buckingham Park Estate* on the northern half of the Manly Golf course. Other sales included the *Cavendish Park Estate* (1885), *Chapman's Estate* at *Fairlight* (1885), *Carrington Heights* at *Balgowlah* (1886) and the *Dobroyd Estate* (1887-1888).⁸ While a great deal of clearing was carried out, this subdivision activity did not necessarily result in extensive building activity. Manly did, however, acquire a 'small but

⁴ D.K. Muir, *Henry Gilbert Smith (1802-1886) of Manly and Wollongong* (NSW: Manly, Warringah and Pittwater Historical Society, 1996), p. 35.

⁵ Kate Blackmore and Associated Consultants, *Heritage Study of Municipality of Manly* (Manly Municipal Council and the Department of Environment and Planning, April, 1986), Volume 2, p. 95.

⁶ *Ibid.*

⁷ Pauline Curby, *op.cit.*, 2001, p.66.

⁸ Kate Blackmore and Associated Consultants, *op.cit.*, April, 1986, Volume 2, pp. 111-12.

considerable gentry' during the latter part of the nineteenth century, who built a variety of villa retreats.⁹ At the other end of the social scale, contemporary accounts suggest that a considerable proportion of the population of Manly lived in sub-standard housing.¹⁰

Subdivision activity peaked in Manly in the late 1880s before sales slumped with the onset of the economic depression of the early 1890s. While sales once again improved towards the turn of the century, they would never achieve the heights of the 1880s.

Development during the late nineteenth century was never even across the district; for some time, there were comparatively few buildings beyond the village centre and the surrounding high ground. By this time, the Municipality boasted a population of around 3,000 people. There was a total of 585 buildings, the most notable of which were the imposing sandstone forms of the Cardinal's Palace and St. Patrick's College. Despite the development that had occurred during the 1880s, Manly still enjoyed a comparatively low population density when compared to other Sydney Municipalities. Manly had only 0.68 people per acre; Paddington, by contrast, had 26.38 people per acre and Darlinghurst, 44.11 people per acre.

During the first decade of the twentieth century, Manly's population more than doubled; from 5,035 people in 1901 to 10,465 people in 1911. By 1921, the population would exceed 18,500 people.¹¹ This rate of growth was not unique to Manly; suburbs across Sydney boomed during this period as the population increased by almost 30%.¹² There are several reasons why Manly experienced a population boom at this time. One of the most significant contributory factors was improved public transport service into and out of the area. The opening of the horse drawn tramway from The Corso along North Steyne and Pittwater Road to Curl Curl led to land speculation in the surrounding areas. Land was typically re-subdivided into smaller lots. Wharf facilities were upgraded, and faster steamers launched; from 1906, a half hourly service ran from Manly to the Circular Quay. From January 1909, the opening of The Spit to Manly tramway provided an alternative to the ferry crossing. Growth is also attributable to the relaxation of the strict daytime bathing laws of the Victorian period and the advent of surfing. Manly Council appointed the first professional lifeguard in Australia in 1907. Population growth brought improved municipal benefits. By the outbreak of World War I (1914-1918) for example, almost every building in Manly was serviced by electricity.

Plans for a harbour bridge led to predictions of future growth:

'...the most important thing about Manly, however, is not what it has been, nor even what it is, but what it will be. Great as the advances of the past have been, greater by far will be those to come. The dawn of big developments is at hand. The opening of the Spit Bridge in 1924 signalled magnificent forward movements and with the completion of the North Sydney Bridge within a few years, new cities will rise on the Northern Suburbs.'¹³

Manly continued to be an attractive place to live during the interwar period. The Promenade and Dressing Pavilion, the opening of an amusement pier in place of the old Cargo Wharf in 1931, the construction of residential flats and numerous cinemas and the beginning of Government bus services provided further inducements to residential growth. It was only towards the end of the 20th century that the high rise apartment blocks began to disrupt the small scale subdivision pattern of the surrounding area, with many original

⁹ *Ibid*, p.124.

¹⁰ *Ibid*, pp.60 onwards.

¹¹ Kate Blackmore and Associated Consultants, *op.cit.*, April, 1986, Volume 2, p.106.

¹² Pauline Curby, *op.cit.*, p.178.

¹³ *The Official Jubilee Souvenir to Commemorate the 50th Anniversary of the Incorporation of the Municipality of Manly 1877-1927* (NSW: Manly Council), p. 1.

buildings replaced by contemporary infill.

2.5 Nos. 34-35 South Steyne

As set out above, the subject site lies on 30-acres of land originally granted to Gilbert Baker in 1810, and which later formed part of the Bassett-Darley Estate subdivided in 1882. There have been at least two buildings on this site. The first building was a single-storey shop (refer to Figure 2), which was listed in the 1932/33 edition of the *John Sands' Sydney and Suburban Directories* as No. 35 South Steyne, and was occupied by F. Schakel, a confectioner.



Figure 2: View of South Steyne (n.d.). The red arrow indicates the original building on the site.

Northern Beaches Council Library

This building was then demolished and was replaced with the existing two-storey commercial building (refer to Figure 3), which appears to have been constructed no later than c. 1970s.



Figure 3: Looking towards the existing building from the north at the intersection with The Corso and South Steyne (c. 1970s).

Northern Beaches Council Library

Since its construction, the existing building has undergone significant modifications including the replacement of window and door openings to the front elevation, the replacement of the street awning and the replacement of the roof.

3 SITE ASSESSMENT

3.1 The Site

For the following, refer to Figure 4, an aerial photograph over the site, and to the survey that accompanies this application.

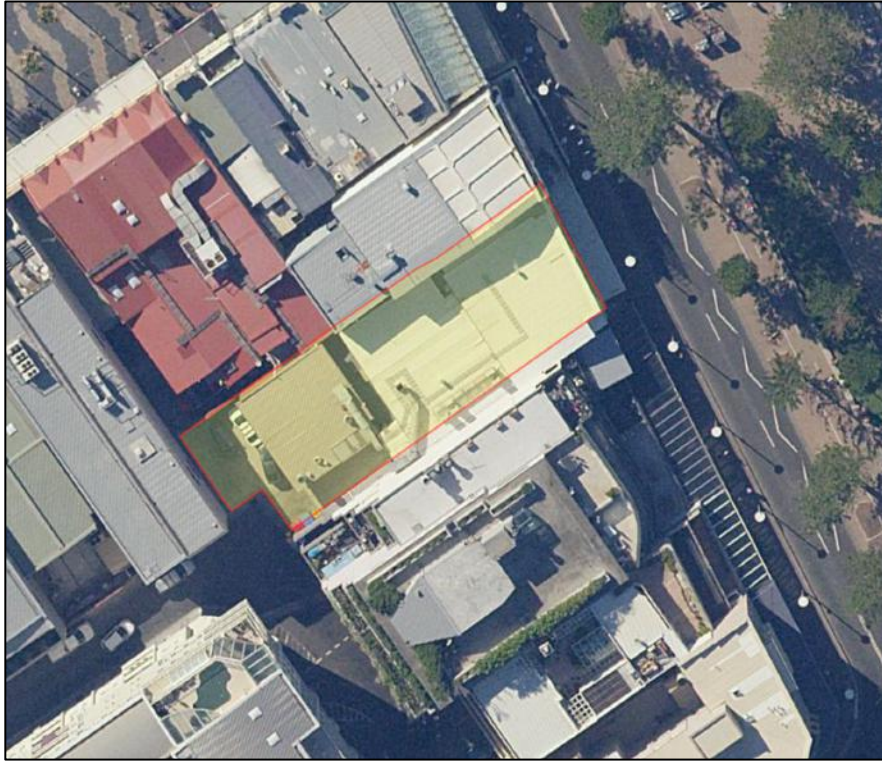


Figure 4: Aerial photograph of Nos. 34-35 South Steyne. The site is outlined in red.
SIX Maps, 2022

For the purposes of the following description, South Steyne is considered the eastern boundary.

The site is a rectangular allotment containing a freestanding building oriented to South Steyne Street with rear access via Rialto Lane. The building on the site, described separately below, occupies the whole of the allotment. The site boundaries are approximately: north and south, 47m; east and west, 15m. The total site area is approximately 690m².

3.2 The Building

As the building is neutral infill within the Conservation Area, the interior was not inspected.

3.2.1 Exterior

Nos. 34-35 South Steyne is a two-storey building constructed c. 1960s-1970s. It is constructed of brick (rendered and painted at the front and unpainted brick at the rear) and has a roof clad in corrugated metal which is concealed from the street by a parapet. The front elevation has large metal-framed window openings at first-floor level, which is separated from the ground-floor by a metal awning supported by metal stays. The ground-floor front elevation comprises metal-framed glazed bifold door openings with timber and tile surrounds. The rear elevation is constructed of brick and has a roof clad in metal. Window openings are metal-framed.

Refer to Figures 5 to 7 which illustrate the exterior of the existing building.



Figure 5: Front elevation of the existing building.



Figure 6: Front elevation showing the existing shopfront.



Figure 7: Rear elevation of the existing building.

3.3 The Surrounding Area

3.3.1 The General Area

For the following, refer to Figure 8, an aerial photograph of the site and its surrounds.

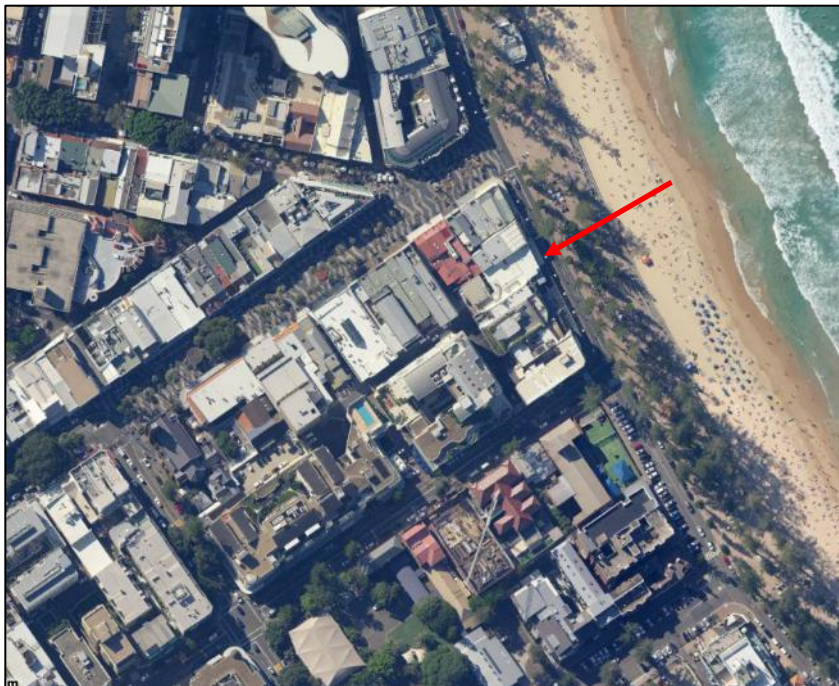


Figure 8: Aerial photograph of surrounding area. The red arrow indicates the site.
SIX Maps, 2022

The State Heritage Inventory provides the following description of the Town Centre Heritage Conservation Area, of which the site forms part:

The Manly TCCA has a mixed character and comprises three key zones. The triangular zone north-west of The Corso, bound by Belgrave Street and Sydney Road, including Market Square, generally comprises small scale commercial buildings. The street alignments, particularly the laneways around Market Square tend to be narrower, creating a more enclosed character, particularly when compared with the adjoining areas, such as The Corso, which has a much more open character, as well as the Belgrave Street streetscape, incorporating the larger civic buildings at the southern end (Manly Council Chambers, Manly Courthouse and Manly Police Station), and their orientation towards Gilbert Park and the Civic Square and proximity to Ivanhoe Park.

The buildings fronting Whistler Street and Sydney Road are primarily two stories with awnings, with those intact heritage items and contributory buildings dating from the late Nineteenth and early Twentieth Century. There have been numerous infill developments of varying levels of sympathy with the original heritage built form. Of particular interest is the Manly Library building on Market Lane, constructed in 1995, which was designed by Feiko Bouman, a prominent architect who is responsible for many civic buildings throughout Australia including the Stockman's Hall of Fame in Longreach, Queensland.

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 third zone, which lies south east of The Corso along Darley Road is predominantly mixed development progressing south eastward into residential, and is quite diverse with regard to building form. In the area between The Corso and Victoria Parade, the building stock tends to be medium density, 3-4 storey mixed development, much of which has been constructed in recent decades. Key built features include St Matthews Church, Manly Village School, and the inter-war flat building on the corner of Darley and Victoria Parade. Further south east of Victoria Parade, the character of the Manly TCCA becomes predominantly smaller scale residential houses, tending

towards Edwardian and Federation in style, interspersed with small residential flat buildings.¹⁴

3.3.2 South Steyne

South Steyne between North Steyne and Ashburner Street. The road is narrow and carries two-way traffic with no provision for street parking. There are wide concrete footpaths on either side. The eastern side of the street a wide paved public foreshore path adjacent Manly Beach and separated from it by a sandstone retaining wall. Vegetation on this side comprises a line of established Norfolk Pine Trees, listed as a heritage item. The western side of the street is characterised by two to four-storey buildings ranging from the late Victorian period through to infill development.

To the north of the site is No. 36 South Steyne, a three-storey contemporary commercial building. To the south is No. 32 South Steyne, a four-storey contemporary commercial building.

Refer to Figures 9 to 11 which illustrate the streetscape.



Figure 9: No. 36 South Steyne to the north of the site, an example of three-storey infill.

¹⁴ 'Town Centre Conservation Area', Heritage NSW State Heritage Inventory ID No. 2020838.



Figure 10: No. 32 South Steyne, an example of four-storey infill.



Figure 11: Nos. 110-112 The Corso to the north of the site, a two-storey Victorian period former hotel, now used as shops.

3.3.3 Rialto Lane

Rialto Lane runs in a loop north off Wentworth Street. The road is narrow and carries two-way traffic with no provision for street parking. The laneway is essentially a service corridor that provides rear access to buildings on The Corso, South Steyne and Wentworth Street. The rear elevations to buildings, as viewed from Rialto Lane, typically comprise contemporary one to three-storey additions.

Refer to Figure 12 which illustrates the character of the laneway.



Figure 12: Looking west on Rialto Lane towards the rear elevations of buildings addressing The Corso. The rear of the subject building is visible to the right.

4 ASSESSMENT OF SIGNIFICANCE

4.1 Summary of Statutory Heritage Listings for the Site

Nos. 34-35 South Steyne, Manly:

- Is located within the Town Centre Heritage Conservation Area by Schedule 5, Part 1 of the *Manly LEP 2013*.
- Is not listed as a local heritage item by Schedule 5, Part 1 of the *Manly LEP 2013*.
- Is not listed as an item on the State Heritage Register under the *NSW Heritage Act 1977*.

The State Heritage Inventory provides the following Statement of Significance for the Town Centre Heritage 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 TCCA as it is today. The physical elements of the TCCA 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 TCCA has provided a solid foundation for its picturesque qualities. The cultural landscape, including plantings, monuments and open spaces, reflects the continued enhancement of the TCCA 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 TCCA and assist with providing an interpretation of the TCCA as it has changed over time.

The TCCA 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.¹⁵

This Statement is adopted for the purposes of this assessment.

4.2 Heritage Items within the Vicinity of the Site

For the following, 'within the vicinity' has been determined with reference to physical proximity, existing and potential view corridors and the nature of the proposed works.

4.2.1 NSW Heritage Act 1977

There are no items listed on the State Heritage Register under the *NSW Heritage Act 1977* within the vicinity of the site.

4.2.2 Manly LEP 2013

Refer to Figure 13, which shows heritage items and conservation areas within the vicinity of the site. In this plan, heritage items listed by Schedule 5 Part 1 of the *Manly LEP 2013* are coloured brown and numbered and Conservation Areas listed by Schedule 5 Part 2 of this plan are hatched red and numbered. The subject site is coloured blue.

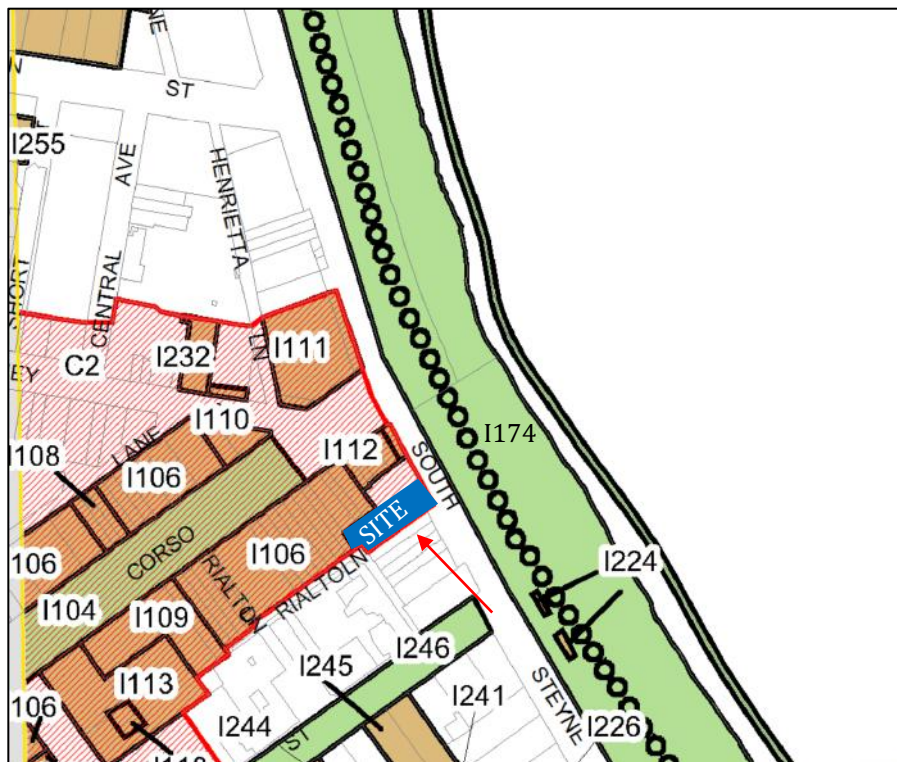


Figure 13: Detail, map showing heritage items and Conservation Areas in relation to the site. The site is coloured blue.

Manly LEP 2013. Annotations by WPH&P.

¹⁵ 'Town Centre Conservation Area', Heritage NSW State Heritage Inventory ID No. 2020838.

There are five heritage items listed by Schedule 5 Part 1 of the *Manly LEP 2013* adjacent to and within the vicinity of the site:

- **‘Group of 4 commercial buildings’, Nos. 102-112 The Corso, Manly**

This item is located to the north of the site and is identified as ‘I112’ in Figure 13 above.

The State Heritage Inventory provides the following Statement of Significance for this item:

This is an outstanding Federation Free Style/ Art Nouveau influenced façade with imaginative and exuberant design. It creates a significant back drop terminating the eastern end of Sydney Road.¹⁶

Refer to Figure 14 which illustrates the item.



Figure 14: Looking towards the item from The Corso.

- **‘Group of commercial buildings’, The Corso, Manly**

This item is located adjacent to the west of the site. It is identified as ‘I106’ in Figure 13 above.

The State Heritage Inventory provides the following Statement of Significance for this item:

Two-storey terrace commercial buildings. Modern architectural significance in scale and style; major significance in contribution of additional horizontal emphasis to streetscape of The Corso.¹⁷

Refer to Figure 15 which illustrates the item.

¹⁶ ‘Retail Building Group of 4 Retail Shops’, Heritage NSW State Heritage Inventory ID No. 2020053.

¹⁷ ‘Group of Commercial Buildings’, Heritage NSW State Heritage Inventory ID No. 2020496.



Figure 15: Looking towards the item from The Corso.

- **'Hotel Steyne', No. 75 The Corso, Manly**

This item is located to the north of the site and is identified as 'I111' in Figure 13 above.

The State Heritage Inventory provides the following Statement of Significance for this item:

This building is a fine example of Inter-War Art Deco style Hotel.
Landmark building on the corner of The Corso and South Steyne.¹⁸

Refer to Figure 16 which illustrates the item.



Figure 16: The item as viewed from the intersection at The Corso and South Steyne.

- **'Public shelters', South Steyne and North Steyne', Manly**

This item is located to the southeast of the site and is identified as 'I224' in Figure 13 above.

The State Heritage Inventory provides the following Statement of Significance for this item:

An important reminder of the historic role of Manly's ocean beach, the shelters remain useful for both seating and wind protection.¹⁹

Refer to Figure 17 which illustrates the item.



Figure 17: An example of a public shelter within the vicinity of the site.

- **'Beach Reserve – Merrett Park', North Steyne and South Steyne, Manly**

This item is located to the east of the site and is identified as 'I174' in Figure 13 above.

The State Heritage Inventory provides the following Statement of Significance for this item:

High significance as natural sand beach and cultural backdrop of paved promenade and first coastal plantings of Norfolk Island Pines.²⁰

Refer to Figure 18 which illustrates the item.

¹⁹ 'Public shelters', Heritage NSW State Heritage Inventory ID No. 2020085.

²⁰ 'Beach Reserve – Merrett Park North Steyne and South Steyne', Heritage NSW State Heritage Inventory ID No. 2020475.



Figure 18: Looking north on the beach front reserve that forms part of the item.

4.3 View Corridors

The principal view corridor towards the site is from directly outside and across the road on South Steyne, where the front elevation is highly visible. The building is generally visible on approach from the north and south on South Steyne. There are secondary views towards the rear elevation on approach from Rialto Lane.

Refer to Figures 19 and 20.



Figure 19: Looking north towards the site from South Steyne.



Figure 20: Looking south towards the site from South Steyne.

4.4 Contribution to the Conservation Area

Nos. 34-35 South Steyne is an example of infill that was constructed no later than the c. 1970s, replacing an earlier building on the site, and thus lies well outside the key periods of interest for the Conservation Area. It makes a neutral contribution to the Conservation Area.

5 THE PROPOSAL

The following should be read in conjunction with the plans prepared by Durbach Block Jagers:

It is proposed to remove all existing structures on the site and to construct a new three-storey (plus two basement levels) commercial building, as noted in detail below:

- Basement level 1 to comprise a commercial area and end-of-trip facilities.
- Basement level 2 to comprise 12 car spaces.
- Ground-floor to comprise retail area.
- First and second-floor to comprise commercial areas.
- Third-floor to comprise a roof terrace at the front and a commercial area at the rear.

The following materials and finishes are proposed:

- Off-form concrete.
- Metal balustrades.
- Brass sliding doors.
- Glass panels.

6 EFFECT OF WORK

6.1 Methods of Assessment

The following is a merit-based assessment. It does not consider compliance or otherwise with Council's numerical controls except where non-compliance would result in a heritage impact. Refer to the Statement of Environmental Effects that accompanies this application.

The following assessment is made with an understanding of the objectives and controls provided by the *Manly LEP 2013* and the *Manly DCP 2013*.

6.2 Effect of Work on Conservation Area

The proposed works will have an acceptable impact on the Town Centre Heritage Conservation Area for the following reasons:

- The removal of the existing building will have no impact as it was constructed outside of the key periods of interest for this Conservation Area. Nearly every building within the Conservation Area dates from the Victorian, Federation and Inter-War periods. The existing building is uncharacteristic having been constructed c. 1970s.
- The proposed building will read as three-storeys from South Steyne, with a highly recessive fourth-floor visible from Rialto Lane. Views from Rialto Lane have less significance than South Steyne within the Conservation Area.
- The proposed building is thus consistent in scale with other contemporary infill within the Conservation Area, or in the vicinity of it. See, for example: Nos. 28-33 South Steyne and Nos. 36-38 South Steyne, a group of three and four-storey contemporary buildings.
- The proposed building is well-designed and clearly contemporary. It will have a simply detailed front elevation in contrast to the more elaborate detailing of traditional contributory buildings in the Conservation Area. It will maintain a street awning as is consistent with the existing building and streetscape.
- The proposed building will use high-quality materials including steel and off-form concrete. These materials are consistent with other infill development.
- The proposed building maintains the existing subdivision pattern in its semidetached front elevation. The building will sit comfortably within the rhythm of the streetscape.
- The proposed building will maintain the orientation and front setback of the existing building, and of surrounding development. View corridors on South Steyne towards contributory buildings will not be blocked or reduced.
- The proposed roof terrace is set back from the street and will provide amenity to occupants of the building.
- The proposed balconies are consistent with adjacent infill development that have balconies to their front elevations, whether in the Conservation Area or outside of it.
- The proposed basement car parking will have an acceptable impact because it will utilise existing driveway access off Rialto Lane which is used as a rear access corridor by buildings addressing South Steyne. The basement will be accessed via a ramp within the building footprint.
- The proposed works will, overall, replace a building that makes a neutral contribution to the Conservation Area with a new building that is well-designed, clearly contemporary and sits comfortably in the streetscape.

6.3 Effect of Work on Heritage Items with the Vicinity

'Group of 4 commercial buildings', Nos. 102-112 The Corso, Manly

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will be no impact on the fabric of this item, which is sufficiently separated from the site.
- There will be no impact on significant view corridors towards this item, which are obtained from directly outside on The Corso. The proposed building will be located to the south, well outside this view corridor.
- The proposed building will be visible from the rear of the item and within its wider setting. This will have a minimal and acceptable impact because it is well-designed and consistent in materiality and scale with other infill development in the vicinity.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of the item.

‘Group of commercial buildings’, The Corso, Manly

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will be no impact on the fabric of this item, which is sufficiently separated from the site.
- There will be no impact on significant view corridors towards this item, which are obtained from directly outside on The Corso. The proposed building will be located to the south, well outside this view corridor.
- The proposed building will be visible from the rear of the item and within its wider setting. This will have a minimal and acceptable impact because it is well-designed and consistent in materiality and scale with other infill development in the vicinity.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of the item.

‘Hotel Steyne’, No. 75 The Corso, Manly

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will be no impact on the fabric of this item, which is sufficiently separated from the site.
- There will be no impact on significant view corridors towards this item, which are obtained from directly outside on The Corso. The proposed building will be located to the south, well outside this view corridor.
- The proposed building will be visible from this item and within its wider setting. This will have a minimal and acceptable impact because it is well-designed and consistent in materiality and scale with other infill development in the vicinity.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of the item.

‘Public shelters’, South Steyne and North Steyne, Manly

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will be no impact on the fabric of this item, which is sufficiently separated from the site.
- There will be no impact on significant view corridors towards this item, which are obtained from directly outside on North or South Steyne. The proposed building will be located to the west, well outside this view corridor.
- The proposed building will be visible from this item and within its wider setting. This will have a minimal and acceptable impact because it is well-designed and consistent in materiality and scale with other infill development in the vicinity.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of the item.

‘Beach Reserve – Merrett Park’, North Steyne and South Steyne, Manly

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will be no impact on the fabric of this item, which is sufficiently separated from the site.
- There will be no impact on significant view corridors towards this item, which are obtained from the east side of South Steyne or within the beach reserve itself. The proposed building will be located on the west side of South Steyne, well outside this view corridor.
- The proposed building will be visible from this item and within its wider setting. This will have a minimal and acceptable impact because it is well-designed and consistent in materiality and scale with other infill development in the vicinity.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of the item.

7 CONCLUSION

This Heritage Impact Statement has been prepared in conjunction with a Development Application for the removal of an existing building and the construction of a new three-storey commercial building at Nos. 34-35 South Steyne, Manly, New South Wales. The site is not listed as a heritage item, however, is located within the vicinity of heritage items and lies within the Town Centre Heritage Conservation Area under Schedule 5 Parts 1 and 2 of the *Manly LEP 2013*.

The proposed works will have an acceptable impact on the Conservation Area because it replaces a neutral infill building with a well-designed contemporary building that sits comfortably in the streetscape. The proposed building is consistent in scale with other buildings and will use a high-quality materials palette of off-form concrete and steel. The proposed building will have a simply detailed front elevation and maintains the established pattern of front setback and orientation to the street.

The proposed works will have a minimal and acceptable impact on heritage items within the vicinity as there will be no impact on their fabric, or on significant view corridors towards them. The proposed building is consistent with the setting of the items as characterised by existing infill development. The proposed building is well-designed and will sit comfortably in their setting. The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of the items.

The proposed works fulfil the aims and objectives of the *Manly LEP 2013* and the *Manly DCP 2013* by improving the quality and diversity of commercial options in Manly while respecting the heritage significance of the area in which it lies.