

# STATEMENT OF HERITAGE IMPACT

**Proposed Development at**

**Lot 1, DP 1170245**

***Wharf Bar, Manly***



Job No. 9449  
February 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 Lot 1, DP 1170245, from the pedestrian pathway along the East Esplanade, looking to the primary façade (Source: Heritage 21, 18.11.2021).

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

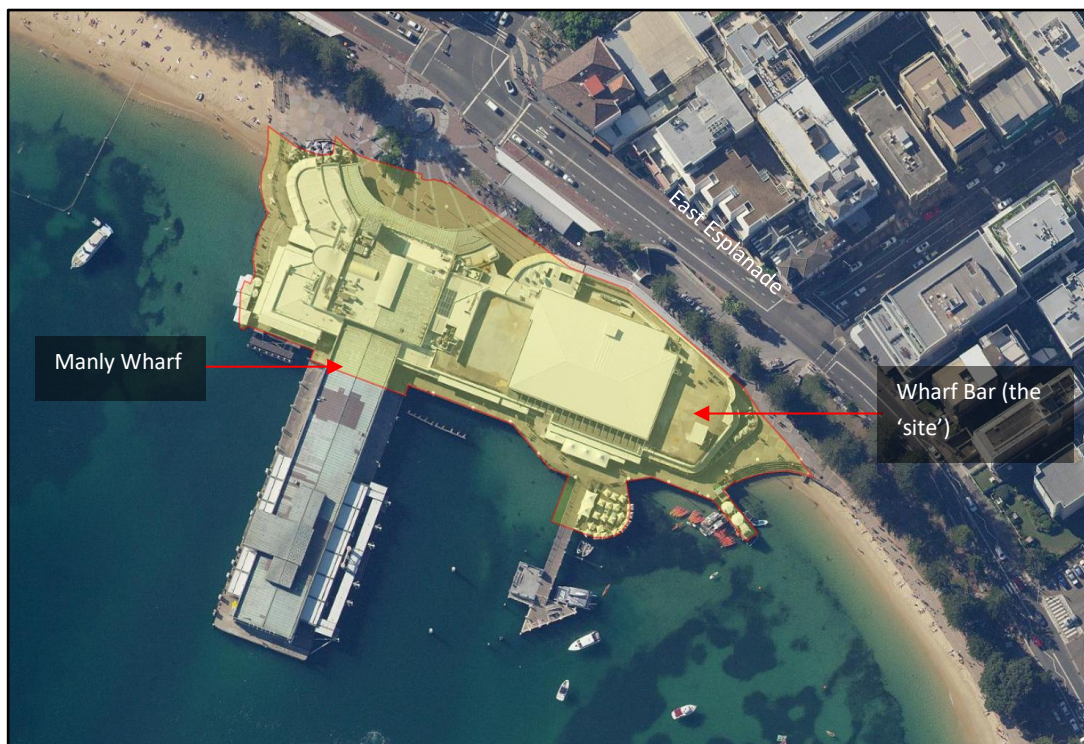
Issue	Description	Date	Written by	Reviewed by	Issued by
1	Draft report (D1) issued for comment.	18.02.2022	DJ	-	DJ
2	Report Issued (RI) for DA.	21.02.2022	-	-	DJ

## 1.0 INTRODUCTION

This Statement of Heritage Impact ('SOHI' or 'report') has been prepared on behalf of Empire Project Management for the proposed minor works to Wharf Bar ('the site'), situated within the curtilage of the State Heritage Item – *Manly Wharf* – located at East Esplanade, Manly. This report is prepared as part of an integrated development application made to Northern Beaches Council and Heritage NSW for the proposed new awning to the rear facade of the subject site.

### 1.1 Site Identification

The subject site is located at East Esplanade, Manly, which falls within the boundaries of the Northern Beaches Local Government Area ('LGA') and is located within 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 the curtilage of the state heritage-listed item – *Manly Wharf*.



**Figure 1.** Aerial view of the site, which is outlined in red and highlighted in yellow (Source: NSW Land and Property Information, 'SIX Maps', n.d., <http://maps.six.nsw.gov.au/>, annotated by Heritage 21).

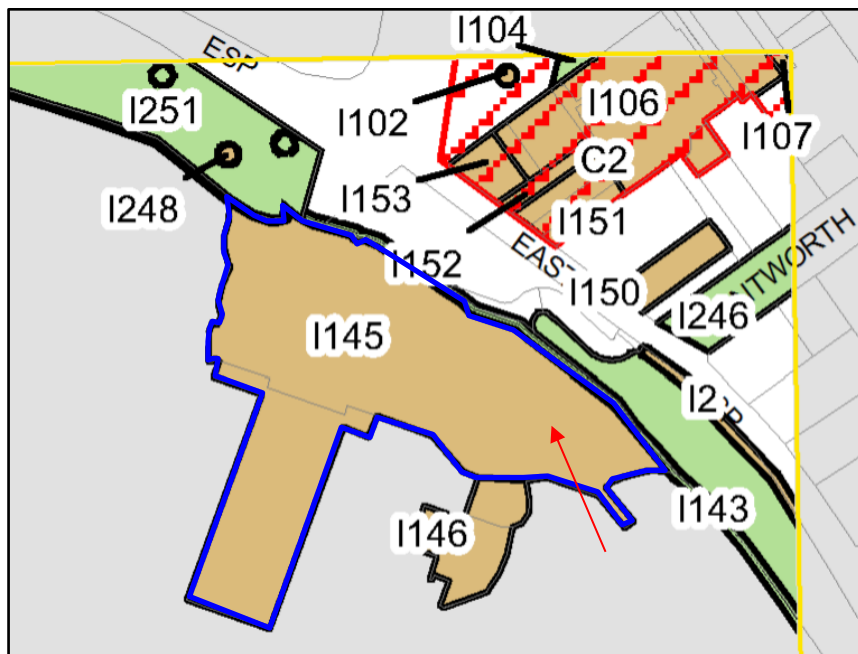
## 1.2 Heritage Context

### 1.2.1 Heritage Listings

The subject site is located at the Manly Wharf, which is an item of environmental heritage listed under Schedule 5 of the Manly Local Environmental Plan ('MLEP') 2013. 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). It **is not** listed on the National Heritage List, the

Commonwealth Heritage List or the former Register of the National Estate.<sup>1</sup> The details of the listings follow:

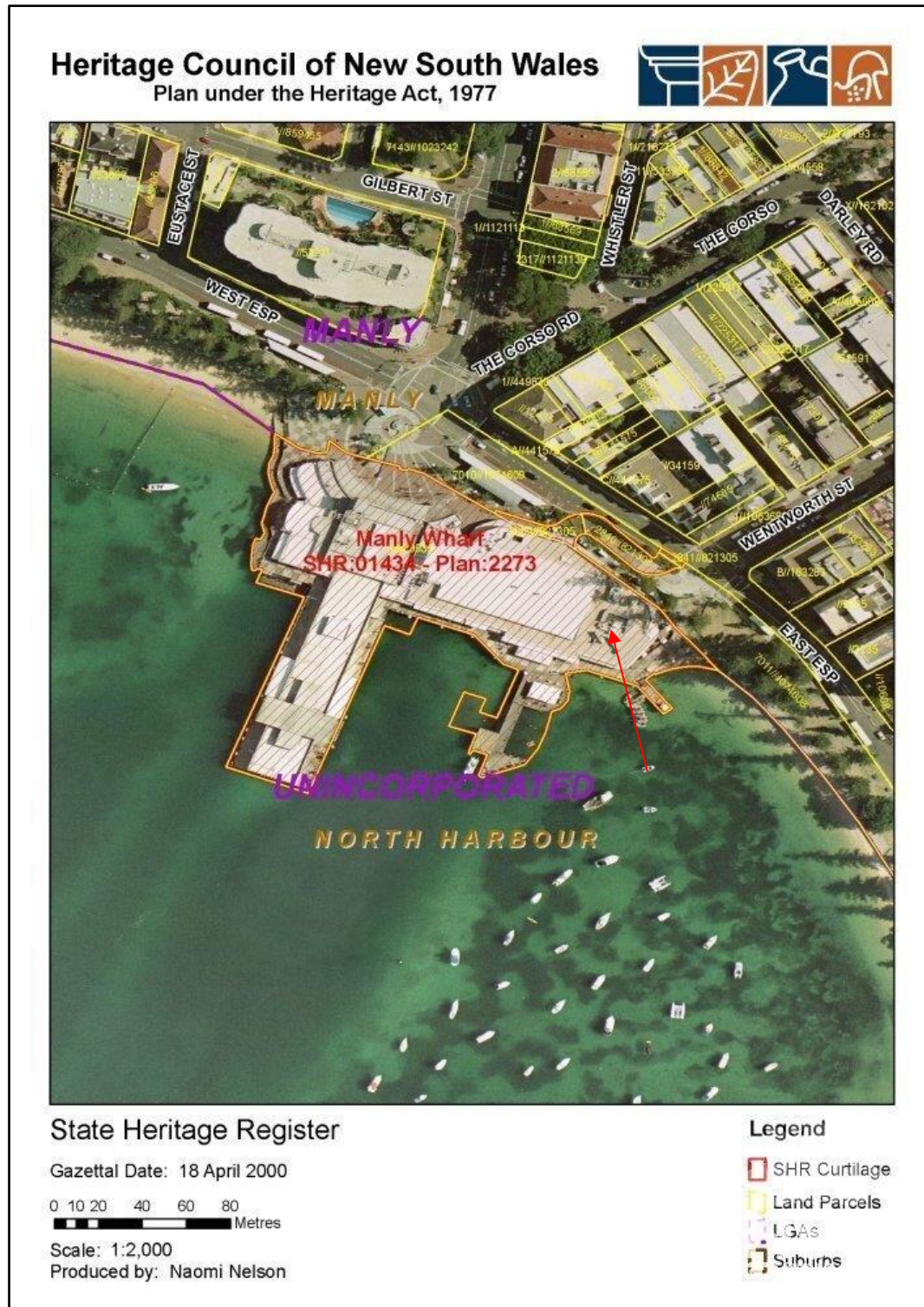
Statutory List – Legislative Requirements				
List	Item Name	Address	Significance	Item No.
State Heritage Register	Manly Wharf	West Esplanade Manly	State	01434
Marine Ministerial Holding Corporation – s.170 Register	Manly Wharf	-	State	4920067
Manly Local Environmental Plan 2013	Manly Wharf	East and West Esplanades (opposite The Corso, Harbour side)	State	l145
Non-Statutory List – Information Only				
List	Item Name/ Description			Item No.
National Trust Register - National Trust NSW	Manly Wharf			8861



**Figure 2.** Detail from Heritage Map HER\_004; the heritage listed Manly Wharf, which the subject site is part of, is outlined in blue. The site is indicated by the red arrow, heritage items are shaded brown, and the Town Centre Conservation Area is cross hatched in red (Source: NSW Planning Portal, Manly Local Environmental Plan 2013, Heritage Maps, HER\_004, <https://www.planningportal.nsw.gov.au/publications/environmental-planning-instruments/manly-local-environmental-plan-2013>, annotated by Heritage 21).

<sup>1</sup> The Register of the National Estate ceased as a statutory heritage list in 2007; however, it continues to exist as an inventory of Australian heritage places.





**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 listed under Schedule 5 of the MLEP 2013.

### 1.2.2 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 follow:

Item/HCA Name	Address	Significance	Item Number
Pier (former Fun Pier), Manly Wharf	East and West Esplanades	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	50 East Esplanade	Local	I152
Commercial and residential building	53 East Esplanade	Local	I153
Group of commercial buildings	All numbers, The Corso	Local	I106
2 cast iron pedestals (former street lights)	The Corso (central reservation, between The Esplanade and Darley Road)	Local	I102
Park/Reserve	East Esplanade	Local	I143
Park	West Esplanade	Local	I251
Governor Phillip Monument	West Esplanade Reserve	Local	I248
Street trees	Wentworth Street	Local	I246
All stone kerbs	Manly municipal area	Local	I2
Town Centre Conservation Area	-	Local	C2

The proposed new awning would be installed to the southern (rear) façade of the subject site and would not be visible from heritage items I150 (41–42 East Esplanade), I151 (46, 47 and 48 East Esplanade), I152 (50 East Esplanade), I153 (53 East Esplanade), I106 (The Corso), I102 (former street lights on The Corso), I143 (Reserve along East Esplanade), I251 (Park along West Esplanade), I248 (Governor Phillip Monument situated with the West Esplanade Reserve), I246 (Street Trees on Wentworth Street), I2 (stone kerbs) and the Town Centre HCA 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 only to I146 - *Pier (former Fun Pier), Manly Wharf*.

### 1.3 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 part of a heritage item listed on the NSW State Heritage Register, 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 the heritage-listed 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.

#### 1.4 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').

#### 1.5 Authors

This Statement of Heritage Impact ('SOHI' or 'report') has been prepared by Divya Joseph and overseen by Paul Rappoport, of Heritage 21, Heritage Consultants.

#### 1.6 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.



## 1.7 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

The following history outlines the development of the Manly suburb and then the Manly Wharf (which the subject site is part of). The history has been extracted from the Manly Ferry Wharf Conservation Management Plan, prepared by Architectural Projects:<sup>2</sup>

### 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 the Harbour to the ocean which he called The Corso after the main street in Rome. Smith*

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

*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. Note the 1990 retail complex addition to the east of the Wharf (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).



The subject site – Manly Wharf Bar – located within the eastern portion of the 1990s retail arcade, at the ground floor level, was established as the ‘Manly Wharf Hotel’ in 2002. The subject site has undergone numerous minor alterations and additions between 2002 to 2021, including but not limited to interior alterations and the replacement of the external deck. Below is a list of the most pertinent development applications approved between 2002 – 2021 for the subject site:

- **DA 238/2002** - Fit out for a hotel, interior alterations, external seating and servery Rotunda - Manly Wharf Hotel
- **DA 20/2003** - Exterior Signage - Manly Wharf Hotel
- **Section 455 Modifications S96 238/2002 – (Part 2 & 3 modifications):** Section 96 to modify approved Fit out for a hotel, interior alterations, external seating and servery Rotunda - Manly Wharf Hotel (Submitted: 01/04/2003)
- **Section 455 Modification S96 238/2002 (Part 4 modifications):** S.96 Mod. to add blinds to 3 external umbrellas at Manly Wharf Hotel
- **Section 455 Modification S96 238/2002 – (Part 5 modifications):** Section 96 to modify hours of operation for the Manly Wharf Hotel (Submitted: 26/09/2007)
- **Section 455 Modification S96 238/2002 – (Part 6 modifications):** Section 96 to modify approved closing hours of the Manly Wharf Hotel restaurant deck and south facing deck from 10.00pm extended to 12.00midnight Monday to Sunday (Submitted: 21/09/2010)
- **Development Application DA 135/2012** - Alterations to the Manly Wharf Hotel including the conversion of part of the existing Lounge Bar into an indoor and partially outdoor Gaming Room area and revise entrance on the northern side of the hotel - Manly Wharf (Submitted: 22/06/2012)
- **Development Application DA 216/2012** - AMENDED PLANS - Alterations and additions to the existing Manly Wharf Hotel including the extension of the awning to the eastern verandah, roll up blinds and the extension of operational hours of the eastern deck to midnight (12.00am) (Submitted: 02/10/2012)
- **Development Application DA 149/2013** - Alterations and additions to the existing Manly Wharf Hotel including new stairs to the deck (Submitted: 30/07/2013).

In 2021, the Manly Wharf Hotel underwent alterations which were exempt under Section 57(2) of the Heritage Act 1977 and carried out in accordance with the following Standard Exemptions:<sup>3</sup>

- *Standard Exemption 3: Alteration to Non-Significant Fabric; and*
- *Standard Exemption 4: Alteration to Interiors of Non-Significant Buildings.*

The hotel also rebranded to ‘Wharf Bar’ during this time.

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<sup>3</sup> NSW Government Gazette, Number 318 – Planning and Heritage, *Schedule of Standard Exemptions to Subsection 57(1) of the Heritage Act 1977 made under subsection 57(2)*, 13 November 2020, pp. 4-6.

## 3.0 PHYSICAL EVIDENCE

### 3.1 The Setting

The site is located within the eastern portion of the Manly Wharf curtilage, which is identified as Lot 1, DP 1170245. Manly Wharf is situated along the East and West Esplanades, with its primary elevation presenting to The Corso and the Belgrave Street and Wentworth Street streetscapes.

Large Norfolk Pines along the eastern and western park reserves of the Manly esplanade, along with the vibrant ocean blue hues of the Manly Cove define the setting of Manly Wharf and the subject site. The eastern side of the Esplanade is flanked by an eclectic mix of architectural styles, including two storey Late Victorian terrace groups, 3 and 4 storey Federation pub/hotel buildings, Inter-War residential flat buildings, and multi-storey contemporary residential and commercial buildings.

### 3.2 Physical Description

#### 3.2.1 Manly Wharf

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:<sup>4</sup>

##### *DESCRIPTION OF THE BUILDING*

*The existing building on the site consists principally of buildings from two periods: the 1941 Manly Ferry Wharf on the west and the 1990 additions alterations modified in 2007 which included a retail arcade addition on the east. Both are surrounded by a public promenade...*

*...The 1941 structure is typical of a modernist regionalist structure with Scandinavian influences. The building is a highly intact structure. The Tower and front welcoming arms are the most significant component of the building and form the urban front to the Corso. The facade has been modified to accommodate buses. The East wing modified to accommodate buses could be reconstructed to reinstate the symmetry of the welcoming arms.*

*The side curved sections are less significant which are less visible to the main promenade partially demolished and concealed to either side. The original circular urinal with portholes was removed and a new curved section built in its place. These sections do not require reconstruction but should be interpreted.*

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<sup>4</sup> Ibid., pp. 13-14.

*The arrival Wharf is less significant as a more utilitarian wharf structure which has been modified by changes to accommodate ferry docking with a waiting room should be retained.*

*The Tower and front welcoming arms are the most significant component of the building and form the urban front to the Corso. The East wing modified to accommodate buses could be reconstructed to reinstate the symmetry of the welcoming arms.*

*The double height clerestory space is highly significant. Additional skylights which have been added should be removed.*

*The side curved sections which are less visible to the main promenade partially demolished and concealed to either side do not require reconstruction but should be interpreted.*

*The arrival Wharf as a more utilitarian wharf structure with a waiting room should be retained.*

### **3.3.1 Public Promenade**

*In 2001 the public promenade was connected to a second pier, which has a merry-go-round, a ferris wheel, and a boat landing stage. Such structures have existed on the site since the 1940's. The form of the promenade was modified in 1990 when the retail arcade was constructed. The Cargo Wharf was deleted and extensive land infill occurred which widened the promenade considerably.*

*The footpath to East Esplanade completed in 2004 and the public promenade on the harbour side of the retail arcade allows pedestrians to walk around the circumference of the building.*

### **3.3.2 The Retail Arcade 1990**

*The eastern half of the building dates entirely from 1990. It required partial removal of the original 1941 curved ends. The lower level is below mean tide level, at AHD (Australian Height Datum) 0.550. The upper level is accessible from the western half of the building and, at AHD 3.600, is at approximately the same level as the ferry wharf and the surrounding ground level of East Esplanade. There is a small mezzanine level which contains the plant. It has a floor level at AHD 6.900. There are a number of other mezzanine floors above the ground floor level, which contain mechanical plant.*

*The eastern half of the building is a concrete slab structure, supported on concrete piles and some timber piles. The walls are faced externally in timber and fibre*

*cement cladding. The building has skylights, and a flat, parapeted metal tray roof. The highest level of the parapet is AHD 10.5.*

The 1990's section of the Manly Wharf underwent further alterations in c.2007, with additions to the first floor level. Wharf Bar, the subject site, is located at the ground floor level of the 1990's addition. Formerly known as the Manly Wharf Hotel, it was first established in 2002, and has recently rebranded to 'Wharf Bar'.

### 3.2.2 Wharf Bar - The subject site

Wharf Bar, the subject site, is located at the lower level, within the eastern portion of the Retail Arcade constructed c.1990. The site is defined by a large 'L' shaped floor plan with wide outdoor decks and seating areas along the eastern and southern facade, facing the water. The site is accessed from the north-eastern corner, defined by a large, curved masonry wall with brick cladding. The interior areas contain the kitchens and services to the northern sections, with large, open plan areas reserved for the restaurant and bar seating zones.

The dining and seating areas extend externally, with a raised timber deck that form a part of the subject site. The southern and eastern elevations exhibit large, glazed bi-fold doors providing access to these outdoor areas, which gives this water facing restaurant an open, airy ambiance.

### 3.3 Images

The following photographs have been taken by Heritage 21 at the site inspection undertaken on 18 November 2021, unless stated otherwise.



**Figure 10.** External view looking towards the primary entrance, located along the north-eastern corner of the subject building.



**Figure 11.** External view looking towards the primary entrance, facing south. Note the new stone paving and brick wall cladding.





**Figure 12.** External view facing north-east, from the eastern deck.



**Figure 13.** External view facing west, from the southern deck.



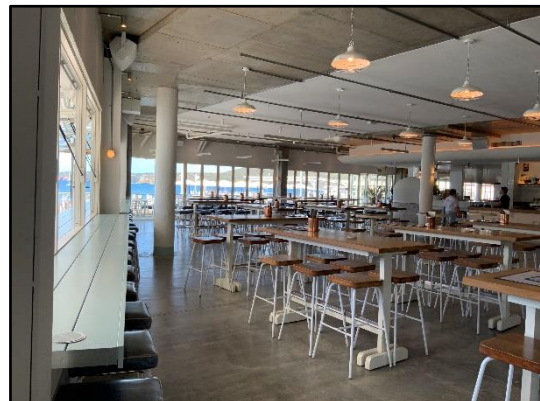
**Figure 14.** External view showing a portion of the southern (rear) façade, facing east. Note the completed deck works and the rear bi-fold door additions. The proposed retractable awning would be installed to the raised timber decks.



**Figure 15.** External view showing a portion of the southern (rear) façade, facing north. The proposed retractable awning and structure would be on the raised timber decks.

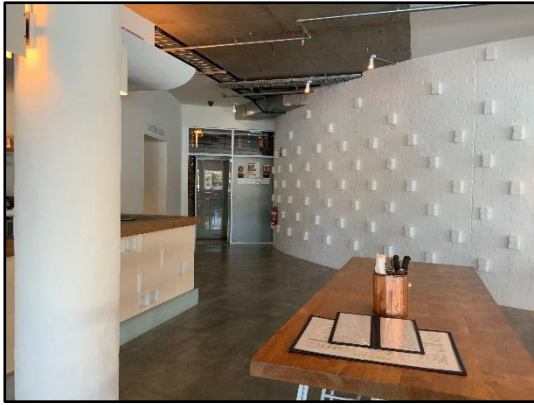


**Figure 16.** External view facing east, looking along the public pathway.



**Figure 17.** Internal view facing south from the main entrance doorway.

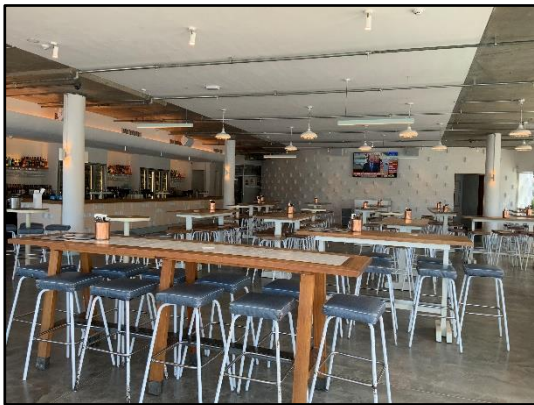




**Figure 18.** Internal view facing north-west from the main entrance doorway, showing the curved wall.



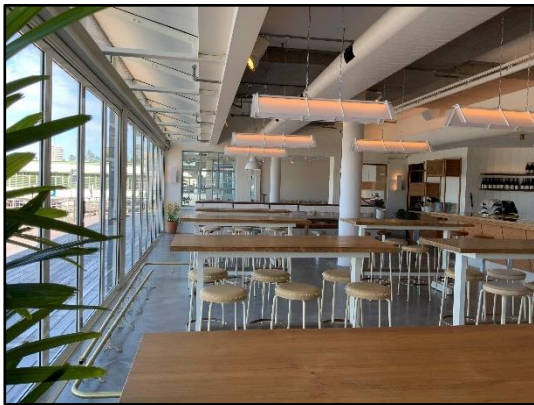
**Figure 19.** Internal view facing south.



**Figure 20.** Internal view facing north, from within the eastern sections of the site.



**Figure 21.** Internal view facing west, from within the eastern sections of the site.



**Figure 22.** Internal view of Zone 1, facing west.



**Figure 23.** Internal view of Zone 1, facing east.

## 4.0 HERITAGE SIGNIFICANCE

In order to assess the impact of the proposed works on the heritage significance of the Manly Wharf (which the subject site is part of) and the heritage item in the vicinity, it is necessary to first ascertain the heritage significance of these places. Accordingly, Statements of Significance for Manly Wharf (refer to Section 4.1.1) and the *Pier (former Fun Pier), Manly Wharf* (refer to Section XX) 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 Manly Wharf (SHR Item 01434)

The following Statement of Significance is an extract from the Manly Ferry Wharf Conservation Management Plan, dated 19 October 2016:<sup>5</sup>

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

*The Manly Ferry Wharf is significant for its age and association with the development and continuation of Manly as a seaside resort of Sydney from the earliest days of European settlement. The low sweeping form has significance for its contribution to the context of the sweeping beach and line of the trees which is now 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*

<sup>5</sup> Jennifer Hill, Op.cit., p.30.

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.

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.

### **Grading of Significance**

While the significance grading for the state listed curtilage of the Manly Wharf has not been assessed by Heritage 21, the following Grading of Significance for the buildings associated with the Manly Wharf is extracted from the Manly Ferry Wharf CMP:<sup>6</sup>

#### **KEY PHASES ADDITIONS**

##### *The Exterior*

<i>North Façade (1941)</i>	<i>A</i>
<i>South Façade Wharf 1941</i>	<i>B</i>
<i>East Façade 1990</i>	<i>C</i>
<i>West Façade 1990</i>	<i>C</i>

Where A denotes fabric of exceptional significance, B denotes fabric of High significance (containing high degree of original fabric), and C denotes fabric of Moderate Significance (Altered or modified elements, fabric of little heritage significance).

The subject site, located within the eastern section of the 1990s addition is graded 'C' – fabric of Moderate Significance or of 'Little Heritage Significance'.

#### **4.1.2 Pier (former Fun Pier), Manly Wharf (Item I146 listed under MLEP 2013)**

The following Statement of Significance is available for the former Fun Pier – Item I146, on the State Heritage Inventory:<sup>7</sup>

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

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<sup>6</sup> Jennifer Hill, Op.cit., pp.29-30.

<sup>7</sup> Heritage NSW, State Heritage Inventory, *Pier (former Fun Pier), Manly Wharf*, Heritage Item ID: 2020093, available on <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2020093>.



## 5.0 WORKS PROPOSED

### 5.1 Proposal Description

The proposed minor works pertain to the addition of a new retractable awning structure to the southern façade of the subject site.

### 5.2 Drawings

Our assessment of the proposal is based on the following drawings by A & CO. dated 14 December 2021 and received by Heritage 21 on 10 February 2022. These are reproduced below for reference only; the full set of drawings accompanying the development application should be referred to for any details.

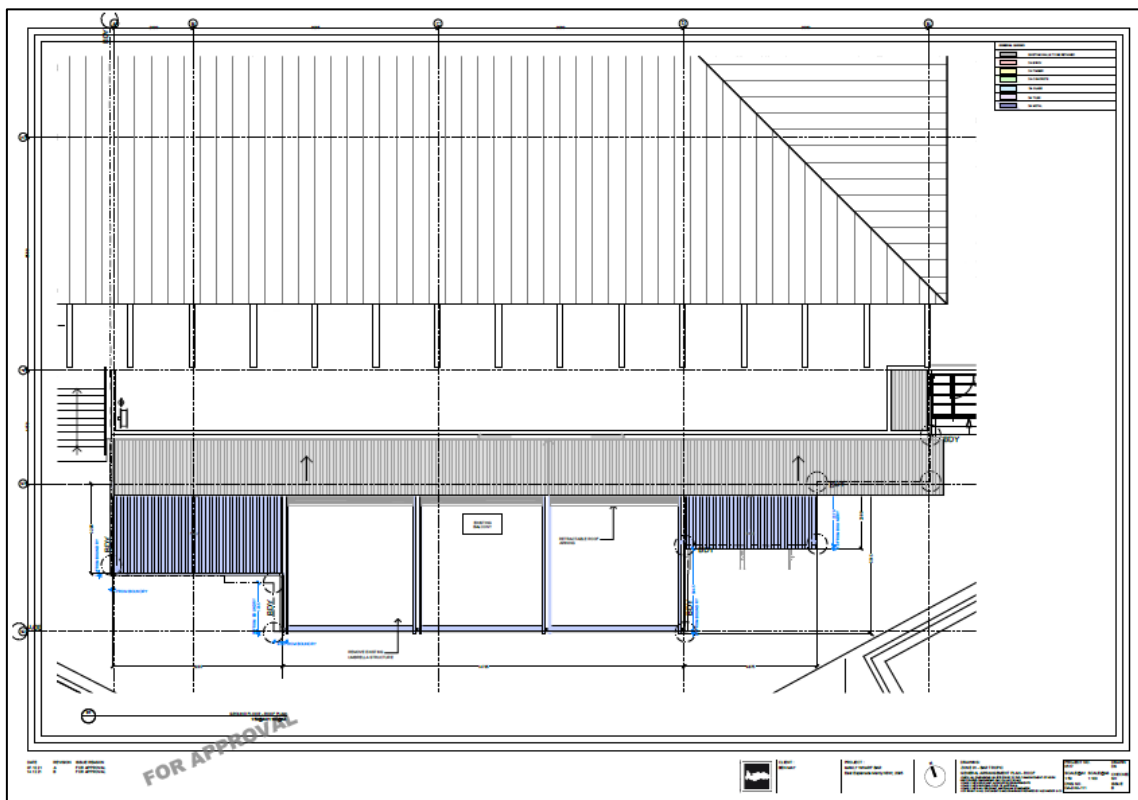


Figure 24. Proposed plan.

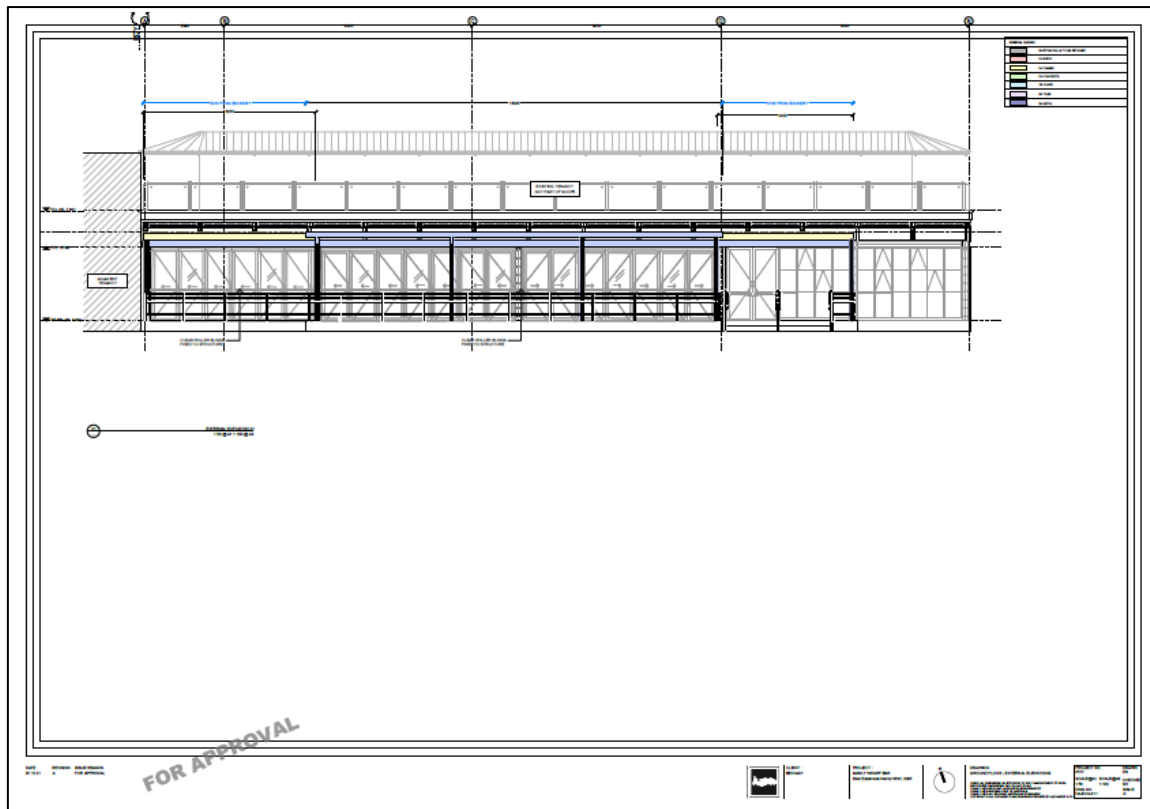


Figure 25. Proposed rear elevation.

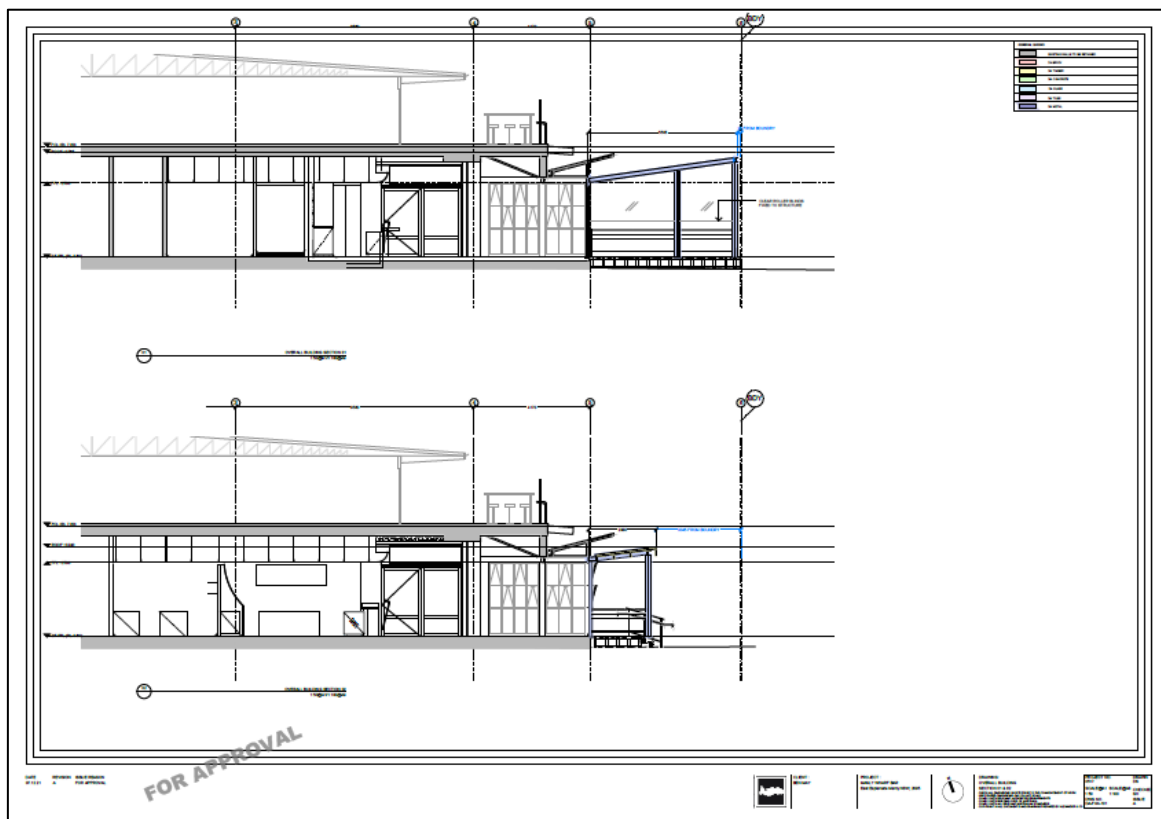


Figure 26. Proposed section.

## 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

The following statutory heritage conservation requirements contained in Sydney Regional Environmental Plan (SREP) 2005 are also taken into consideration:

##### ***Part 1 Section 5 – Consent authority***

##### ***Part 5 Heritage Provisions***

- (2) Development Consent is not required by this clause if –*
  - (a) in the opinion of the consent authority –*
    - (i) the proposed development is of a minor nature or consists of maintenance of the heritage item, and*
    - (ii) the proposed development would not adversely affect the significance of the heritage item, and*
  - (b) the proponent has notified the consent authority in writing of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development will comply with this subclause and that development consent is not otherwise required by this plan.*

##### ***Schedule 3 Minor Development***

- 5 External building work*
  - (2) Erection or installation of any awning or canopy.*

### 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:

#### *3.2 Heritage Considerations*

*Objective 1) To retain and conserve environmental heritage and cultural significance of Manly including:*

- *significant fabric, setting, relics and view associated with heritage items and conservation areas;*
- *the foreshore, including its setting and associated views; and*
- *potential archaeological sites, places of Aboriginal significance and places of natural significance.*

*Objective 2) To ensure any modification to heritage items, potential heritage items or buildings within conservation areas is of an appropriate design that does not adversely impact on the significance of the item or the locality.*

### 6.1.4 Heritage Act (NSW) 1977

The subject site is listed on the NSW State Heritage Register. Listing on the state heritage register provides statutory heritage protection to the site under the *Heritage Act 1977* ('the Act').<sup>8</sup>

Listing on the State Heritage Register signifies that the site is:

- Of particular importance to the people of NSW and enriches the understanding of our history and identity;
- Is legally protected as a heritage item under the NSW Heritage Act; and
- Requires approval from the Heritage Council of NSW for major changes.

The proposed works are to be assessed under the provisions of Section 57(2) of the *Heritage Act 1977*, which apply to exempt works at places listed on the NSW State Heritage Register. This Statement of Heritage Impact has been prepared by Heritage 21 in order to allow the Heritage Council of NSW to assess the potential heritage impact of the proposed works.

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<sup>8</sup> 'Heritage Act 1977' (1977).

### 6.1.5 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:

#### *7.9 Exterior*

##### 7.9.1 Policy – Exterior Appearance

*The overall 1941 building form should be preserved. All remaining intact fabric on significant facades, as identified in Section 5.10, should be retained and conserved. The existing form, external surfaces, materials and finishes of the façade should be preserved. It is desirable that 1941 door and window openings should be enlarged to a consistent size and maintain retention of the weather board. No new work should compromise the original significant facades.*

##### 7.9.3 Policy – Façade Additions

*Additions of little significance that detract from an appreciation of the original building detail as identified in Section 5.10 should be removed. Scope exists to modify the 1990's alterations particularly if they allow a better appreciation of the original building.*

##### 7.9.4 Policy – Façade Changes

*The interpretation of the building would benefit by a better understanding of the original construction phase of the 1941 wharf and 1990 additions as modified in 2007.*

### 6.1.6 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 proposal 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.

#### ***Minor additions (see also minor 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 no, why not?*
- *Will the additions visually dominate the heritage item?*
- *Is the addition 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)?*



## 6.2 Heritage Impact Assessment

Below we assess the impact that the proposed development would have upon the Manly Wharf, within the curtilage of which that subject site is situated, 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).

### 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
<b>(1) Objectives</b>	<p>The subject site is situated within the curtilage of a state significant item – <i>Manly Wharf</i> – listed as item I145 under Schedule 5 of the MLEP 2013. However, the subject site – Wharf Bar is part of the 1990s retail arcade located to the eastern portions of Manly Wharf curtilage and constitutes fabric of little significance (refer to Section 4.1.1 above).</p> <p>The proposed minor alterations pertain to the addition of a new retractable awning structure to the rear (southern) façade of the subject site. As seen in Figure 14 and Figure 15 above, the proposed works would entail alterations to later addition fabric (C.2021), and would not alter or impact any fabric of exceptional or high heritage significance. Additionally, it is noted that the proposed awning would be installed to the rear deck, which was previous covered by an outdoor canopy structure (membrane roof dismantled and removed in 2021 – image included in Appendix A) of similar proportions. The proposed new rear awning would be a light-weight addition to the rear façade of the subject site, providing weather protection for the outdoor seating and dining areas of the Wharf Bar, and would not entail alterations or penetrations to any fabric of high or exceptional significance. The new metal posts would be fixed onto the raised timber decks, which is a part of the subject site, and would not impact any fabric of the Manly Wharf, the public pedestrian walkway, or the ‘former Fun Pier’. The resulting views to the southern façade would be altered minimally, and in the opinion of Heritage 21, would be far more subservient than its predecessor, the membrane roof canopy. For these reasons, it is Heritage 21’s assessment that the proposed works would be in accordance with the heritage objectives identified in the subject clause.</p>
<b>(3) Requirement for consent</b>	<p>This Development Application is lodged to Northern Beaches Council to gain consent for the works proposed to the subject site which is located within the curtilage of a heritage item listed under Schedule 5 of the MLEP 2013 and the NSW State Heritage Register.</p>

<b>(4) Effect of proposed development on heritage significance</b>	This Statement of Heritage Impact accompanies the Development Application in order to enable the Northern Beaches Council, as the consent authority, to ascertain the extent to which the proposed minor works would affect the heritage significance of the Manly Wharf and the heritage-listed item in the vicinity.
<b>(5) Heritage assessment</b>	

### 6.2.2 Impact Assessment against the SREP 2005

PART 1 - PRELIMINARY	
SECTION	ASSESSMENT
<b>5 Consent Authority</b>	Section 5 Clause (1) of the SREP 2005 states that, <i>the consent authority for land-based development and land/water interface development is the council of the local government area in which, or nearest to which, the land on which the development is proposed to be carried out...</i> Accordingly, this Heritage Exemption Application is lodged to Northern Beaches Council.
PART 5 – HERITAGE PROVISIONS	
SECTION	ASSESSMENT
<b>55 (2) Development Consent is not required</b>	<i>Schedule 3 Minor Development</i> of the SREP 2005 identifies exterior building works such as <i>installation of any awning or canopy</i> as minor development. The proposed works pertain to the addition of a new retractable awning to the rear, southern façade, and would fall under minor development. Accordingly, the proposed works would be in accordance with Clause 55(2) of the SREP 2005.

### 6.2.3 Impact Assessment Against the MDCP 2013

The proposed development pertains to the addition of a retractable awning structure to the rear, southern façade of the site – Wharf Bar, which is located within the 1990s retail arcade of Manly Wharf. Below we discuss the impact of the new awning against the Heritage Objectives of the MDCP 2013:

*Objective 1) To retain and conserve environmental heritage and cultural significance of Manly including:*

- *significant fabric, setting, relics and view associated with heritage items and conservation areas;*
- *the foreshore, including its setting and associated views; and*
- *potential archaeological sites, places of Aboriginal significance and places of natural significance.*

**Response:** The proposed development pertains to the addition of a new retractable awning to the rear (southern) façade of the subject site – Wharf Bar, which is located within the c.1990s retail extension of the Manly Wharf, and identified to be of ‘little significance’. The proposed awning would be installed over an existing raised timber deck located within the boundaries of the subject site. These works would not impact any fabric of exceptional or high heritage significance, and would only entail fixing into c.2021 fabric (raised timber deck refurbished as part of the 2021 alterations). It

is noted that the subject awning is proposed as a replacement of a previously existing outdoor canopy structure (dismantled as part of the c.2021 alterations – refer to Appendix A), which was located to the same area, and would provide weather protection to the outdoor seating areas. Visually, this new addition would be far more subservient than its predecessor, which comprised an umbrella like membrane roof structure. The proposed awning would be of a simple skillion form and would not have any overwhelming effects on the views made to the southern façade. The subject alterations do not impact the foreshore area nor would it engender a negative impact on the views made to the significant Manly Wharf and the former 'Fun Pier'.

*Objective 2) To ensure any modification to heritage items, potential heritage items or buildings within conservation areas is of an appropriate design that does not adversely impact on the significance of the item or the locality.*

**Response:** The design of the proposed awning is minimalistic with a light-weight quality and would not engender a negative impact on the significance of heritage item within which it is located or is in the vicinity of. The new skillion form, and the chosen materials and finishes would ensure a contemporary yet, subservient presentation. Additionally, the new structure would be installed onto c.2021 fabric (the raised outdoor deck was refurbished as part of the c.2021 minor works) and therefore would not engender any material impact on fabric identified to be of exceptional or high significance.

Overall, it is Heritage 21's assessment that the subject development would be minor and would be in accordance with the heritage objectives of the MDCP 2013.

#### **6.2.4 Impact Assessment against the Heritage Act (NSW) 1977**

The proposed works, as discussed previously, entail the addition of a new retractable awning, which would be fixed onto a c.2021 raised timber deck located within the boundaries of the subject site – *Wharf Bar*. As seen in Section 1.2.1 above, the subject site is situated within the curtilage of the state significant Manly Wharf. However, the subject site is located within the c.1990 retail arcade extension to the east of Manly Wharf. The Conservation Management Plan (CMP) for the Manly Wharf identified the 1990s addition to be of 'little heritage significance'. No fabric from the 1940s period of development is noted to this arcade or within the boundaries of the subject site.

The installation of a new awning within an area of little significance, and entailing alterations only to c.2021 fabric, would in Heritage 21's assessment, be exempt under Standard Exemption 3: Alterations to Non-Significant Fabric. Additionally, we note that the structure would be light-weight and visually subservient. No negative impacts or overwhelming effects would be engendered upon the views made to the southern façade of the Manly Wharf or the former 'Fun Pier'.

#### **6.2.5 Impact Assessment against the Manly Ferry Wharf Conservation Management Plan, 2016**

The proposed minor addition of a retractable awning structure to the rear façade of the subject site, would not compromise the exterior appearance of the significant c.1940s buildings. The proposed development would be limited to the eastern sections of the Manly Wharf curtilage, within ground

floor level the 1990s retail arcade, and would not entail alterations to any fabric of exceptional or high significance. The presentation of both the northern and southern facades of Manly Wharf and the former 'Fun Pier' (item I146) would be maintained. The proposed awning would be a replacement for the recently dismantled outdoor canopy, and would be sited within the same area. The extent of the proposed retractable awning would be within the existing raised timber deck, and would not extend over the public pathways located immediately to the south of the subject site. Additionally, the contemporary structure would be in keeping with the architectural character of the subject site and its surrounding commercial premises, and would not be detrimental to the views made to the Manly Wharf or the item in the vicinity (I146).

#### 6.2.6 Impact Assessment Against the NSW Office of Environment & Heritage guidelines

As acknowledged in Section 6.1.6, 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
<b>Minor additions</b>	
<i>How is the impact of the addition on the heritage significance of the item to be minimised?</i>	<p>The proposal entails the addition of a new retractable roof awning to the rear (southern) faced of the subject site – <i>Wharf Bar</i>. The site itself does not demonstrate any heritage significance, however, it is located within the curtilage of an item listed on the NSW State Heritage Register and the MLEP 2013.</p> <p>The subject awning would be installed onto c.2021 fabric, and would not impact any fabric of Exceptional or High Significance. The design of the new structure is simple and would have a light-weight appearance, which would not engender any negative impacts on the views made to the heritage items.</p>
<i>Can the additional area be located within an existing structure? If no, why not?</i>	<p>The proposal is to install a new outdoor retractable awning. However, the new structure would be limited within the boundaries of the site (Wharf Bar) and would not attach onto or impact any fabric of Exceptional or High Significance.</p>
<i>Will the additions visually dominate the heritage item?</i>	<p>The proposed form is minimal and subservient, and would not engender any negative impact the views made to the heritage items.</p>



<i>Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?</i>	The installation of the new awning entails alterations to a raised timber deck located within the boundaries of the subject site. The works would not disturb any known or potentially significant archaeological deposits.
<i>Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?</i>	The simple form, contemporary materials, light-weight appearance and the subservient effect on the views would ensure that the works remain sympathetic to the significance of the Manly Wharf and the former 'Fun Wharf'.

## 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.<sup>9</sup>

#### 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 Manly Wharf (the curtilage of which the subject site is situated within) and the *former Fun Pier* located in the vicinity:

- Contemporary and minimalistic form with a light-weight appearance;
- The use of contemporary materials and finishes that would blend in with the surrounding developments;
- The subservient scale and massing; and
- The sitting, which ensures that the proposed extent of the awning and installation works are limited to altering c.2021 fabric alone.

#### 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 Manly Wharf of the heritage item located in the vicinity.

#### 7.1.3 Sympathetic alternative solutions which have been considered and discounted

No solutions of greater sympathy with the significance of the subject site, heritage conservation area or heritage items in the vicinity have been discounted to our knowledge.

### 7.2 General Conclusion

Heritage 21 is therefore confident that the proposed development complies with pertinent heritage controls and would not engender any negative impacts on the heritage significance of the Manly Wharf or the heritage-listed item located in the vicinity of the site. We therefore recommend that Northern Beaches Council and Heritage NSW view the application favourably on heritage grounds.

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<sup>9</sup> NSW Office of Environment and Heritage, 'Statements of Heritage Impact' (Heritage Office and Department of Urban Affairs & Planning, 1996), <http://www.environment.nsw.gov.au/resources/heritagebranch/heritage/hmstatementsofhi.pdf>.

## 8.0 SOURCES

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**APPENDIX A** - The following photographs shows the previous outdoor canopy structure which was located to the area of the proposed alteration. These images were provided to Heritage 21 by Alexander & Co. on 28 July 2021.



**Figure 27.** External view to the southern façade of the site, facing north from the adjoining pier (former 'fun pier').



**Figure 28.** External view showing the previous canopy structure.