

STATEMENT OF HERITAGE IMPACT

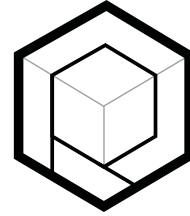
SITE: 46-48 EAST ESPLANADE, MANLY, NSW 2095

LOT 10 DP12207797 LEP ITEM I151

PREPARED FOR NORTHERN BEACHES COUNCIL

IDENTIFICATION SIGNAGE APPLICATION

28.08.2018



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1.0 INTROCUCTION

1.1 INTRODUCTION

This Statement of Heritage Impact has been prepared by ORO interior + architecture to accompany a Development Application to Northern Beaches Council for new identification signage for ICMS, Aspire Institute, Aspire English and ISCA in East Esplanade Manly which is located in the vicinity of the listed heritage items in that location including 46 – 48 East Esplanade and the State heritage listed, Manly Wharf building, The site also falls within the Corso Heritage Conservation Area and has some limited visibility from Sydney Harbour.

1.2 DEFINITION OF THE STUDY AREA

The site of the proposed signage is located on the eastern side of east Esplanade Manly near its junction with The Corso, opposite the Manly Ferry Wharf and bus interchange and is shown in the aerial photograph at Figure 1.

New identification signs are proposed on the modern infill building at the rear of 46 – 48 East Esplanade and on the side boundary wall of No. 50 East Esplanade which forms the entry to the site and identifies the presence of ICMS and Aspire Institute.

1.3 METHODOLOGY

This report follows the standard guidelines of the NSW Heritage Office and is in conformity with the requirements for heritage assessment under the Manly LEP.

1.4 IDENTIFICATION OF AUTHOR

This report was prepared by Erin Faulkner, interior designer at ORO interior + architecture. The site history was researched and written by Michelle Richmond and formed part of an earlier application for adaptation of the heritage buildings.



Figure 1 – Location of the Subject Site opposite Manly Wharf and south of The Corso.

2.0 HERITAGE LISTINGS

There are a number of heritage items identified in the Manly LEP which are located in the vicinity of the proposed signage as follows:

Terrace building	46, 47 and 48 East Esplanade	Lots A–C, DP 441575	1151
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The building at 46-48 East Esplanade Manly is of local cultural heritage significance for its ability to demonstrate the pattern of Manly's development. The Esplanade was a major element of H G Smith's concept for his township and the gateway to Manly. It is a representative, moderately intact, example of Victorian Boom style architecture but most importantly it is a remnant of late Nineteenth Century development of the Esplanade, of which few examples remain. Despite later alterations and additions the building contributes substantially to the historic streetscape of the Esplanade and is an important element in the historic and landscape context of the Pier and The Corso overall.

The proposed signage is confined to the modern infill building's upper façade and does not affect the identified heritage values of the retained sections of the original terrace.

Commercial and residential building.	50 East Esplanade	Lot 1, DP 80202	Local	I152
Commercial and residential building	53 East Esplanade	SP 12435	Local	I153
Manly Wharf	East and West Esplanades (opposite The Corso, Harbour side)	Lot 1, DP 809933; Lot 2, DP 1170245	State	I145

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

The proposed sign on the blank side of 50 (49) East Esplanade does not have any significant adverse impact on the identified heritage values of that building and is not readily visible from the principle sections of the Manly Wharf. The signage is not visible from The Corso.

The Corso Conservation Area extends to include the above buildings and is identified as C2 in the Manly LEP.

The Corso is a most impressive formal street, with a central avenue planting of mature Phoenix palms and Moreton Bay figs. It has its own unique streetscape shaped by an uncommon grouping of fine late 19th century to early 20th century buildings. Despite varying levels of intactness and some less aesthetic and sympathetic development, the group as a collective whole contributes to the historic streetscape. The overall character is created by a wide vista defined on either side by pleasantly low-scaled and detailed buildings; the vertical emphasis of the plantings; monuments; pedestrian arcades; shop awnings; and framed views of the sea. The Corso has added social significance generated by a strong collective community experience and memory of it as a visitor destination, linked to Manly's historical function as a resort. At each end The Corso is open and merges into spaces with good outward views. The gradual visual progression from Manly Cove to the Ocean Beach with the surf revealed behind a screen of Norfolk Pines is the essence of Manly's unique quality.

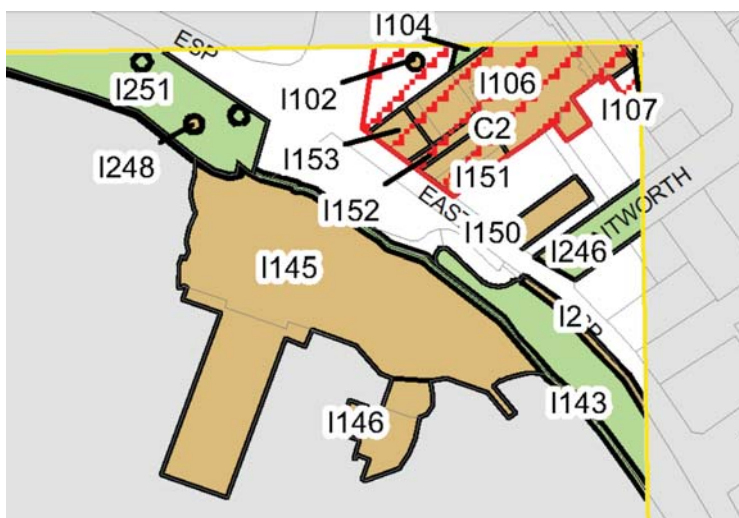


Figure 2 - Extract from Manly Heritage Map showing the location of Heritage Items in East Esplanade.



Figure 3 - View of proposed signage from Sydney harbour with Manly Wharf in the foreground. The ICMS sign is to identify the location of the Institute for people arriving by Ferry.



Figure 14 - Early 20th century view Bank Corner, East Esplanade Manly- Source Picman State Library of NSW - PXA 635/548-559

Note No. 50 is a terrace style building and is identified as Durret Estate Agent and a timber bay shop structure has been constructed to the street frontage in front of the original bay verandah of No. 48. No. 46 & 47 were used as 'Residential' and at this time retained their original open cast iron verandah details. Note the bold advertising and identification signage on the buildings which was common in this period.



Figure 15 - The Corso Manly showing painted identification and advertising signage which was characteristic of the street in its heyday and part of its original character.



Figure 16 - Photograph circa 1941 showing the progressive degradation of the frontage of 46-48 East Esplanade by enclosure of the verandas and addition of projecting fronts at the ground floor. These facades have now been restored to their original appearance. Source: National Archives of Australia Photo: Image no. C4078, N1880A



4.0 THE PROPOSAL

The proposal in this application is for identification signage as described in the Statement of Environmental effects and Drawings prepared by ORO interior + architecture. New signage is proposed to the upper level façade of the new office building and to the side entry wall to the College from East Esplanade.

The proposal is shown on drawings A5.1, A5.3 and A7.1.

The type, size and content of the signage is considered appropriate for its location within the subject site and in relation to the locality. It forms business identification for the operations of the college on this site and is important in wayfinding for users of the place.

The wall mounted sign on the side wall is not illuminated. The sign on the upper façade is illuminated and will have low visual impact.

The signs are not affecting any residential units in the vicinity and are located within a commercial zone.

5.0 HERITAGE IMPACT ASSESSEMENT

5.1 HERITAGE CONSIDERATIONS

The subject buildings were identified as heritage items in the Manly Heritage Study in 1992 as having some significance and are now identified as items in Amendment 56 to the Manly LEP. Their listing is primarily for their ability to demonstrate the pattern of Manly's late 19th C development and as streetscape elements in The East Esplanade in the vicinity of the Corso, Manly Wharf and the other pair of surviving Victorian terraces further to the south.

The site is in the vicinity of a number of other heritage items including the State heritage listed Manly Wharf.

The site is also located within the boundary of the Corso Conservation area.

The site is visible from Sydney Harbour and an appropriate assessment of impact on the harbour arising from the proposal must be undertaken under SREP 23.

5.2 THE PROPOSAL

The proposal is shown on drawings prepared by ORO interior + architecture on the basis of an approved signage to the upper level façade of the new office building. It comprises of applied signage on the former contemporary glass façade of the modern additions to the Heritage Items at 46 – 48 East Esplanade which is approved under DA determination (DA0116/2017), which will be re-located 1200mm down from that approved position and applied signage to the blank side wall facing south east on the building at 49 East Esplanade which forms part of the entry into the rear of the ICMS development.

The proposed signage is to act as identification signage for the Aspire Institute campus which is otherwise unidentified in this streetscape.

5.3 HERITAGE IMPACT QUESTIONS

The following questions are those to be addressed as part of the assessment of potential heritage impact arising from new development affecting existing heritage items or conservation areas.

The following aspects of the proposal will have a positive impact in relation to the heritage item or the conservation area.

The proposal will allow for continued use and occupation of the buildings forming the ICMS in this location which has led to their continued care and conservation in accordance with existing Council approvals. Failure to provide effective identification and location signage may lead to impacts on the viability of the sites for this purpose which would eventually have a negative heritage impact.

The following aspects of the proposal may have a negative impact on the heritage item or the conservation area and have been addressed by the proposal.

While signage was a common component of the area throughout its history, more recent considerations of signage and opinions regarding it have tended to be negative. The subject signs while visible from a number of public vantage points are not intrusive in the setting of either the Manly Wharf or The Corso Conservation area.

The signs are not proposed to be illuminated and have no permanent impact on any significant heritage fabric.

6.0 SYDNEY REGIONAL ENVIRONMENTAL PLAN CONSIDERATIONS

The area in which the development exists is located in Landscape Character Type 8 identified in the Draft DCP for SREP 2005.

Such areas are described as having a high level of built form with waterside commercial, industrial, and residential uses. The commercial uses play an important role in tourism and maritime service which support water-based activities. There are special features in these areas that contribute to the visual character of the area that should be retained.



Figure 4 - View to the site from the north indicating that none of the proposed signage would impact on the setting of the Corso or any heritage items north of the Corso.



Figure 5 View to the site from the south looking along East Esplanade indicating that the signage on the side wall of No. 49 would have some visibility in this view to guide people to the entry to the Aspire Institute. The sign would have limited impact and would not have a significant adverse impact on the conservation area or any of the heritage items located south of the subject site.

3.0 DOCUMENTARY EVIDENCE

3.1 PRE EUROPEAN OCCUPATION OF THE MANLY AREA

The aboriginal people who originally lived in the Manly-Warringah area belonged to the Ku ring gai tribe, and like many other Aboriginal people in South Eastern Australia, these people called themselves *kuri* (koori). “Ku ring gai” is the possessive form of the word *kuri* which literally means belonging to the Aborigines. The basic unit of traditional Aboriginal society is the band or clan. The Manly area, along the coast was called *canna*, and a band called the “Cannalgal”, mentioned by the early colonial explorer, William Dawes, seem to have come from this region. Aboriginal occupation of the area over millennia left little physical evidence. While there are identified aboriginal sites in the Manly local government area there is no evidence of any particular aboriginal use or occupation of the subject site which was part of the sand spit that ran between the ocean and the harbour and may have been affected by tidal changes over time.

3.2 THE DEVELOPMENT OF MANLY

First Contact

Although Manly was explored by Captain Arthur Phillip very soon after the arrival of the First Fleet, over sixty years were to pass before it started to develop as an urban settlement of Sydney.

On Phillip’s first exploratory journey into Port Jackson in January 1788 he came upon Manly Cove and recorded the following in his journal: “The boats, in passing near a point of land near the harbour, were seen by a number of men, and twenty of them waded into the water unarmed, received what was offered to them and examined the boats with curiosity that gave me a much higher opinion of them than I had formed from the behaviour of those seen in Captain Cook’s voyage, and their confidence and manly behaviour made me give the name of Manly Cove to this place.”

“The same people afterwards joined us when we dined; they were all armed with lances, two with shields and swords - the latter made of wood, the grip small and I thought less formidable than a good stick. As their curiosity made them troublesome when we were preparing our dinner, I made a circle around us. There was little difficulty in making them understand that they were not to come within it and they sat down very quiet”.

Land Alienation

The initial European settlement in Manly grew up around North Harbour and Manly Cove. In 1836 Manly's settlement was only a collection of huts with a total population of 43 people including 14 "government men"(convicts) employed in clearing at the Quarantine Grounds on North Head. The 1841 Census showed that in the Parish of Manly Cove there were 38 males and 23 females.

Manly's early growth was painfully slow with only 12 families settled around North Harbour by the middle of the 19th Century. The present day Corso area was but a sandy track fringed with bottlebrush trees and wild flowers and the site of Manly Pier was a wide sandy beach. The restrictions imposed on ownership and disposal by Wentworth's will, had the effect of leaving much of Manly in its virgin state for more than 70 years. An Act of the NSW Parliament in 1877 empowered the Trustees of the estate to sell parts of the property, and the land was finally subdivided and auctioned in 1877-79.

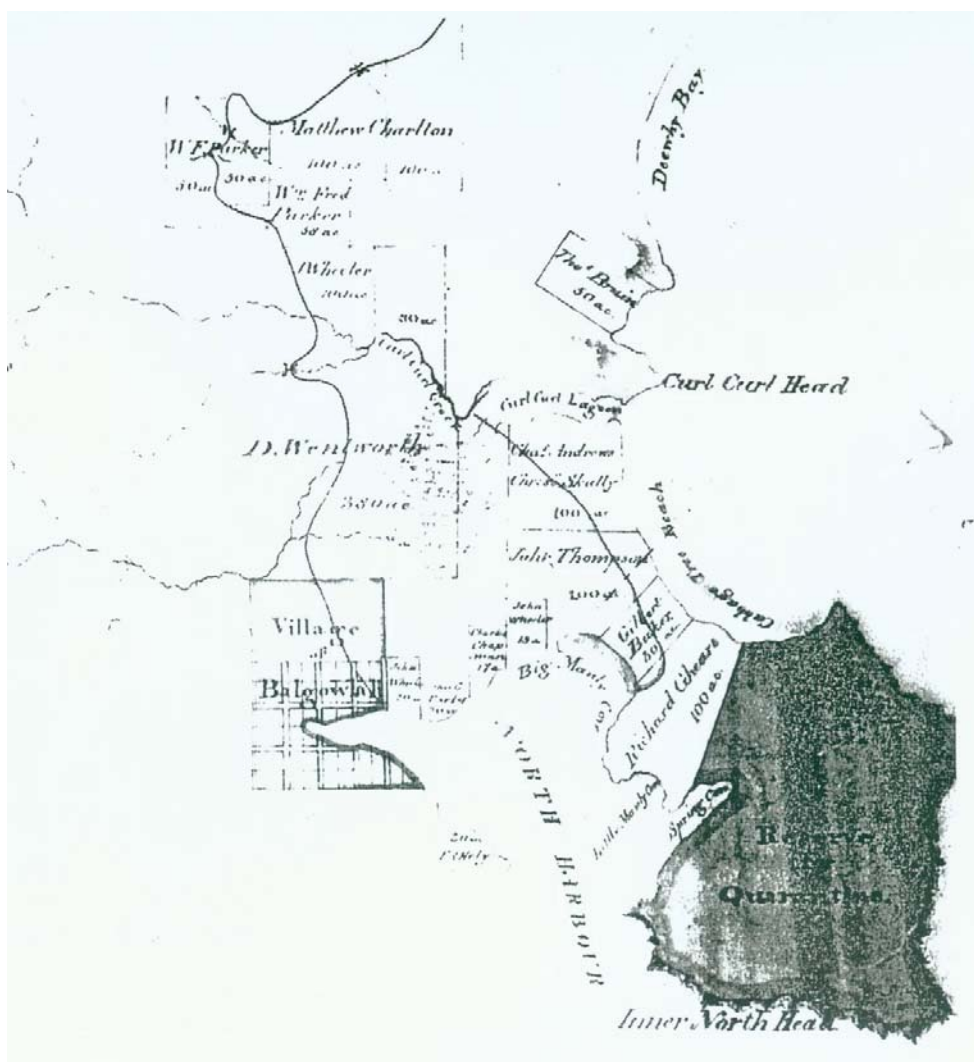


Figure 6 -Part of an 1842 map of Manly Cove showing early land grants including Gilbert Bakers 30 acres covering the area bounded by The Corso, Cabbage Tree Beach (Manly Beach) Ashburner Street and Manly Cove
Source: Mitchell Library 811.143/1842/1



New Brighton Settlement

It was in about 1850 that Henry Gilbert Smith purchased for the sum of £1000 John Thompson's 100 acre grant in Manly bounded on the south by the present alignment of The Corso and set about to turn the little village of Manly into his grandiose vision for a beachside resort town to be called, "New Brighton".

To provide access to his resort town, Smith in 1855 applied for permission to build a wharf in the middle of Manly Cove Beach and by October it was in use. He arranged a contract with Eyde Manning to lease the wharf in return for providing a ferry service (though somewhat sparse being only two days per week) for Manly. This was the first regular service to Manly. Opposite the wharf that same year Smith built the neat Italian-style Pier Hotel with an adjoining public "Pleasure Garden" for walks. (See Figure 7 & 8 below) A visitor on Boxing Day 1888 recorded how he sat on the veranda of the Pier Hotel, amid the tinkle of barrel organs and "oompahs" of a German Band, watching the streams of day trippers file off the paddle-steamboats.¹

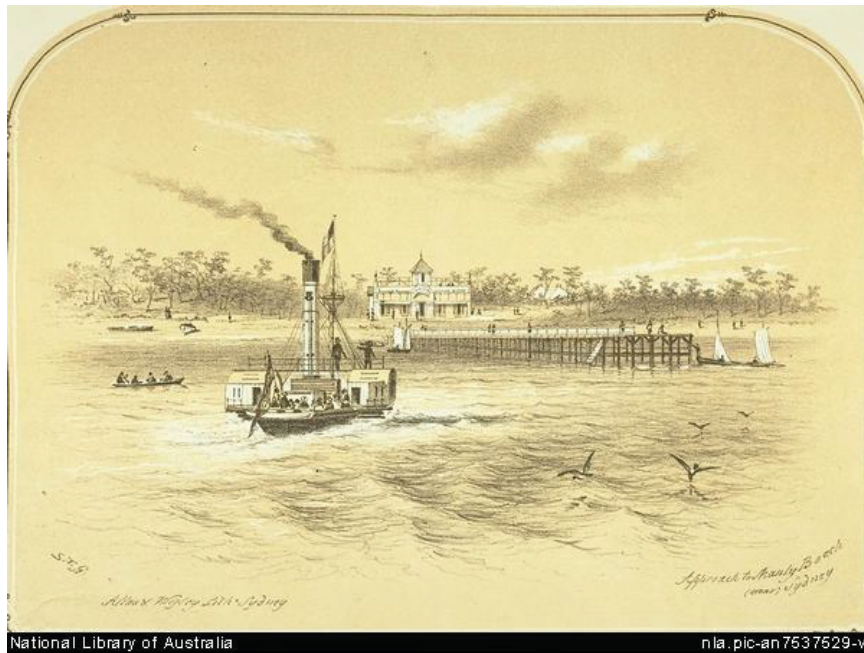


Figure 7 - T.S.Gill - Approach to Manly Beach near Sydney 1856 showing the newly built wharf and the Pier Hotel.
Source:- National Library of Australia. PIC S923

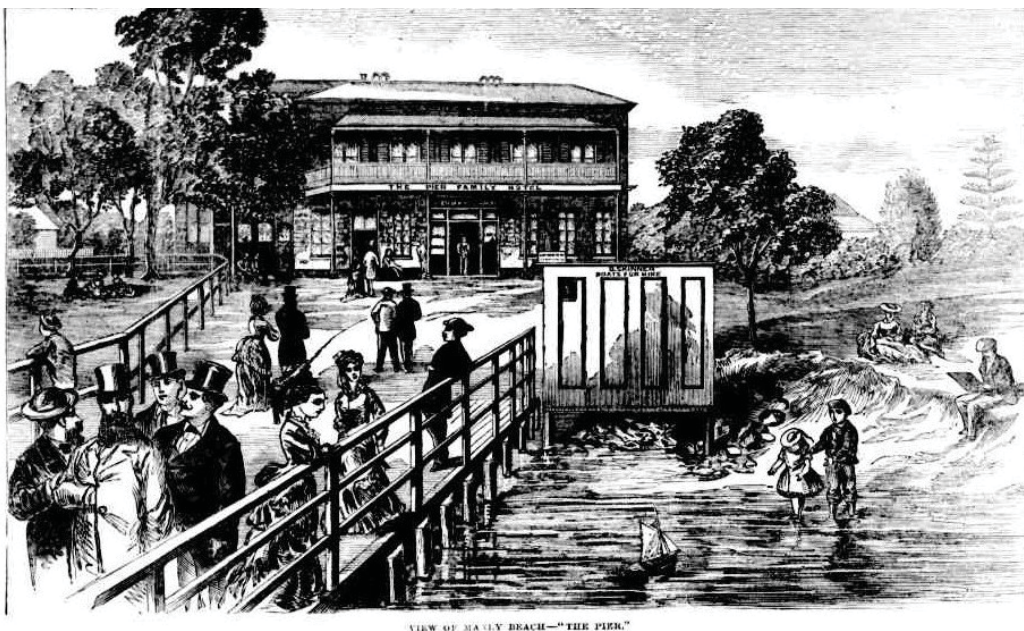


Figure 8 Illustration of the Manly Pier and The Pier Family Hotel in the mid 1870s
Source Town & Country Journal January 29th 1876.



As Smith purchased more and more land in and around Manly, his ideas for the area's development grew. In 1856 he cleared into a wide street the track which ran between the harbour and the ocean frontage and named the street 'The Corso' after a street he remembered from Rome. He laid the foundation stone for the first Church of England; St Matthew's in 1858 and gave land for other public buildings and public parks. The Norfolk pines along the oceanfront are attributed locally to Smith who also established trees on the harbour foreshores and established the concept of planting trees in Manly's streets. He built a public bath house where the Manly Art Gallery would open in 1930 and erected various statues including the famous stone kangaroo (1857) which he considered would attract visitors to the area, and a 'Camera Obscura' for the entertainment of day trippers.



Figure 9 - The Steyne Hotel on The Corso in 1861 following the establishment of New Brighton.



Figure 10 - Looking north along Manly Cove beach towards the enclosed bathing area c 1880
Source: Mitchell Library Small Pictures File

Smith sought to improve access to his resort town by establishing a more permanent harbour crossing and attempted to establish his own ferry company. This was never to eventuate but in 1859 he purchased “PS Phantom” the first boat acquired specifically for the trade to Manly and it began a regular city run. This paddle steamer was to puff her way between Manly and Sydney for nearly 20 years. By the 1860’s Skinner and Wilson had taken over running the majority of steamers between Manly and Sydney and leased Manly Wharf from Smith giving them the monopoly on its use. On Skinner’s death in 1867, T.J Parker took over his share in the Manly service and following the death of Wilson later that same year the business came under the management of Parker’s associate Captain Heselton.

In 1873 Smith sold Heselton and Parker the title and rights to Manly Wharf, which he had rebuilt in 1868, for £300. When Heselton returned to the UK in 1874, the business, which now included 5 boats, was sold to John Randle Carey. Carey also bought the rights; title and interest in the Manly Wharf and in 1876 with others formed the Port Jackson Steam Boat Company Limited. The following year Heselton returned to become a shareholder and director of the new company. Thus by the mid 1870’s Manly’s passenger service was well established.

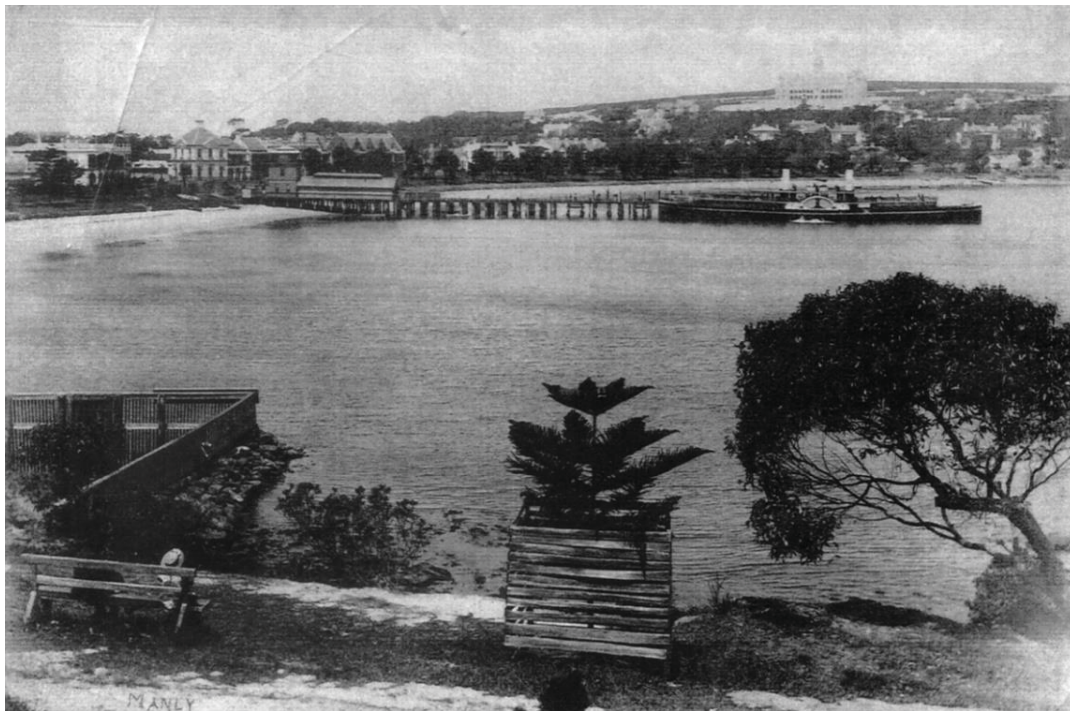


Figure 11 - View from bathing area towards Manly Wharf c1895 showing the buildings located to the south of The Corso on the East Esplanade.

Source: Mitchell Library Small Pictures File

Manly’s Growth and Development

At the same time as the Port Jackson Steam Boat Company was established the area became incorporated as a municipality with architect Thomas Rowe elected as the first mayor. These two events marked a definite turning point in the history of the area and for many years the two organisations were the major players in the growth and development of Manly. Their relationship, though often turbulent, tracks Manly’s journey towards an identity with its continued struggle between becoming a resort or a residential suburb a dilemma which gives Manly much of the charm it has today.

The boom of the 1870’s and 80’s was followed by the economic downturn of the 1890’s, which slowed down Manly’s building development. To encourage visitors to Manly, council requested the Company to reduce the weekday fare. At the same time Manly residents began to criticise the company’s monopoly, its conservatism and inefficiency. In 1893, following a public meeting, a group of residents formed the Manly Co-operative Steam Ferry Company and Manly Council transferred the lease of Manly Wharf, which they now controlled, to the new company. Several years of wrangling followed between the two companies and council, but in the long run Manly benefited from the competition in terms of its growth and development. The cheaper fares opened up Manly to a wider range of society, which had a profound long-term effect on the area. Patronage increased as the ferry provided cheap entertainment in a time of economic hardship. When competition ended and fares increased, patronage continued its enormous increase and Manly entered its long twentieth-century boom.

Transport in the area was further improved in 1891 when a move was made to establish a reliable tram service running between Manly Wharf and the Ocean Beach. The Manly to Pittwater Tram League helped to establish a tram service as far as Narrabeen and in the 1930’s the Port Jackson and Manly Steamship Company’s letter head advertised connecting trams as far as Avalon Beach and included trams to Harbord and Curl Curl and out to Bayview and Church Point. These continued to operate until replaced by busses in 1939.

The western side of Manly Cove had been developed by council to for use as harbour bathing from as early as 1888, when it is shown as being used for "Ladies Baths". The beach and foreshores had been proclaimed as a park in 1887.

Manly Cove at the time contained a variety of transport and recreational facilities on the waterfront. The 1888 Sydney Water survey map, Figure 12, shows a "new pier" to the eastern side of the bay; a Rowing Club Shed, and the East Esplanade Park set behind the stone sea wall (extending the full length of the cove). On the western end of the Cove is situated the "Ladies Baths" established by the Manly Council. Another important recreational change to the area came in 1902 with the legislation of daytime surfing and sunbathing. Prior to this bathing boxes were wheeled onto Manly Beach. In 1907 the Manly Sea Bathers Club was formed the forerunner to the Manly Surf Life Saving Association and bathers flocked to the seaside.

At the turn of the 1900's Manly was an independent vigorous community never losing its popularity as a resort, but becoming ever more consolidated as a residential suburb. Its population of almost 4,000 was to grow to 20,000 by 1920 and to 30,000 by the 1940's. In December 1924 the first Spit Bridge opened to traffic replacing the earlier punt and Manly's progress accelerated reaching its peak of popularity from the mid-1930's to the late 1940's. By the end of the 1940's more than 10½ million passengers were travelling on the ferries annually and the area became a favourite holiday destination for folk in country NSW wanting a seaside holiday.

Following several decades of decline beginning in the late 1950's Manly has once again assumed popularity with a boom in property prices and with huge numbers of visitors descending daily on its shores. The recent popularity of Al Fresco dining has added to the popularity and atmosphere of the suburb. Again there is pressure for development along the beachside areas and in portions of the suburb which have become generally dilapidated.

Manly represents one of a number of seaside resort towns that have become integrated into the larger Metropolitan area of Greater Sydney and is now a significant residential, commercial and tourist centre as well as continuing to be a major transport node to the Northern Beaches Peninsular.

3.3 THE SURVIVING 19TH CENTURY BUILDINGS

Evidence of the early development of the place is still apparent in the layout of the Esplanade and the Corso and in the Norfolk Pine plantations to the surrounding streets. A small number of early buildings also survive, though in a greatly modified form. These include the surviving terraces on East Esplanade as well as some early structures on the Corso and other Late Victorian structures now with modern fronts. A larger number early 20th century and Inter war buildings establish the present character of the node around the later Ferry Wharf which is itself a heritage item.

Significant changes appear to have taken place on the East Esplanade C1895 its name was changed from Electra Street, and there is a substantial change in the occupants listed in the Sands Directory in that year signifying a possible change in the buildings at that time.

3.4 NO. 46, 47 & 48 THE EAST ESPLANADE

Tracing the occupants of the subject site back through the directories gives an indication of the relatively short occupancy rates and the uses of the buildings over time. In 1933 No.48 is identified as a Refreshment Room run by H.S. Hopkins while both No. 47 and 46 are identified as being used as Dental Rooms. There is a long history of Medical and Dental use of buildings in the immediate vicinity.

In 1910 No. 48 is identified as the premises of Hanson & Storing Auctioneers while Nos. 46 & 47 are listed together as 'Ilchester' a name which they also have in the 1890 survey of the site by Sydney Water for the sewer connection.

In 1900 the Directory indicates that there appear to be two buildings No. 46 & No. 47 which had been occupied by Mrs A. Lea and Mr. Alexander Ogden respectively from about 1896 there is no obvious reference to No 48 though it was also in existence at this time. These buildings are shown in the photographs in the Mitchell Library from before the turn of the 20th century. The photo shows the original fence at an angle, the cast iron veranda and the striped veranda awning roof. Prior to 1895 it is not obvious that the buildings are in existence from the directory, however it is possible that they were built in the late 1880's sometime after the land was subdivided and sold to Miss E Burt.

Changes shown in the early 20th century photograph of Bank Corner taken by Broadhurst (Figure 14) show that the building at No. 48 the East Esplanade had been extended out to the street with a timber bay forming a shop. The Bank Chambers building on the corner had also been extended to the street boundary along the Esplanade and into the Corso.



Figure 12 - 1890 Survey from the Sydney Water Archive

Note outline of three buildings forming the subject site and the name Illchester Terrace on the pair of terraces and the form of the original semi octagonal verandah on No. 48. The buildings occupying No. 50 and 53 east Esplanade had not been built at this time.

The land Title Information for the site indicates the sale of the site occurred in 1883 when Ellen Burt purchased it from Sir George Wigram Allen. (Book 276 No.918) In 1887 she took out a mortgage with Isaac Peck presumably to erect the buildings as investment properties. Peck died in 1889 and the properties passed into his estate and were for some decades owned by members of his family. In 1933 the site passed into the ownership of The City Mutual Life Assurance Company who brought it under the Real Property Act in 1947.

In the course of the 20th Century the fronts of the buildings were progressively changed by enclosure of the verandas followed by later additions which extended the ground floor shops to the street alignment.

In the later 20th century the sites were separated and sold to individual owners. It was re-amalgamated in 1999 for its present owners.



Figure 13 - Late 19th century view East Esplanade Manly from Bank Corner Source Picman State Library of NSW - PXE 711/254

Note colour articulation of parapet detail, striped verandah roof and cast iron verandah details. Note also the angled boundary to the street later infilled by the addition of a shop to No 48 and additions to the Bank Chambers made at the turn of the 20th century.



Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 and in particular clause 59 provides requirements for the assessment of development in the vicinity of heritage items. The relevant heritage items in this context are The Manly Wharf Complex and the Corso Conservation Area. Nothing in this development will have a significant adverse impact on the heritage significance of either the wharf or the Conservation Area. These have been individually considered in the assessment above with the conclusion that there is no unreasonable impact relating to the items arising from the proposal for identification signage.

Views to the heritage items from the harbour will not be adversely affected and the general skyline of Manly will not be adversely affected by the proposal which is back-dropped by existing buildings.

7.0 CONCLUSION

The proposed development involves the installation of building identification signage for the approved uses of the subject buildings to allow visitors to the site to identify access and location within the precinct. The level of impact on the identified significance of the place on the significance of the affected heritage items and the Corso Conservation Area is acceptable.

The level of impact on views to the area from the Harbour will be acceptable and will not impact on any of the other heritage items in the immediate vicinity.

Yours sincerely,

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Annexure 1 - State Heritage Inventory data (Local Manly LEP 2013 - listing # I151)

Working with the community to know, value and care for our heritage

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Ilchester

Item

Name of Item:

Ilchester

Type of Item:

Built

Group/Collection:

Residential buildings (private)

Category:

Terrace

Primary Address:

46-48 East Esplanade, Manly, NSW 2095

Local Govt. Area:

Manly

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
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All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
46-48 East Esplanade	Manly	Manly			Primary

Statement of Significance

The building at 46-48 East Esplanade Manly is of local cultural heritage significance for its ability to demonstrate the pattern of Manly's development. The Esplanade was a major element of H G Smith's concept for his township and the gateway to Manly. It is a representative, moderately intact, example of Victorian Boom style architecture but most importantly it is a remnant of late Nineteenth Century development of the Esplanade, of which few examples remain. Despite later alterations and additions the building contributes substantially to the historic streetscape of the Esplanade and is an important element in the historic and landscape context of the Pier and The Corso overall.

Date Significance Updated: 25 Mar 03
Note: There are incomplete details for a number of items listed in NSW. The Heritage



Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Construction Years:

1895 - 1900

Physical Description:

The building is a parapeted two story row of three terraces constructed in the late Victorian Boom style of architecture. Although the façade of the Northern terrace has been altered and the front of the central terrace at the lower level infilled, the majority of the original form is intact. The parapet is highly decorated with rendered mouldings and the name "Ilchester" visible on the upper parapet. Parapeted balconies extend in front of the main façade on the Southern and Central terraces. The balcony to the north has been obscured. The parapets have curved tops reflecting the early bullnosed form of the awnings which are currently sloped, ribbed metal. The balconies are currently enclosed with half glassed infill. Floor plans of the existing building indicate that the original form has been retained.

History

Historical Notes:

Associated with the development of Manly Village by Henry Gilbert Smith in the 1850's. The site formed part of the East Brighton subdivision of 1880. In 1885 the subdirectory has an entry for the Esplanade. In 1910 the Sands Directory shows two residents at "Ilchester". An early c.1879 photo shows the 41 and 42 group of late nineteenth century buildings, however, the building "Ilchester" does not appear. Another photo shows part of the building and a 1906 postcard also shows "Ilchester".

Assessment of Significance

SHR Criteria a)

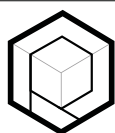
[Historical Significance]

The building is important in demonstrating the history and pattern of development of Manly and in particular that associated with the township planned by H. G. Smith. It is a remnant example of the early settlement of this section of the Esplanade associated with the Pier, due to its proximity.

SHR Criteria c)

[Aesthetic Significance]

The building is a representative example of a late Victorian Boom style terraced building. Although modified, it is a remnant of the late Nineteenth Century streetscape of the Esplanade; important for its association with



SHR Criteria e)
[Research Potential]
SHR Criteria f)
[Rarity]

the historic development of the area adjacent to the Pier. Together with the remnant terraces at 41 and 42 East Esplanade they remain the only buildings from the early period of development of this section of the Esplanade.

The building may retain some evidence related to earlier occupation of the site. The building is a representative example of late Nineteenth Century development, now uncommon along the East Esplanade. Due to growth and development of Manly it is an endangered example of its kind.

Integrity/Intactness:
Assessment Criteria

Original building is intact, although modified. Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Recommended Management

Standard maintenance and repair in accordance with the Burra Charter

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Manly Local Environmental Plan 1988				

Study Details

Title	Year	Number	Author	Inspected by	Guidelines Used
Heritage Assessment Report	2001		Design Plus Consulting		Yes

References, Internet links & Images

None

Note: Internet links may be to web pages, documents or images.

Data Source

The information for this entry comes from the following source:

Name: Local Government
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Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to the



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STATEMENT OF HERITAGE IMPACT FOR ICMS SIGNAGE EAST ESPLANADE MANLY

6.0 INTRODUCTION

6.1 REQUIREMENTS FOR THIS REPORT

6.2 METHODOLOGY

6.3 SITE LOCATION

The site is located
<https://six.nsw.gov.au/wps/portal/>
<https://maps.google.com.au/>

6.4 HERITAGE LISTINGS

The site is identified on the following statutory lists:

-

6.5 HERITAGE SIGNIFICANCE

6.6 AUTHORSHIP

This report was prepared by Erin Faulkner, interior designer, at ORO interior + architecture.

7.0 DOCUMENTARY EVIDENCE

7.1 PRE-EUROPEAN HISTORY

Figure 1 – Description. Source name, date, reference.

7.2 EUROPEAN ERA HISTORY

7.3 HISTORY OF THE SUBJECT SITE

8.0 PHYSICAL EVIDENCE

Function, form, structure, materials, design style

Figure 2 – Photography. ORO interior + architecture, Month, Year.

8.1 CONTEXT

8.2 VIEWS

8.3 CURTILAGE

8.4 EXTERIOR DESCRIPTION

8.5 INTERNAL DESCRIPTION



9.0 THE PROPOSAL

[a brief description of the development (the same as that in the SEE, a statement saying the proposal is described on drawings prepared by X and numbered (versioned and dated) in a list then sometimes a design statement from the architect and sometimes a more in-depth description]

Drawing name	Drawing number	Issue	Date

9.1 DESIGN STATEMENT

10.0 EVALUATION OF HERITAGE CONTROLS

[identify what the applicable controls are including SEPP's, LEPs, and other DCPs. LEPs relate to the provisions of the EP&A Act whereas the Heritage Act provides for State Heritage Registered places. Interstate and Commonwealth places have different controls etc – customise them on an as-needed basis]

10.1 COMPLIANCE WITH THE LEP AND DCP

Introduction

Statutory Control	This Proposal Relates to these Controls as follows:

10.2 COMPLIANCE WITH THE CONSERVATION MANAGEMENT PLAN

The following table summarises the conservation policies in the CMP that are relevant to this Statement of Heritage Impact.

Policies or Recommendations	This Proposal Relates to these Policies as follows:

11.0 HERITAGE IMPACT ASSESSMENT

11.1 INTRODUCTION

The following assessment of this application is based on the guidelines set out by the NSW Heritage Office (now Heritage Division of the Office of Environment & Heritage) publication 'Statements of Heritage Impact', 2002. The standard format has been adapted to suit the circumstances of this application.

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

-



The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

-

The following sympathetic solutions have been considered and discounted for the following reasons:

-

11.2 DEMOLITION OF A BUILDING OR STRUCTURE

Have all options for retention and adaptive reuse been explored?

- Answer...

Can all the significant elements of the heritage item be kept and any new development be located elsewhere on the site?

-

Is demolition essential at this time or can it be postponed in case future circumstances make it retention and conservation more feasible?

-

Has the advice of a heritage consultant/specialist been sought? Have the consultant's recommendations been implemented? If not, why not?

-

11.3 MINOR PARTIAL DEMOLITION (INCLUDING INTERNAL ELEMENTS)

Is the demolition essential for the heritage item to function?

-

Are important features of the item affected by the demolition (eg fireplaces in buildings)?

-

Is the resolution to partially demolish sympathetic to the heritage significance of the item (eg creating large square openings in internal walls rather than removing the wall altogether)?

-

If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?

-

11.4 MAJOR PARTIAL DEMOLITION (INCLUDING INTERNAL ELEMENTS)

Is the demolition essential for the heritage item to function?

-

Are important features of the item affected by the demolition (eg fireplaces in buildings)?

-

Is the resolution to partially demolish sympathetic to the heritage significance of the item (eg creating large square openings in internal walls rather than removing the wall altogether)?

-

If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?

-

11.5 CHANGE OF USE

Has the advice of a heritage consultant or structural engineer been sought? Has the consultant's advice been sought? Has the consultant's advice been implemented? If not, why not?

-

Does the existing use contribute to the significance of the heritage item?

-

Why does it need to be changed?

-



What changes to the fabric are required as a result of the change of use?

-

What changes to the site are required as a result of the change of use?

-

11.6 MINOR ADDITIONS

How is the impact of the addition on the heritage significance of the item to be minimised?

-

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

-

Will the additions 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 (eg form, proportions, design)?

-

11.7 MAJOR ADDITIONS

How is the impact of the addition on the heritage significance of the item to be minimised?

-

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

-

Will the additions tend to visually dominate the heritage item?

-

Are the additions sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?

-

Are the additions sympathetic to the heritage item? In what way (eg form, proportions, design)?

-

11.8 NEW DEVELOPMENT ADJACENT TO A HERITAGE ITEM (INCLUDING ADDITIONAL BUILDINGS AND DUAL OCCUPANCIES)

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

-

Why is the new development required to be adjacent to heritage item?

-

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

-

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

-

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

-

Is the new development sympathetic to the heritage item? In what way (eg form, siting, proportions, design)?

-

Will the additions visually dominate the heritage item? How has this been minimised?

-



Will the public, and users of the item, still be able to view and appreciate its significance?

-

11.9 SUBDIVISION

How is the proposed curtilage allowed around the heritage item appropriate?

-

Could future development that results from this subdivision compromise the significance of the heritage item? How has this been minimised?

-

Could future development that results from this subdivision affect views to and from, the heritage item? How are negative impacts to be minimised?

-

11.10 REPAINTING

Have previous (including original) colour schemes been investigated? Are previous schemes being reinstated?

-

Will the repainting affect the conservation of the fabric of the heritage item?

-

11.11 RE-ROOFING/RE-CLADDING

Have previous (including original) roofing/cladding materials been investigated (through archival and physical research)?

-

Is a previous material being reinstated?

-

11.12 NEW SERVICES

How has the impact of the new services on the heritage significance of the item been minimised?

-

Are any of the existing services of heritage significance? In what way? Are they affected by the new work?

-

Has the advice of a conservation consultant (eg architect) been sought? Has the consultant's advice been implemented?

-

Are any known or potential archaeological deposits (underground and under foot) affected by the proposed new services?

-

11.13 FIRE UPGRADING

How has the impact of upgrading on the heritage significance of the item been minimised?

-

Are any of the existing services of heritage significance? In what way? Are they affected by the new work?

-

Has the advice of a conservation consultant (eg architect) been sought? Has their advice been implemented?

-

Are there any known or potential archaeological deposits (underground or under floor) affected by the proposed new services?

-

Has the advice of a fire consultant been sought to look for options that would have less impact on the heritage item? Will this advice be implemented? How?

-



11.14 NEW LANDSCAPE WORKS AND FEATURES (INCLUDING CARPARKS AND FENCES)

How has the impact of the new work on the heritage significance of the existing landscape been minimised?

-

Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated?

-

Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented?

-

Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered?

-

How does the work impact on views to, and from, adjacent heritage items?

-

11.15 TREE REMOVAL OR REPLACEMENT

Does the tree contribute to the heritage significance of the item or landscape?

-

Why is the tree being removed?

-

Has the advice of a tree surgeon or horticultural specialist been obtained?

-

Is the tree being replaced? Why? With the same or a new species?

-

11.16 NEW SIGNAGE

How has the impact of the new signage on the heritage significance of the item been minimised?

-

Have alternative signage forms been considered (eg free standing or shingle signs). Why were they rejected?

-

Is the signage in accordance with Section 6, 'Areas of Heritage Significance', in Outdoor Advertising: An Urban Design-Based Approach?3 How?

- Can tabulate to compare compliance with State Environmental Planning Policy No 64 advertising and Signage

Will the signage visually dominate the heritage item/heritage conservation area or heritage streetscape?

-

Can the sign be remotely illuminated rather than internally illuminated?

-

12.0 CONCLUSION

The proposed works described above do not/do adversely affect the identified heritage significance of the property or the role of the place as a contributing element in Conservation Area. I recommend the heritage aspects of this application be approved.

Yours sincerely,

Erin Faulkner
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ORO design & architecture
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