

CONSERVATION MANAGEMENT PLAN

Former Auckland Garage
2 West Promenade, Manly



MARCH 2017

NBR&PARTNERS PTY LTD

Level 3, 4 Glen Street,
Milsons Point NSW 2061 Australia
nbsarchitecture.com

ABN 16 002 247 565

Sydney: +61 2 9922 2344
Melbourne: +61 3 8676 0427
architects@nbsarchitecture.com

DIRECTORS

Geoffrey Deane NSW reg. 3766, Rodney Drayton NSW reg. 8632,
Andrew Duffin NSW reg. 5602, Garry Hoddinett NSW reg. 5286,
Andrew Leuchars LA reg. 035, James Ward

ASSOCIATE DIRECTORS

Trevor Eveleigh, Brett Sherson, Robert Staas, Andrew Tripet, Jonathan West
SENIOR ASSOCIATES John Baker, Barry Flack **ASSOCIATES** Derek Mah,
Hung-Ying Foong Gill, Sophie Orrock, Samantha Polkinghorne,

NBRS & PARTNERS Pty Ltd
Level 3, 4 Glen Street
Milsons Point
NSW 2061 Australia

Telephone +61 2 9922 2344 - Facsimile +61 2 9922 1308

ABN: 16 002 247 565

Nominated Architects
Geoffrey Deane: Reg No. 3766; Andrew Duffin: Reg No. 5602; Garry Hoddinett: Reg No 5286

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ISSUED	REVIEW	ISSUED BY
March 2017	V1.0	Don Wallace

CONSERVATION MANAGEMENT PLAN FORMER AUCKLAND GARAGE 2 WEST PROMENADE MANLY NSW 2095

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1.0 SUMMARY DESCRIPTION

<i>Name</i>	<i>Former Auckland Garage</i>
<i>Address</i>	<i>2 West Promenade Manly</i>
<i>Land Title</i>	<i>1/859455</i>
<i>Original Owner</i>	<i>Gilbert Baker</i>
<i>Present Owner</i>	<i>Manly Civic Club Ltd</i>
<i>Local Government Area</i>	<i>Northern Beaches Council</i>
<i>Construction Date</i>	<i>1933</i>
<i>Architect</i>	<i>Trenchard Smith and Maisey</i>
<i>Builder</i>	<i>Ernest Boyne</i>
<i>Summary History</i>	<p><i>Auckland Garage was erected in 1933 on the former site of Auckland House and Mossgiel. Auckland House (otherwise called Auckland Villa) was built in 1873 by Mrs Clarissa Cazaly. Part of the house was occupied as a private school run by her daughters, the residue was leased to a succession of tenants. In 1920, the property was conveyed to Robert James Douglas Sellar and Walter Patrick Sellar.</i></p> <p><i>The building was reportedly destroyed by fire in 1930. In February 1933, Robert Sellar leased the site to Stanley Gillingham, a local taxicab proprietor. The following month, architects Trenchard Smith and Maisey awarded a tender to erect a service station on the site to Ernest Boyne.</i></p> <p><i>Following Sellar's death in 1924, in 1938 the Trustees of his estate, sold the garage to Gillingham. He owned the property until 1951 when it was sold to Peggy Escott. In 1952, Escott sold the garage to the Shell Company of Australia.</i></p> <p><i>In 1977, the garage was sold to the Manly Civic Club. The service station function ceased at this date. The building was later converted to a dry cleaning depot, among other uses.</i></p>
<i>Heritage Status</i>	<i>Listed in the Manly Local Environment Plan 2013 (as amended) as a local item 156</i>
<i>Summary Description</i>	<i>Single storey rectangular building in Inter War Spanish Mission style with roofed forecourt and garage attached at the rear. Gabled tiled roof with slightly offcentre gabled bay to the façade., brick walls with white painted stucco. The building is set at a diagonal to the two streets, the forecourt forming a triangle at the street corner. The gabled bay to the façade and the end walls feature stepping brickwork, windows and doors have semi-circular fanlights, and</i>

Summary Statement of Cultural Significance

windows are 12-paned timber framed. double hung.

The former Auckland Garage at Manly, a 1930s service station, is significant because it:

- *demonstrates the growing importance of private motor vehicle use in the Inter-War period;*
- *is rare and representative as a good and largely intact example of an Inter-War Spanish Mission style service station of the period 1925-39; and,*
- *has minor landmark significance on the corner of West Promenade and Gilbert Street adjacent to Gilbert Park with a visual relationship to Manly Town Hall and this contributes to the community's sense of place.*

2.0 INTRODUCTION

2.1 BACKGROUND

The former Auckland Garage is a locally listed heritage item. Eastview (Australia) Pty Ltd, on behalf of Manly Civic Club have instructed NBRS Architecture to prepare this Conservation Management Plan to guide conservation and future use so that the place may be developed in a way that retains its heritage significance. This Conservation Management Plan confirms the history, development and significance of the place and its elements and provides a conservation policy comprised of recommendations to guide conservation. It sets out:

- why the item is of heritage significance;
- how the significance of the place should be conserved; and,
- guidelines to mitigate negative impacts of development.

The place has been subject to earlier proposals that have been approved or agreed in principle. On this basis, the emphasis is on the development of conservation policy recommendations that would facilitate the conservation of the place under its current ownership and management.

2.2 DEFINITION OF THE STUDY AREA

The site is known as the former Auckland Garage located at 2 West Promenade Manly and is shown in Figure 1. The building which comprises the heritage item is shown in plan at Figure 2.

The land is described as Lot 1 in shown in Deposited Plan DP 859455 in documents held by NSW Land and Property Information.



Figure 1 – Location of the site. The lot is shown bounded in purple with the former service station building in the southeast corner of the site. North is at the top of the page. SIX Maps, www.six.nsw.gov.au

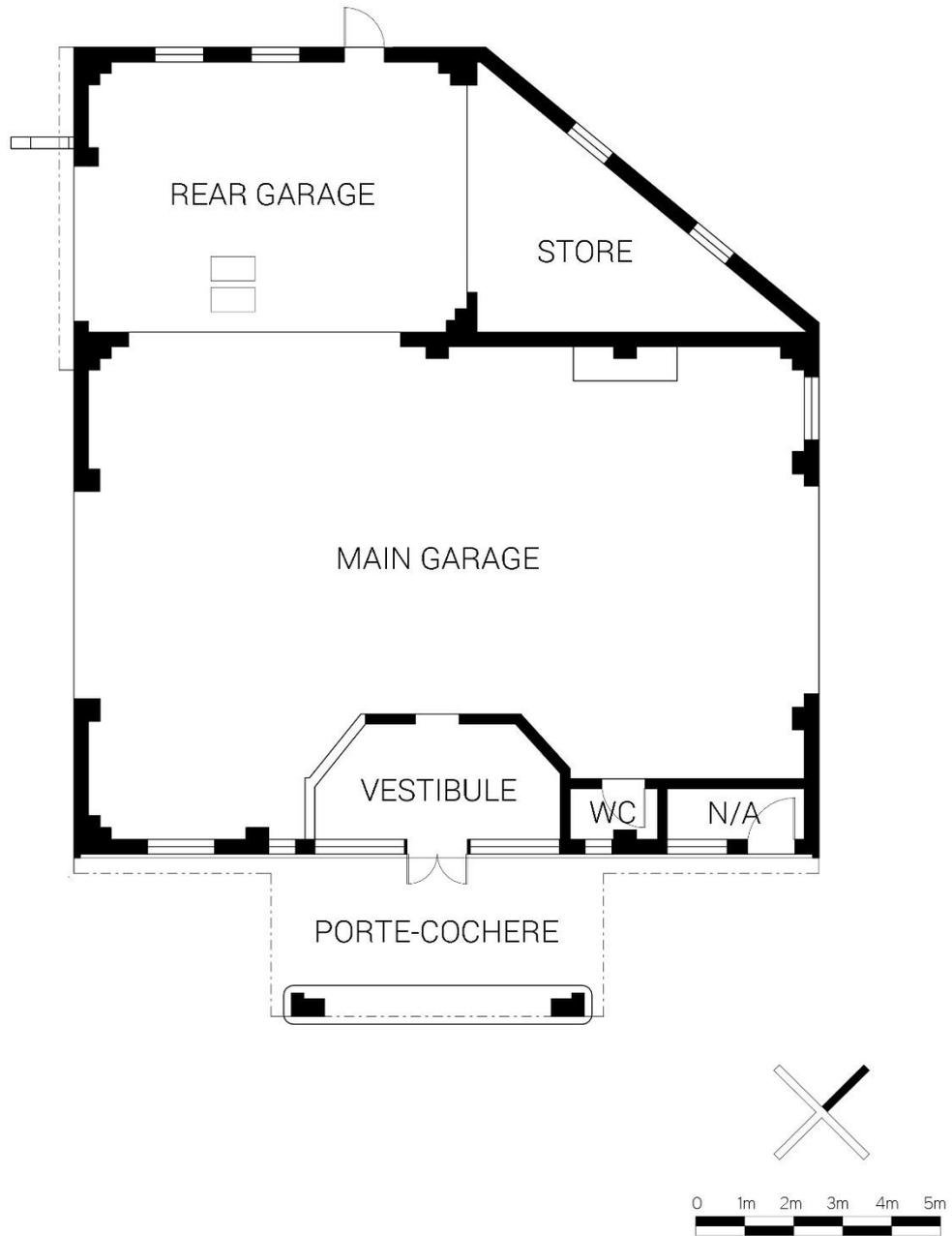


Figure 2 – Plan of the building. Recent interior partitions are not shown for clarity. NBRS Architecture, February 2017.

2.3 METHODOLOGY

The methodology and form of this Conservation Management Plan is based on the guidelines set out by the NSW Heritage Office (now Heritage Division of the Office of Environment & Heritage) publication 'Conservation Management Documents', 2002. It follows the approach set out in the *Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)* and *The Conservation Plan* by J.S.Kerr (Australia ICOMOS, 7th edition 2013).

The terms fabric, place, preservation, reconstruction, restoration, adaptation and conservation used throughout this report have the meanings given them in the *Burra Charter*.

The Burra Charter Process

Steps in planning for and managing a place of cultural significance

The Burra Charter should be read as a whole.

Key articles relevant to each step are shown in the boxes. Article 6 summarises the Burra Charter Process.

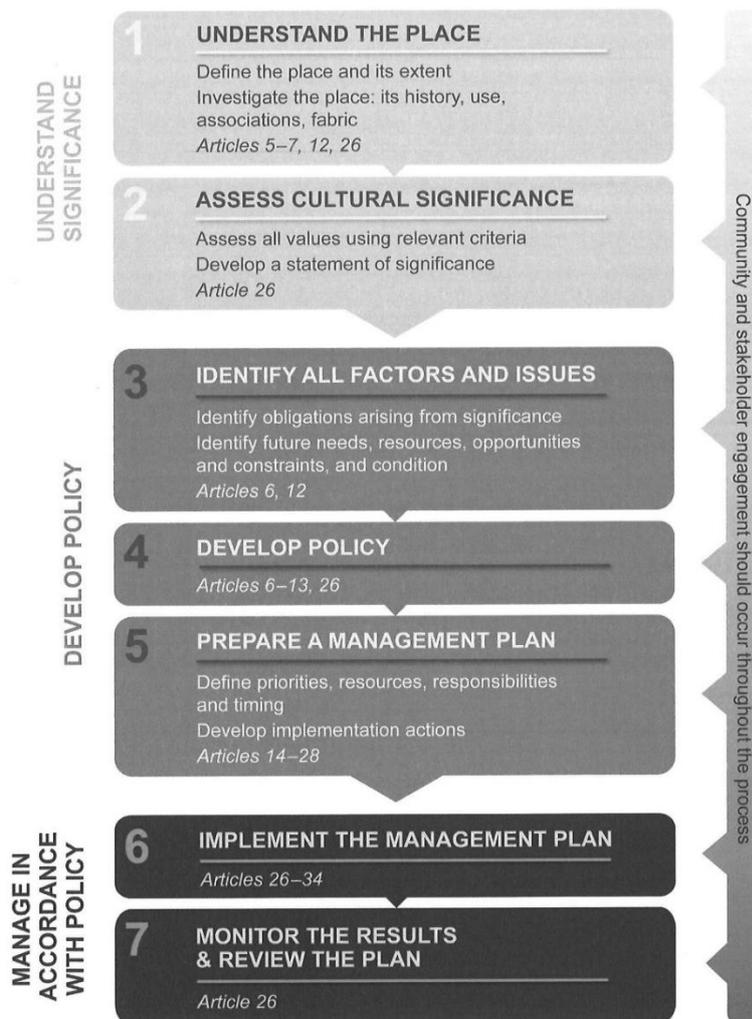


Figure 3 - Sequence of investigations, decisions and actions undertaken in the preparation of this Conservation Management Plan. Australia ICOMOS 2013.

2.4 LIMITATIONS

Inspection was limited to non-invasive inspection from ground/floor level. High level inspection was not carried. The room marked 'N/A' was locked shut and not accessed and remains to be inspected.

2.5 IDENTIFICATION OF AUTHORS

This report was researched and prepared by Don Wallace, Senior Heritage Consultant and Annabel Blackman of **NBRS**ARCHITECTURE. The history was researched and written by Léonie Masson, Historian, of **NBRS**ARCHITECTURE.

2.6 SOURCES

The main documentary sources consulted in the research for this report are listed below:

- *National Library of Australia – Trove databases*
- *State Library of NSW*
- *NSW Land & Property Information*
- *Sydney Water / Water NSW Historical Research Facility*
- *Manly Council - Local Studies Library*

A complete bibliography is contained in section 8.0 of this report.

2.7 ACKNOWLEDGMENTS

NBRS Architecture acknowledges the assistance of the following people in the preparation of this report:

- Ron Malm, Manly Civic Club: and,
- Trevor Jolly and Jim Simons, Eastview.

3.0 DOCUMENTARY EVIDENCE

3.1 THEMATIC HISTORY

3.1.1 PRE-EUROPEAN HISTORY

Prior to the arrival of European settlers in 1788, the Sydney Basin had been the home to the Eora People for thousands of years. Their land stretched north from the Hawkesbury, south to the Shoalhaven and west to the Nepean. The Eora people consisted of three main tribes, based on linguistic groups, the Guringai (Ku-ring-gai), north of Sydney Harbour, the Dharug, around the harbour and to the west, and the Tharawal to the south of Botany Bay.

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.

3.1.2 EARLY EUROPEAN HISTORY

When the First Fleet arrived in 1788 the coastal region around Sydney comprised sandstone outcrops, high dunes and coastal lakes and swamps. On Governor Phillip's first exploratory journey into Port Jackson in January 1788 he came upon Manly Cove. In his journal, Phillip wrote:

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.

Two years later in Manly, Phillip had a far less positive encounter when, through a misunderstanding, an Aboriginal speared him in the shoulder. For almost three decades, following these initial encounters Manly remained the haunt of the Aboriginal people with no European inhabitants.

The earliest Crown land grants in the Manly area were made by Governor Macquarie in January 1810. One, of 30 acres of land, was made to Gilbert Baker, a police constable, which included all the area between the Corso and Ashburner Street, and another of 100 acres to Richard Cheers, Captain of the "Guardian", which extended from Ashburner Street to St Patrick's College grounds and was known as "Cheers Farm". Both grants were later purchased by D'Arcy Wentworth who in 1818 was also granted a further 380 acres at Manly. All of this land would eventually be inherited by his daughter Katherine.

The original European settlement in Manly grew up around North Harbour and Manly Cove. It was only a collection of huts and in 1836 Manly's total population was 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.

By the middle of the 19th century, Manly was still mostly bushland with 12 families settled around North Harbour. The Corso area was then only a sandy track fringed with bottlebrush trees and wild flowers and the site of Manly Pier was a wide sandy beach.

In 1853, Henry Gilbert Smith purchased John Thompson's 100-acre grant in Manly, bounded on the south by the present alignment of The Corso, for the sum of £800. Smith then set about turning the little village of Manly into his grandiose vision for a beachside resort town to be called, "New Brighton". The subject property lies within this grant and was included in the land purchased by Gilbert Smith on 9th March 1853.¹

The following year, Gilbert Smith built a small pier at Manly Cove and instigated his own regular boat service to Circular Quay. Opposite the pier he constructed the neat Italian-style Pier Hotel with an adjoining public "Pleasure Garden" for walks. A visitor on Boxing Day 1888 recorded how he sat on the verandah 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.²

As Smith purchased more and more land in the Manly area, his ideas for the area's development grew. In 1856, Smith cleared a wide street between the harbour and the ocean frontage which he named '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 ocean front are said to have been planted by 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.

Manly's distance from Sydney was the retarding factor in its early development. Residents had to row, or be rowed to reach the city. Henry Gilbert Smith chartered a small steamer in 1854, but regular trips to the city did not begin until 1858 when the "Phantom" began its regular city run. The Port Jackson Steam Ship Company was formed in 1876. Transport was further improved in 1891 when moves were 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 which continued until replaced by buses in 1939.

Manly's progress was not rapid but the incorporation of the municipality on 6 January 1877, with the architect Thomas Rowe as the first Mayor, marks a definite turning point in the history of the area. This, coinciding with the release of land from the Bassett Darley Estate in the 1880s, saw a land and development boom in Manly. This was to end abruptly however with the 1890s depression.

A major influence on Manly's development after 1900 was the legalisation of daytime sea bathing in 1903. Prior to this, bathing boxes on wheels were used at Manly Beach. In 1907, the Manly Sea Bathers Club was formed and was the forerunner to the Manly Surf Life Saving Association. While bathers flocked to the seaside Manly developed as a residential area and many residents commuted to the city.

¹ Old Systems Title Bk 25 No. 609

² Sharp Alan, *Pictorial Memories of Manly to Palm Beach*, Atrand, Sydney, 1983, p8.



Figure 4 – Part of Parish of Manly Cove map showing early land grants including John Thompson's 100 acre grant (highlighted in red). (Source: NSW Land & Property Information, HLRV)

The early 1900s also saw a regular tram service established along Pittwater Road from Manly Wharf. This impacted development in this part of Manly.

In December 1924, the first Spit Bridge opened to traffic and Manly's progress accelerated. Manly reached its peak of popularity from the mid-1930s to the late 1940s. By the end of the 1940s more than 10 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 reflecting the slogan, '7 miles from Sydney and 1000 miles from care'

Following several decades of decline Manly has once again assumed popularity with a boom in property prices and with huge numbers of visitors descending daily on its shores and considerable renovation and reconstruction taking place.

3.1.3 HISTORY OF THE SUBJECT SITE

The subject site is located on part of lots 50, 51 and 52 of Section E of the Brighton Estate and forming part of 100 acres granted to John Thompson on 13 April 1845. Thompson's grant extended from the Corso to Queenscliff lagoon and was purchased in its entirety by Henry Gilbert Smith in 1853 for 800 pounds.

Smith had been struck by the prospects of Manly as a seaside resort and his purchase of John Thompson's land was the beginning of his grandiose plan for the village of Manly. Originally Smith called his subdivision "Ellensville" (Figure 5), in memory of his first wife Eleanor who died in England. This plan was most elaborate and contained many names connected with the Crimean War, which ended the following year. Gilbert Street (named after one of his sons) is shown on this map, as is an unnamed thoroughfare (later named West Promenade). The Ellensville subdivision as originally envisaged was unsuccessful as the area was very remote and lacked services and transport. Consequently, Ellensville was re-subdivided and Smith erected a ferry wharf and hotel to attract visitors and potential buyers. However, development continued to be very slow, with few sales of land for many years. Gilbert Street and West Promenade also appear in Reuss and Browne's revised plan for "Brighton" in 1855 (Figure 6).

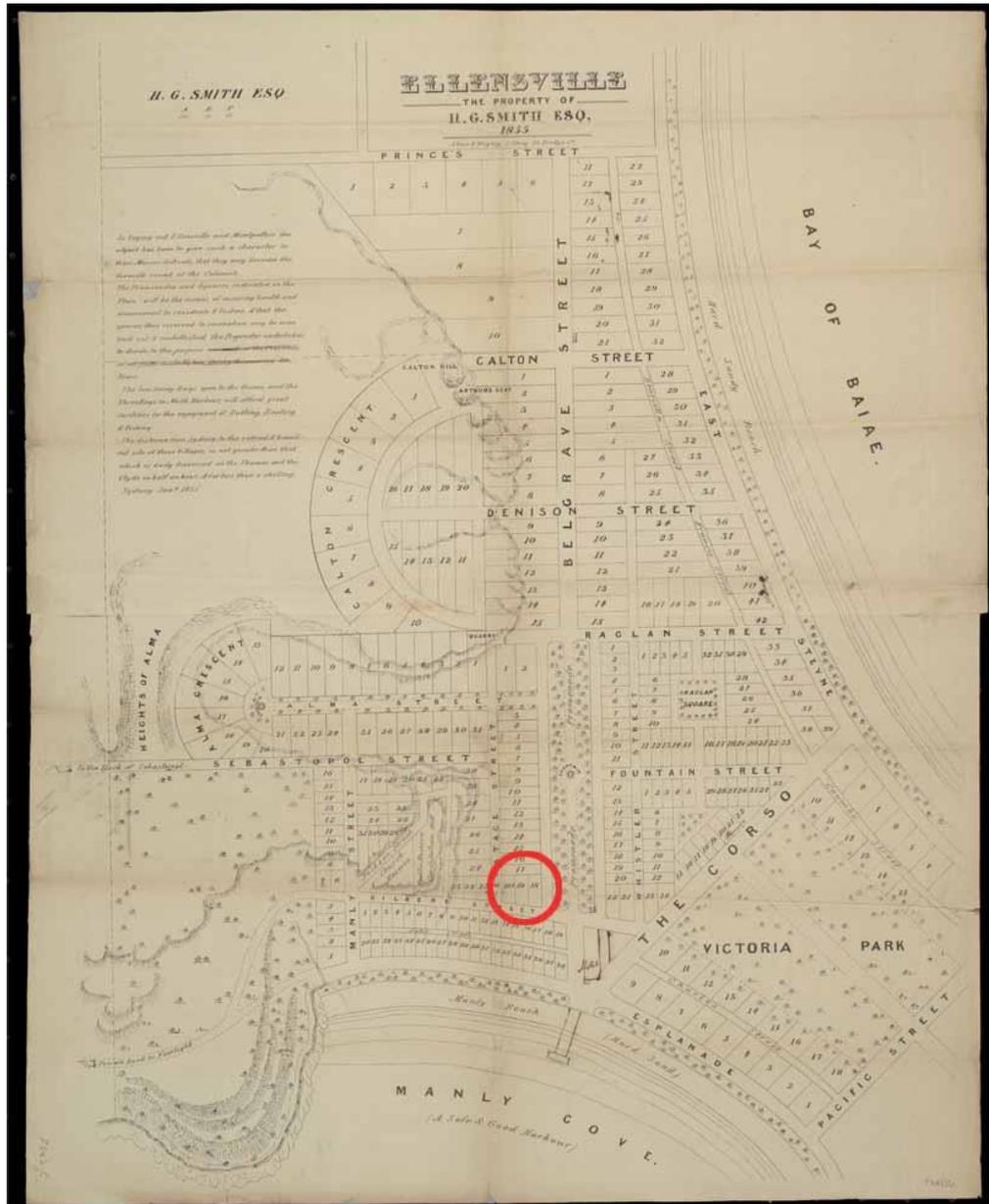


Figure 5 – Ellensville the property of HG Smith Esq, 1855. (Source: National Library of Australia,

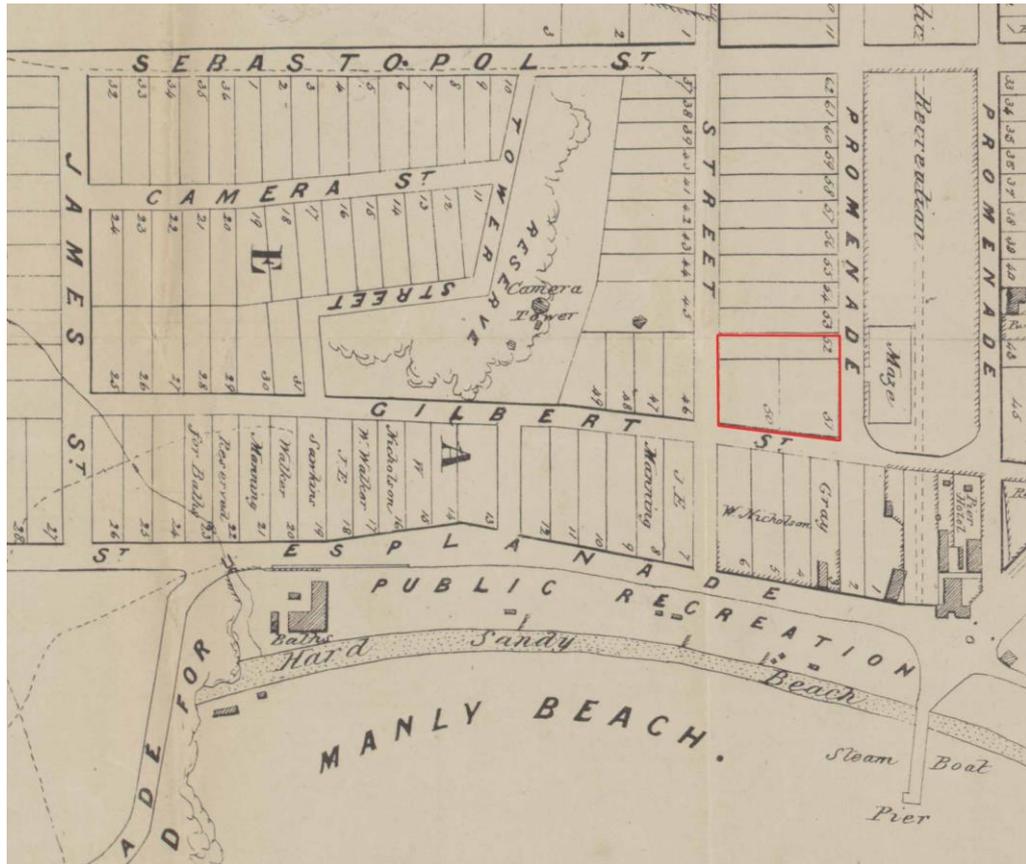


Figure 6 – Detail from Brighton Manly Beach /Reuss & Browne Surveyors, [1855]. Subject site outlined in red thereon. (Source: National Library of Australia, Map F 642 A)

3.1.4 AUCKLAND HOUSE

In November 1873, part of Lots 50 and 51 of Section E of the Brighton Estate was sold to Clarissa Cazaly. The preceding year, her husband, James William Cazaly, had committed suicide in Auckland New Zealand following financial difficulties. Newly widowed, Clarissa and her three daughters returned to Australia and moved to Manly where she erected a substantial house named “Auckland Villa” undoubtedly in remembrance of her husband’s resting place. Coinciding with their move to Manly, the Misses Cazaly advertised the commencement from 1 October of a Ladies’ School taking in boarders.³ They kept the school until 1877 when it was transferred to Mrs William Travers Fisher. As early as November 1873, Mrs Cazaly advertised “furnished or unfurnished, new 7-roomed house” to let.⁴ In yet other advertisements the house was described as a “comfortable furnished cottage”⁵ and a “well-furnished 7-roomed house”.⁶ By 1878, the property was described as No 1 and No 2 Auckland Villas. Despite the description, it does appear to have been a single house divided into two residences with the school and the rental of the other portion of the house providing income to the formerly impoverished Cazaly family.

³ “Education”, *Sydney Morning Herald*, 27 September 1873, p11

⁴ “Manly – to let”, *Sydney Morning Herald*, 3 March 1874, p16 and 18 April 1874, p16

⁵ “Manly – to let”, *Sydney Morning Herald*, 18 July 1874, p12

⁶ “Manly - to let”, *Sydney Morning Herald*, 17 April 1875, p14



Figure 7 – View of Manly with Auckland House circled red thereon, c1880s. Chunar Villas and Delhi Villa are not yet built. (Source: Manly Warringah and Pittwater Historical Society)

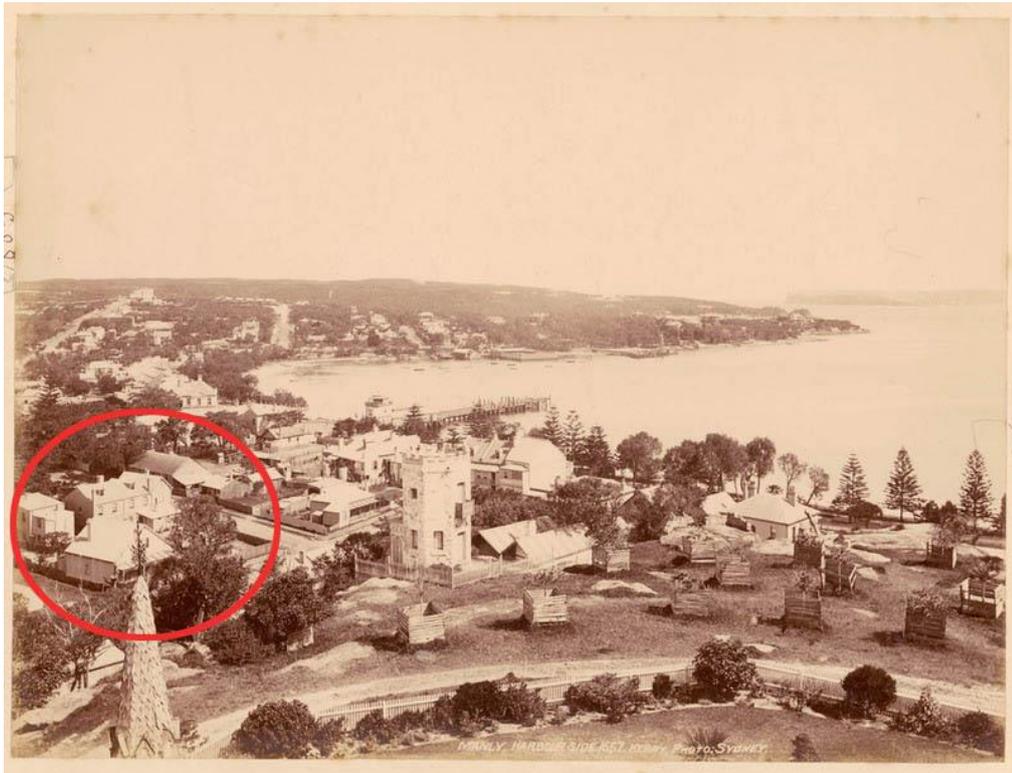


Figure 8 – Manly Harbour Side / Kerry Photo, c1885-1895. Subject site circled red thereon. Delhi Villa in Eustace Street and rear of Auckland House and Chunar Villas clearly visible. (Source: State Library of New South Wales, Digital Order No. a089678)

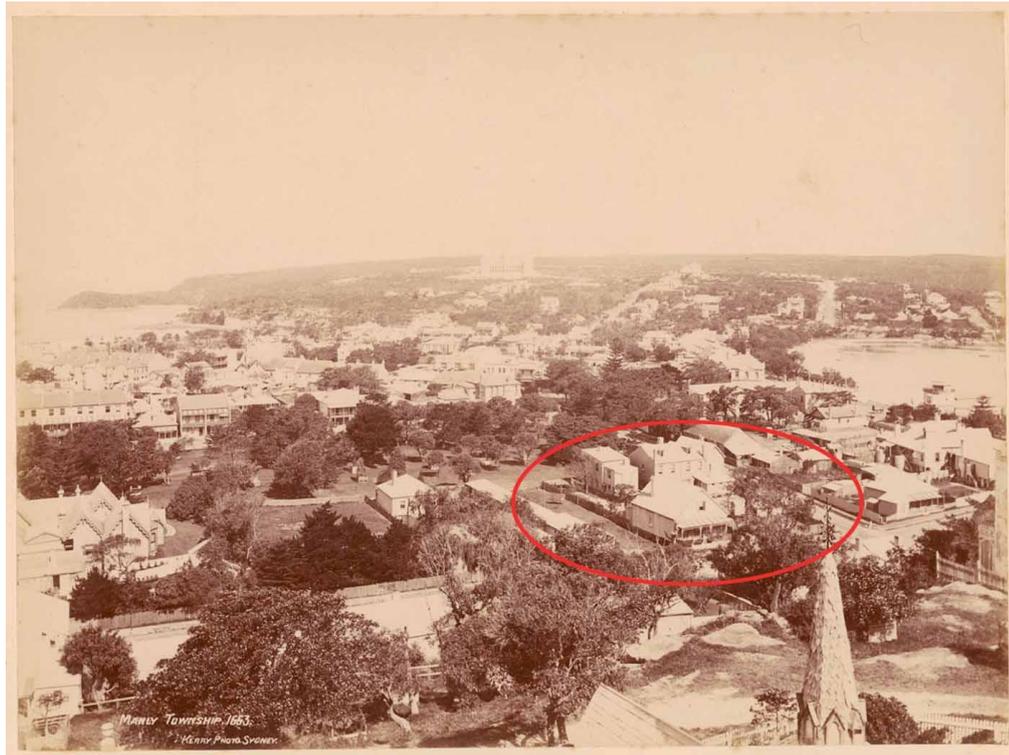


Figure 9 – Manly Township / Kerry Photograph, c1885-1895. Subject site circled red thereon. Delhi Villa in Eustace Street and rear of Auckland House and Chunar Villas clearly visible. (Source: State Library of New South Wales, Digital Order No. a089676)

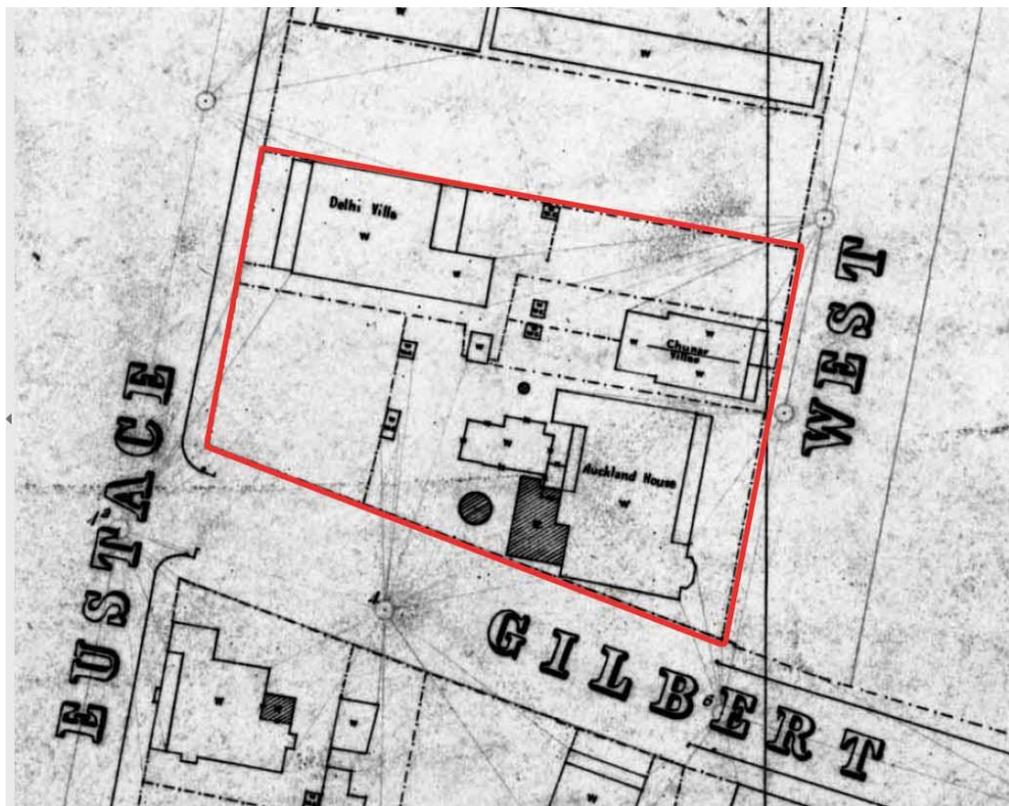


Figure 10 – Extract from Detail Survey Manly Sheet 14, 1890 showing development within boundaries of subject site (outlined in red). Pre-dates the construction of Rothdale at the corner of Gilbert and Eustace Streets. (Source: Sydney Water / Water NSW Historical Research Facility)



Figure 12 – View from Manly – possibly from Dalley’s Castle, c1900-1910. Part of subject site outlined in red thereon. Shows rear of Auckland House, front view of Delhi Villa, and Rothdale at the corner of Eustace and Gilbert Streets. (Source: State Library of New South Wales, Digital Order No. a116266)

According to the Sands Directory, from 1880 a succession of tenants occupied Auckland House or “Auckland Villa” including Charles W Rudd, James Tedd and C P Sargeant, to name but a few. Clarissa Cazaly died at Inglefield, Pittwater Road, Manly on 2 December 1909, whereupon probate of her estate was granted to Clarissa Harrison Cazaly and Silas Kemball Cook. In 1915, probate was granted to Clarissa May Schuette (née Cazaly) and Emily Dora Jenkins (née Cazaly). Later the same year, the property was conveyed to Clarissa May Schuette, Emily Dora Jenkins and Marian Ray Jenkins. Three years later, the property was transferred to Emily Dora and Marian Ray Jenkins, daughters of Sophia and Frank Jenkins, daughter and son-in-law respectively of Clarissa Cazaly.

In 1920, the Jenkins’s sold the property to Robert James Douglas Sellar and Walter Patrick Sellar, both of Manly, graziers. At this date the property comprised three residences, the conjoined weatherboard building divided into two boarding houses - “Auckland” and “Mossgiel” fronting West Promenade, and a weatherboard house called “Rothdale” addressing Eustace Street and Gilbert Street. An unpublished manuscript by Sara Stewart in 1997 reports that Auckland House (and with it Mossgiel) was destroyed by fire sometime in 1930; Rothdale was possibly destroyed in the same fire or demolished soon after.

3.1.5 LOT 52 AND PART LOT 51 SECTION E BRIGHTON ESTATE

In December 1873, Henry Gilbert Smith and John Rendell Street conveyed Lot 52 and part Lot 51 to Charles Harrison.⁷ He owned the land until 1884 when it was sold to Frederick Kingston Olliver. Owing to the paucity of records at this date it is not clear when the allotment was built upon. By 1890, there was a weatherboard house fronting Eustace Street called “Delhi Villa” and a pair of weatherboard semi-detached houses named “Chunar Villas” fronting West Promenade adjoining Auckland House to the north. These buildings are outlined on the detail survey shown at Figure 10 and visible in the photographs at Figure 12, Figure 8 and Figure 9.

The following to let advertisement appeared in the *Sydney Morning Herald* on 4 May 1889 on p19:

⁷ Conveyance Bk 853 No 573, NSW Land & Property Information

MANLY – Furnished House, 6 rooms, close pier, terms 18s week, month guinea. Delhi-Villa, Eustace-St.

Over a year later an advertisement offered “*furnished, two small 6-roomed Houses, Manly, close pier, 27s and 22s. Delhi Villa, Eustace-street*”.⁸ In both instances, the subject house was either Delhi Villa or care of Delhi Villa. It is possible the 1890 advertisement referred to the Chunar Villas, the pair of semi-detached houses in West Promenade. Nonetheless, by 1890, Delhi Villa and Chunar Villas were built and leased by Olliver to a succession of tenants generating rental income.

Following the death of Olliver in 1907, probate of his will was granted to Grace Mary Ann Spalding. Several allotments at Manly in the estate of the later FK Olliver were advertised for auction sale on 28 February 1908, including the subject site. Richardson and Wrench reported on 1 March 1908 that the whole of the properties offered at the auction were sold on the day.⁹ Spalding contracted to sell Lot 52 and part Lot 51 to Mary Gertrude McEvoy for the sum of £720.¹⁰ The houses were variously occupied thereafter.

In 1938, McEvoy lodged an application to convert her land to Torrens title. At this date the land (including all improvements) was valued at £2488.¹¹ According to the accompanying survey plan (Figure 13) it was solely built upon with a two-storey house at 2 Eustace Street (Delhi Villa), Chunar Villas in West Promenade having been demolished prior to this date. According to the Application, 2 Eustace Street was occupied at this date by Isobel Wilson Park as a weekly tenant. The property was registered in December 1938 on Certificate of Title Vol 5003 Fol 100 comprising 27¼ perches of land.

In 1946, the Manly Council resumed portion of the property fronting West Promenade for construction of an electricity substation.¹² In 1950, the Council subdivided the 14¾ perches of land into two allotments and retained ownership of Lot A upon which was erected the substation. In July the same year, the Council sold Lot B to Clarence Burt, Cowley Grosvenor and Ernest Albert Wall, all of Manly.¹³ The three businessmen, milkbar proprietor, tobacconist and hairdresser respectively, conveyed this land to the Manly Civic Club in 1952.¹⁴ Lot A was transferred in 1951 to the Mackellar County Council. In 1964, the substation property was conveyed to the Manly Civic Club who leased the premises to Mackellar County Council. In 1982, a lease was registered to the Sydney Council Council.¹⁵

The residue of McEvoy’s property fronting Eustace Street, comprising 12½ perches of land upon which was erected the weatherboard house called Delhi Villa (2 Eustace Street), was sold in 1948 to Isobel Mary Murray and Edgar Charles Frecklington as tenants in common.¹⁶ Two years later they sold same to Clarence Burt, Cowley Grosvenor and Ernest Albert Wall.¹⁷ In 1953, they conveyed the property to the Manly Civic Club. It is presumed that the three men were members of the Manly Civic Club. The house was subsequently demolished to make way for a new clubhouse fronting West Promenade as shown in Figure 24.

⁸ “Furnished”, *Sydney Morning Herald*, 29 November 1890, p6

⁹ “Property Market”, *Sunday Times*, 1 March 1908, p4

¹⁰ Conveyance Bk 853 No 573, NSW Land & Property Information

¹¹ Primary Application 33442, NSW Land & Property Information

¹² Certificate of Title Vol 5003 Fol 100, NSW Land & Property Information and *NSW Government Gazette*, 28 June 1946, p1435

¹³ Certificate of Title Vol 5725 Fol 184, NSW Land & Property Information

¹⁴ Certificate of Title Vol 6396 Fol 201, NSW Land & Property Information

¹⁵ Certificate of Title Vol 6396 Fol 180, NSW Land & Property Information

¹⁶ Certificates of Title Vol 5800 Fols 10-151, NSW Land & Property Information

¹⁷ Certificate of Title Vol 6167 Fol 226, NSW Land & Property Information

Municipality of Manly
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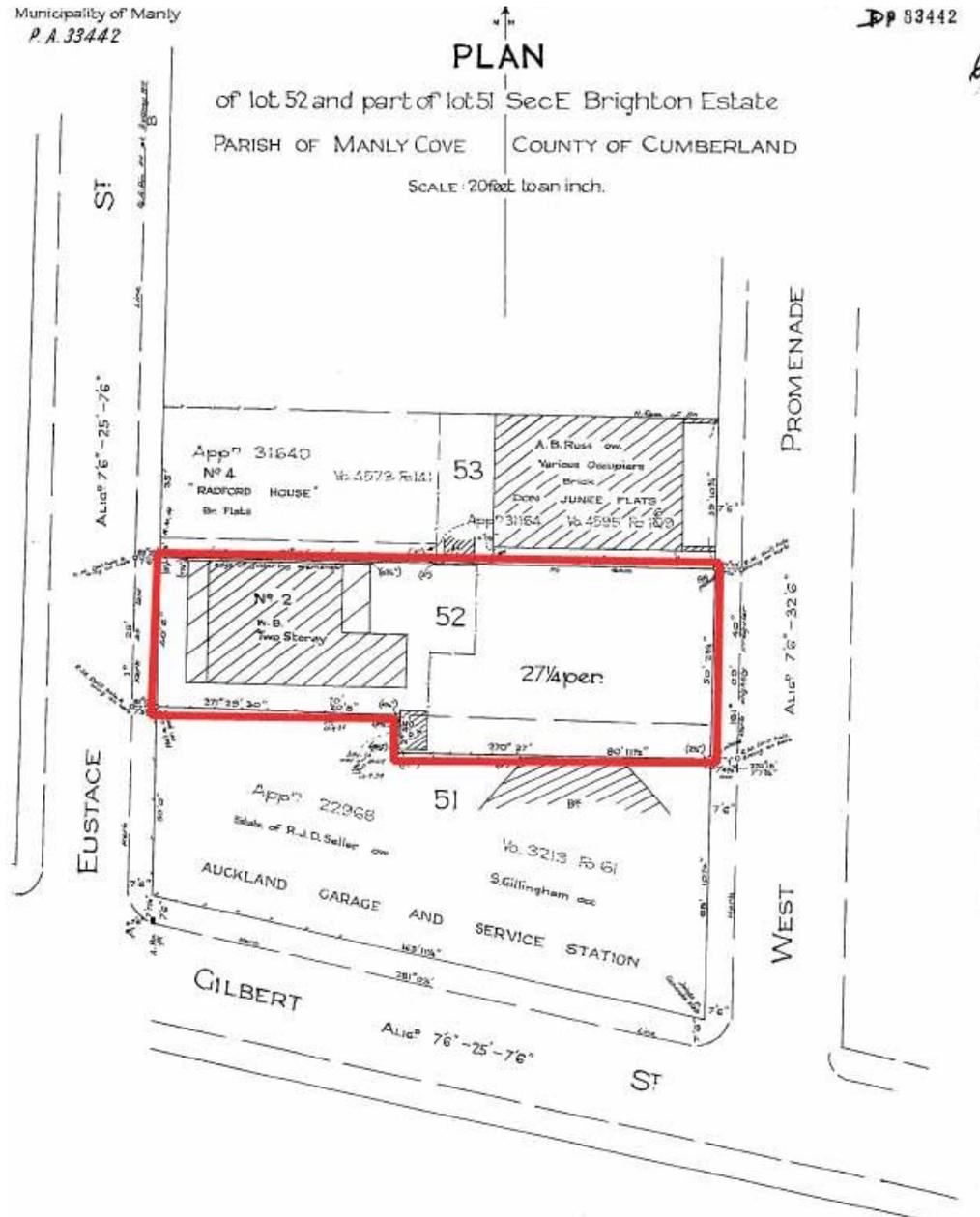


Figure 13 – Plan of lot 52 and part of lot 61 Sec E Brighton Estate, 1938. (Source: NSW Land & Property Information, DP83442)

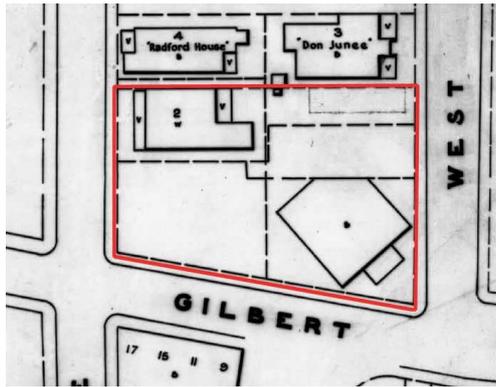


Figure 14 – Extract from Detail Survey 2493, November 1950 showing development within the boundaries of the subject site (outlined in red). (Source: Sydney Water / Water NSW Historical Research Facility)



Figure 15 – Extract from Detail Survey 2493, 1915 with later annotations. Shows development within boundary of subject site (outlined in red). (Source: Sydney Water / Water NSW Historical Research Facility)



Figure 16 – Detail from Blackwattle 2493, March 1915 with later annotations. Shows development within boundary of subject site (outlined red) including Manly Civic Club in West Promenade. (Source: Sydney Water / Water NSW Historical Research Facility)

3.1.6 AUCKLAND GARAGE

In February 1933, Robert Sellar leased the site (part of Lots 50 and 51 in Section E) to Stanley Gillingham, a local taxicab proprietor. Shortly thereafter, Manly Council approved an application by a local builder, Ernest Boyne to erect a service station in Gilbert Street.¹⁸ The following month, local architects Trenchard Smith and Maisey announced they had awarded the building tender to Ernest Boyne.¹⁹ Ian Kirk speculates that possibly Gillingham approached Sellar with a proposal to form a joint venture whereby “Gillingham determined the character of the development and Sellar financed the construction”.²⁰ In any case, a lease of the garage to Gillingham is recorded on the certificate of title dated 8 February 1933. The “Auckland Garage” was most likely named after the

¹⁸ “Buildings and works approved – miscellaneous”, *Construction and Local Government Journal*, 12 April 1933, p2 and Manly Council Minutes, 12 April 1933

¹⁹ “New works”, *Sydney Morning Herald*, 9 May 1933, p4 and “Tenders accepted or received”, *Construction and Real Estate Journal*, 17 May 1933, p10

²⁰ Ian Kirk, *Statement of Evidence Auckland Garage*, October 2003, p4

former Auckland House. A small feature article appeared in the *Catholic Press* of 16 April 1936 (p9):

The Auckland Garage and Service Station, corner Gilbert-street and West Promenade, Manly, is a modern garage, where servicing, such as greasing, washing and polishing, &c, of the latest and best method, is catered for at the shortest notice. There is parking space for 50 cars from 6d per day, where clients can be assured of the utmost care being taken of their vehicles, combined with security and courteous attention.

Robert Sellar died on 2 May 1934 at Manly. The fate of the property was on hold for a few years while the Equity Court heard a suit whereby the Perpetual Trustee Company (Limited) sought a restraining order against Bessie Bruncker (Sellar's housekeeper) from selling the garage property valued at £5000. The Trustees alleged that Sellar was of unsound mind when he executed a transfer of the property to his long-time housekeeper one day before his death.²¹ The case was resolved by mid-1938 when the Perpetual Trustee Company advertised the Auckland Garage for auction sale on 8 July. The auction sale advertisement reproduced at Figure 17 contains a description of the buildings and land. Richardson and Wrench sold the property to the lessee Stanley Gillingham for the sum of £5400²² and the sale was registered on the certificate of title on 11 August. In the intervening period following Sellar's death and the settlement of the court case, Gillingham continued to run the Auckland Garage and Service Station under leasehold.

**Under instructions from
PERPETUAL TRUSTEE COMPANY (LIMITED)
EXECUTOR of THE WILL of the late
ROBERT JAMES DOUGLAS SELLAR
MANLY.**

AUCKLAND GARAGE.

situate at the corner of **GILBERT STREET** and
WEST PROMENADE.

THE BUILDINGS are of brick (cement rendered), roofed with tiles, having concrete floor and comprises:
DRIVE-IN SERVICE STATION, OFFICE, AND REPAIR SHOP.

LAND, 163ft 11¼in x 68ft 10½in/50ft (Eustace Street), the remaining boundary line being irregular. **TORRENS.**

Particulars of plant, lease, etc., on application to the Auctioneers.

MESSRS. ICETON, FAITHFULL and BALDOCK
Solicitors for the Estate.

RICHARDSON and WRENCH, LTD. in conjunction with Messrs. **ROBEY HANSEN and STRONG PTY. LTD.**, will submit the above for Sale by **PUBLIC AUCTION**, at the Rooms, **92 PITT STREET**, on **FRIDAY, 8th JULY**, at 11 a.m.

(531)

Figure 17 – Auction sale advertisement. (Source: Sydney Morning Herald, 29 June 1938, p26)

The service station is depicted in a photograph about 1936 (Figure 18). Note the chevron-decorated Baroque columns on either side of the main service bay and decorative ornamental wrought iron lamps of either side of the piers.

²¹ "To All – his charity, Sellar case", *Sun*, 1 September 1936, p15 and "In equity", *Sydney Morning Herald*, 1 September 1936, p6

²² "Real Estate - Business of the week", *Sydney Morning Herald*, 9 July 1938, p15



Figure 18 – Staff of the Auckland Garage, c1936. Note the additional neon sign on across the front of the building. (Source: Manly Library Local Studies Collection)



Figure 19 – Detail from 1943 aerial survey of subject site outlined in red. At this date the site comprised the Auckland Garage in Gilbert Street and West Promenade and Delhi Villa in Eustace Street. This view pre-dates the erection of an electricity substation on the vacant land adjoining the garage in West Promenade. (Source: NSW Land & Property Information, SIX Maps)



Figure 20 – West Promenade looking northwest towards Eustace Street with the Auckland Garage in the foreground, 1940s. Delhi Villa in Eustace Street was demolished by this date. The electricity substation is visible behind the tree in the foreground (Source: Manly Library Local Studies Collection)



Figure 21 – Auckland Garage, 29 June 1950. (Source: Manly Library Local Studies Collection)

The Auckland Garage was owned by Gillingham until 1951. During that period, it was co-managed with his daughter Joyce Stewart and her husband Ron who had worked as a mechanic at the

garage since the 1930s.²³ In October 1951, the property was sold to Peggy Escott of Sydney for the sum of £27000.²⁴ One year later, the garage was one of seven properties conveyed to the Shell Company of Australia Limited.²⁵ Figure 20 comprises a view of the garage in the late 1940s by which date the chevron-decorated columns, pair of ornamental lamps on the piers and the neon sign had been removed from the portico as shown in Figure 20 and Figure 21. The columns were most likely removed to accommodate additional petrol bowsers. The neon sign featuring the words "Garage" and "Parking Service" was vandalised, and eventually removed during World War II during the regime of evening blackouts.²⁶

Little information is available on the garage from 1952 when it was owned and operated by Shell. The company owned the property until 1977 when it was sold to the Manly Civic Club. As early as 1967, the Board of the Club entered negotiations with the oil company to purchase the garage property and they made an offer of \$110000. The property was eventually sold to the Club at auction for the sum of \$76,000, well below their original offer. The site was registered on Certificate of Title Vol 13672 Fol 90 as Lot 1 in DP 72968. The service station function ceased in 1978 and the building was converted to a mechanical workshop.



Figure 22 – Former Auckland Garage operating as drive-in dry cleaning establishment, 4 June 1992. (Source: Manly Library Local Studies Collection)

In late 1981, a successful development application was submitted to Manly Council to convert the Auckland Garage to a drycleaning depot. This was still the use in 1992 as shown in in Figure 22. In 2006, the lessee Globe International Pty Ltd applied to occupy the premises for wholesale and display of surfing clothes and footwear which application was approved and the building underwent a shop fitout.²⁷ In the intervening period the Council rejected a change of use application from Meyers Manx Buggies and also a proposed redevelopment by Wood and Day Partnership in 1999.

Cracknell and Lonergan lodged a development application in 2002 for the demolition of the Auckland Garage building. The Council refused the application and the architects lodged an appeal in the Land and Environment Court. In 2003, the Council commissioned Ian Kirk, the co-

²³ Sara Stewart, "Auckland Garage", 1997, unpublished manuscript in Manly Library

²⁴ Memorandum of transfer F588493, NSW Land & Property Information

²⁵ Memorandum of transfer F804499, NSW Land & Property Information

²⁶ Stewart, op. cit.

²⁷ Manly Council files

author of *Study of Inter-War Garages and Service Stations in New South Wales*, to undertake a heritage assessment of the building and prepare a statement of evidence to the Court. He concluded that the *"heritage significance of the Auckland Garage justifies that the building should be retained and conserved...and a comprehensive survey of Inter War Service Stations in NSW has revealed that the building is rare and demonstrated many of the key elements of the period and style"*.²⁸ In 2003, the Court rejected the architects' appeal. Manly Council subsequently listed the building as a local heritage item.

The Manly Civic Club lodged a development application in 2008 to demolish the existing club building and undertake part demolition of the former Auckland Garage, to make way for a new five storey building with levels of basement parking. A deferred commencement consent was issued in January 2009. Figure 23 comprises a 2014 view of the Auckland Garage following demolition of the adjoining Manly Civic Club.



Figure 23 – Auckland Garage / John McRoberts, 2014. (Source: Manly Library Local Studies Collection)

3.1.7 MANLY CIVIC CLUB

The Manly Civic Club was established in 1947 as an offshoot of the Manly Chamber of Commerce Club. Two years later the Club paid a deposit on land in Eustace Street which property was later purchased in full. At a special general meeting in August 1955, the Chairman, J Wise, moved that the *"new building be proceeded with and that £30,000 be called from members by debenture"*. As of March 1958, the new premises in Eustace Street and West Promenade had not yet been erected. The Club was built and opened the following year and the Club relocated from their Wentworth Street location. At this date the club had 313 members. Soon after, the membership rose to 600.

Extensions were undertaken in 1964. By this time, the Club had purchased the adjoining block of flats "Don June" and an area for carparking in Eustace Street next door.

The Club celebrated its silver jubilee in 1972. The Club closed at the end of 2008 and the building was demolished to make way for planned residential/commercial development of the site.

²⁸ Kirk, op. cit.



Figure 24 – Manly Civic Club, West Promenade / John Morcombe, 1992. (Source: Manly Library Local Studies Collection)



Figure 25 – Manly Civic Club, c1990s. (Source: Manly Daily, Six-story development planned for Manly valued at \$22 million, 17 October 2016)

3.1.8 TRENCHARD SMITH AND MAISEY ARCHITECTS

Frederick Trenchard Smith (1867-1953), architect, was born in Sydney in 1867 to John Trenchard Smith. He was educated at Sydney Grammar School. In 1883, he was articled to Messrs Mansfield Bros., architects. He remained with the firm after completing his articles and became their clerk of works and supervised the construction of many important commercial buildings in Sydney.²⁹ By the mid-1890s, Smith had established himself in private practice at Manly where he lived and is said to have been responsible for “many fine business premises and residences in the Manly area”. He designed the Returned Servicemen’s Club on the other side of Kangaroo Street from the St Andrew’s Church manse (circa 1927-8), and is credited with Manly Council Chambers and the Manly Literary Institute building (the former library in Wentworth Street) which opened in 1909.

Smith was elected Alderman of Manly Council in the election of 1911. In November 1951 Mr Trenchard Smith was made an Honorary Life Member of Manly Literary Institute, an action which he greatly appreciated. The oldest member of the Institute, he died on 28 January 1953, aged 85 years.

In January 1920, Frederick Smith Trenchard invited Samuel Reginald Maisey into partnership under the business name Trenchard Smith and Maisey.³⁰ By this date Maisey was also residing in Manly. Other local buildings designed by the firm of Trenchard Smith and Maisey include Manly Cottage Hospital (1896; Smith was Honorary Architect to the Hospital), Manly and District Ambulance Station (1936) and Electricity Showroom and Offices (1930). The Presbyterian churches in Harbord and Collaroy are also attributed to the firm. They were the architects for the 150th Anniversary Commemorative Pavilion at the Royal Agricultural Showground (1938) that is listed by the Royal Australian Institute of Architects in its Register of Twentieth Century Buildings of Significance.

The partnership of Frederick Trenchard Smith and Samuel Reginald Maisey, carrying on business under the name of Trenchard Smith and Maisey, was dissolved in January 1933 whereupon Maisey continued to run the firm under the same name as before.³¹

²⁹ “Mr Frederick Trenchard Smith”, *Cyclopaedia of NSW*, 1907, p426

³⁰ “Partnership notice”, *Sydney Morning Herald*, 14 January 1920, p9

³¹ “Notice...”, *NSW Government Gazette*, 21 July 1933, p2655

4.0 PHYSICAL EVIDENCE

4.1 GENERALLY

A survey of the physical fabric of the building was carried out by Don Wallace, Senior Heritage Consultant and Annabel Blackman of **NBRS**ARCHITECTURE in February 2017. This research was carried out without excavation or physical intervention into the fabric. No access was available to the room marked 'N/A'. Subsequent to site inspection, the authors have been informed that this room is in fact a shower room.

4.2 SETTING AND PHYSICAL CONTEXT

The former garage is set diagonally fronting the corner of West Promenade and Gilbert Street and once allowed access and egress through the forecourt and porte-cochere between those streets. To the east on West Promenade is the open space known as Gilbert Park. This allows views from the east as far as from in front of the Town Hall on Belgrave Street although direct views between the place has been intruded upon by plantings and public toilets on Gilbert Street. The former garage is visible along West Promenade, Gilbert Street and, from the rear, Eustace Street.



Figure 26 – View from corner of Gilbert Street and Belgrave Street to subject site obscured by public toilets at Gilbert Park. NBRS Architecture, 2017.



Figure 27 – View south along West Promenade to subject site. NBRS Architecture, 2017.



Figure 28 – View from Eustace Street to rear of subject site. NBRS Architecture, 2017.



Figure 29 – View to subject site from corner of Eustace and Gilbert Streets. NBRS Architecture, 2017.



Figure 30 – View west along Gilbert Street to subject site. NBRS Architecture, 2017.

4.3 IDENTIFICATION OF EXISTING FABRIC

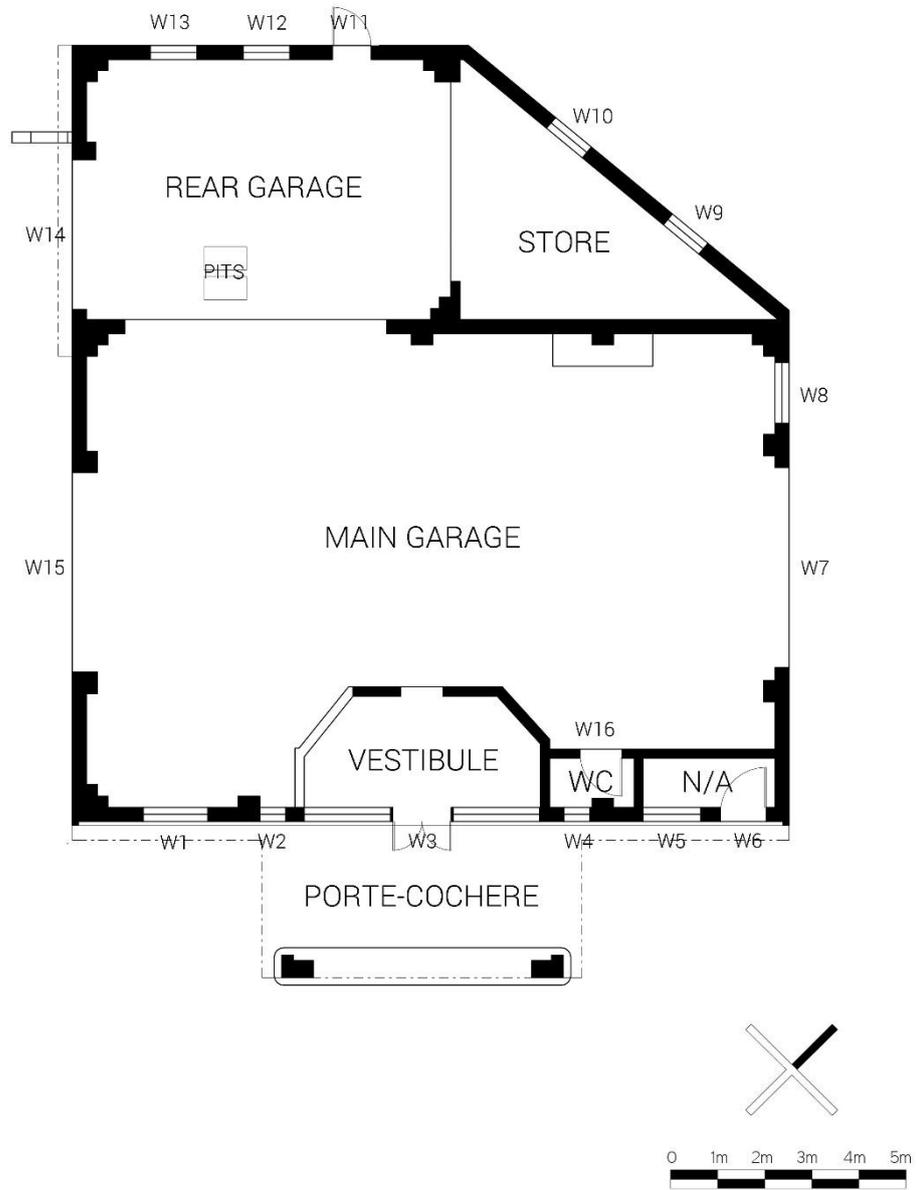


Figure 31 – Plan of building with windows and doors numbered. NBRS Architecture, 2017.

4.3.1 EXTERNAL FABRIC

The principal feature of the place is the single structure comprising a former garage/service station carried out in the Inter-War Spanish Mission style. The single storey building is comprised of a rendered masonry walls with a terracotta tile clad pitched roof form with gable ends supported on stylised curved corbels. The plan form of the building includes a porte-cochere with the interior spaces including a main and a lesser rear garage, and a store.

The roof is clad in terracotta roof tiles bearing the manufacturing mark “Porter & Galbraith – Doonside NSW”. The tiles are mixed in colour and glaze including unglazed and glazed tiles and colours varying from blond to dark red and brown. It has been reported that this type of tile was not produced in the 1930s and the tiles likely date from following decades.



Figure 32 – Front view of former garage. NBRS Architecture, 2017.



Figure 33 – Detail of front of building showing curved corbels of gable, label moulds to arched window and original wrought iron window grilles. NBRS Architecture, 2017.



Figure 34 – Curved gable corbels. NBRS Architecture, 2017.



Figure 35 – View to side of former garage. NBRS Architecture, 2017.



Figure 36 – Northeast side of former garage. NBRS Architecture, 2017.



Figure 37 – Exterior wall of store area with barred and boarded window openings. NBRS Architecture, 2017.



Figure 38 – Rear wall of former garage showing third window with door and bricked up infill. NBRS Architecture, 2017.



Figure 39 – Curved external buttress to former garage. NBRS Architecture, 2017.



Figure 40 – Side elevation of former garage off Gilbert Street. NBRS Architecture, 2017.

4.3.2 PORTE-COCHERE

The porte-cochere is the covered area of the forecourt of the building which allowed cars to be refuelled under cover and drive through the corner of the site. Its soffit is battened and lined (this appears to be fibre cement sheet). The porte-cochere is supported by the principal wall of the garage and by two piers set on a plinth showing evidence of earlier bowsers.



Figure 41 – Glazed entry windows and doors. Plinth is glazed tile overpainted. NBRS Architecture, 2017.



Figure 42 – Porte-cochere. NBRS Architecture, 2017.



Figure 43 – Corbel and soffit of porte-cochere. NBRS Architecture, 2017.



Figure 44 – Bowser plinth and pier detail of porte-cochere. NBR Architecture, 2017.

4.3.3 INTERIOR GENERALLY

The interior walls generally are face brick. The face of the brickwork has been eroded. It has been reported that this is the result of recent sandblasting of interior renders but there may be salt erosion in addition to that mechanical damage. The interior has been partitioned with plasterboard clad stud walls.

4.3.4 MAIN GARAGE

The main garage is a rectangular open space of approximately 10 metres by 14.5 metres. It has vehicular access through from the side walls though these openings have been infilled with aluminium framed louvred glazing and rollerdoors. The northern wall of the main garage links to the smaller rear garage.

The vestibule, WC and the non-accessed room (N/A) [shower room] are built within the open space of the main garage.

The open roof framing is comprised of three principal trusses of timber with steel rods. These trusses support under-purlins on which the secondary rafters rest. The tile battens bear on these rafters with the underside of the tiles unlined.



Figure 45 – Main garage adjacent to the vestibule with plasterboard interior partitioning. NBRS Architecture, 2017.



Figure 46 – Interior main garage with infill of vehicular entry with glazed louvres and rollerdoor. NBRS Architecture, 2017.



Figure 47 – Underside roof showing salt efflorescence on tiles and leaching onto roof framing. NBRS Architecture, 2017.



Figure 48 – Brick wall adjacent vestibule with entry door to toilet. Recent joinery. NBRS Architecture, 2017.



Figure 49 – Damaged terrazzo threshold to toilet. NBRS Architecture, 2017.



Figure 50 – Eastern end of main garage. NBRS Architecture, 2017.



Figure 51 – Western end of main garage. NBRS Architecture, 2017.



Figure 52 – Roof framing at junction of main and rear garages. NBRS Architecture, 2017.



Figure 53 – Timber and steel roof framing over main garage. NBRS Architecture, 2017.



Figure 54 – Roof junction with gabled end wall. NBRS Architecture, 2017.



Figure 55 – Wall of main garage with evidence of earlier opening to store. Recent plasterboard interior partitions. NBRS Architecture, 2017.



Figure 56 – Brickwork with face reportedly eroded by sandblasting. NBRS Architecture, 2017.



Figure 57 – Rear garage showing pits in floor and steel gantry beam. NBRS Architecture, 2017.



Figure 58 – Plasterboard infill beneath concrete beam between rear garage and store. NBRS Architecture, 2017.



Figure 59 – Rear garage – original two windows with third window infilled with door. NBRS Architecture, 2017.



Figure 60 – Infilled window with brick infill and door. NBRS Architecture, 2017.



Figure 61 – Concrete floor level change between rear and main garages. NBRS Architecture, 2017.



Figure 62 – Roof framing of main garage. NBRS Architecture, 2017.

4.3.5 VESTIBULE



Figure 63 – Brick wall of vestibule within main garage. NBRS Architecture, 2017.



Figure 64 – Plasterboard lined vestibule. NBRS Architecture, 2017.

4.3.6 WC

A water closet with hand basin is accessed from the main garage and has an original timber door and terrazzo threshold.

4.3.7 NON-ACCESSED ROOM [SHOWER ROOM]

No access was available to this room but it has been reported to be a shower room.

4.3.8 REAR GARAGE

The rear garage is a rectangular space of approximately 7.5 by 5.5 metres directly connected to the main garage. Features include two pits in the floor and a steel gantry beam.

4.3.9 STORE

The former (presumed) store is a triangular room with walls of approximately 5, 6.5 and 8 metres. A wide opening with concrete beam over connects it to the rear garage but has been largely infilled with a recent partition wall.



Figure 65 – Interior store with boarded window. NBRS Architecture, 2017.



Figure 66 – Roof over store. NBRS Architecture, 2017.

4.3.10 WINDOWS AND DOORS

Opening	Description	Comment
W1	Arched timber framed window with segmented fanlight and double hung sashes each of six panes – obscured glass. Internal steel grille.	Original. Grille non-original.
W2	Timber framed louvre - obscured glass. External wrought iron grille.	Original.
W3	Plate glass timber framed shopfront with central pair of glazed doors. Roller door behind.	Non-original. Door pull is contemporaneous with hardware on W6.
W4	Timber framed louvre - obscured glass. External wrought iron grille.	Original.
W5	Arched timber framed window with segmented fanlight and double hung sashes each of six panes – obscured glass. Interior not accessed.	Original.
W6	Framed and ledged timber door. Interwar Spanish Mission iron strap hinges. Interior not accessed.	Original.
W7	Internal aluminium framed glazed louvres. External roller doors.	Original opening. Non-original louvres and rollerdoor.
W8	Square headed timber framed window with segmented fanlight and double hung sashes each of six panes – obscured glass.	Original.
W9	Boarded up original opening consistent with W12 and W13. No window.	Opening original.
W10	Boarded up original opening consistent with W12 and W13. No window.	Opening original.
W11	Opening consistent with W12 and W13 partly bricked up. New door.	Opening original. Infill and door non-original.

Opening	Description	Comment
W12	Square headed timber framed window with segmented fanlight and double hung sashes each of six panes – obscured glass.	Original.
W13	Square headed timber framed window with segmented fanlight and double hung sashes each of six panes – obscured glass.	Original.
W14	Steel roller doors.	Original opening. Non-original roller door.
W15	Internal aluminium framed glazed louvres. External roller doors.	Original opening. Non-original louvres and roller door.
W16	Five panel horizontally panelled timber door.	Original.

4.3.11 MODIFICATIONS & ADAPTATIONS

Modifications and adaptations over time include:

- Additional bowsers and evidence of their removal on the porte-cochere’s bowser plinth;
- Removal of inner columns of porte-cochere to accommodate additional bowsers;
- Removal of lanterns from porte-cochere piers;
- Addition of banner brackets to porte-cochere piers;
- Modification of shopfront (W3);
- Plasterboard sheeting to vestibule walls;
- Plasterboard interior partitions;
- Modifications to windows and doors as scheduled above including infill of W11;
- Infill of two (presumed) doors in wall between Main Garage and Store;
- Exterior painting over original finishes including over timber, masonry and glazed wall tiles;
- Interior sandblasting of brick masonry;
- Replacement of original roof tiles with new terracotta roof tiles; and,
- Perimeter fencing and hardstand.

The concrete floor of the garage is set at various levels and appears to have been modified.

4.3.12 FABRIC CONDITION

The condition of the building fabric varies from fair to poor but the fabric is largely original and intact.

The site is located only a few hundred metres from breaking surf and the tiles, and possibly the masonry, are affected by salt ingress which will require further examination. Recent exterior painting has been acrylic and relatively impervious. This paint is peeling off revealing early paint finishes.

5.0 ANALYSIS OF CULTURAL HERITAGE SIGNIFICANCE

5.1 BASIS OF CULTURAL HERITAGE ASSESSMENT

This assessment of heritage is based on the methodology and guidelines set down by the NSW Heritage Office, and considers the standard values or criteria which arise from the history, construction and use of the building and its site as well as any levels of esteem by recognised groups for the site.

5.2 EVALUATION CRITERIA

Heritage significance, cultural significance and cultural value are all terms used to describe an item's value or importance to our own society. This value may be contained in the fabric of an item, its setting and its relationship to other items, the response that the item stimulates to those who value it now and in the historical record that allow us to understand it in its own context. An assessment of what is significant is not static. Significance may increase as more is learnt about the past and as items become rare, endangered or are found to document or illustrate aspects that achieve a new recognition of importance.

Determining cultural value is the basis of all planning for places of historic value. Determination of significance permits informed decisions or future planning that ensures that the expressions of significance are retained, enhanced or at least minimally impacted upon. A clear understanding of the nature and degree of significance will determine the parameters for flexibility of future planning and development.

The historical analysis provides the context for assessing significance, which is made by applying standard evaluation criteria to the development and associations of an item. The NSW Heritage Manual has produced standard evaluation criteria that are compatible with the criteria used by the Australian Heritage Commission in assessing items for the Register of the National Estate, and with those included in The Burra Charter.

5.3 ANALYSIS OF EXISTING FABRIC

The original fabric is substantially intact though of varying condition. Although minor elements have been lost, accretions and additions have not significantly obscured the original intention of the design and use of the place.

5.4 COMPARATIVE ANALYSIS

The State Heritage Inventory database includes the subject property as one of 20 places listed under the category 'Petrol Station/Service Station'. The information is incomplete and there also may be many similar places not listed as heritage items.

Ian Kirk and Megan Martin have researched a 'Study of inter-war garages and service stations in New South Wales' (2006) and shows that many garages and service stations remain. The following information is from that study as cited in the State Heritage Inventory.

"Private motor cars and service stations:

In 1911 there was a total of 3,975 private motor cars registered in NSW. By 1921 this had risen to 28,665 and by 1926 had made a further dramatic increase to 104,675 rising to 170,329 in 1929. In the early days of motoring car owners bought motor spirit in cases and tins and filled their tanks themselves. By the 1920s the invention of the petrol bowsers and safety concerns about the storage of fuel in tins led oil marketing companies to being the widespread installation of petrol pumps at commercial garages. Increasingly during the 1920s motor garages - sometimes called filling stations but more often service stations - began operating as a separate retail activity to motor body builders and car dealers, with petrol being delivered in bulk by oil company tank wagons for underground storage.

In 1925 the annual Sands' Directory listed "Motor Service Stations" as a trade directory for the first time with just 25 entries. By 1926 there were 44 stations listed, 70 by 1927, 109 in 1928, 233 in 1930, 281 in 1931 and 321 in 1932/3 the year in which Sands ceased publication. The severe economic depression of the early 1930s led to a dramatic drop in the number of car registration and a significant decrease in the building rate of new service stations.

Multi-brand and multi-brand garages remained a common feature of petrol retailing until the early 1950s. In August 1951, the oil company Shell announced its intention to introduce 'solo' marketing, requiring selected resellers to deal exclusively with Shell. Within months Vacuum, Caltex, and Atlantic Union (later Esso) adopted similar policies, involving agreements with resellers to distribute a single brand of petrol.

The oil companies also demanded a modernised appearance for the new 'solo' outlets, including the removal of individual identifying features, the installation of new pumps, the use of uniform signage and colour schemes and the provision of large display areas for merchandise and accessories.

Smaller companies such as Ampol and H.C. Sleight (later Golden Fleece) continued to supply the multi-brand, independent stations until Ampol also introduced 'solo' marketing in 1952 and constructed its own service stations. In December 1952 Ampol opened the first company-owned service station in Australia in Mosman, Sydney, amid great ceremony."

The most common styles used for this building type include Interwar Mediterranean, Interwar Spanish Mission and Interwar Functionalist styles. The former Auckland Garage is a good example of the Inter-War Spanish Mission style is this building typology.

5.5 CURTILAGE

5.5.1 CURTILAGE TYPES

Lot Boundary Heritage Curtilage.

The most common type of heritage curtilage comprises the boundary of the property containing the heritage item, or items. The property may also contain associated buildings, gardens and other significant features, including walls, fences, driveways or tennis courts, all which may contribute to the heritage significance of the property.

Reduced Heritage Curtilage.

This type of heritage curtilage is less than the lot boundary of the property. It arises where the significance of the item may not relate to the total lot, but to a lesser area, and is often only defined when development occurs.

Expanded Heritage Curtilage.

There may be circumstances where the heritage curtilage may need to be greater than the property boundary. Depending on the topography, an expanded curtilage may be required to protect the landscape setting or visual catchment of a heritage item.

Composite Heritage Curtilage.

This type of curtilage applies to heritage conservation areas and defines the boundaries of land required to identify and maintain the heritage significance of an historic district, village or suburban precinct.

5.5.2 ESTABLISHING CURTILAGES

The former Auckland Garage curtilage is a 'reduced heritage curtilage'. Its significance relies on its prominence at the corner of the site and the ability of to understand the vehicular access through the building's interior and porte-cochere. Thus, the curtilage would be a triangle at the corner of West Promenade and Gilbert Street.

It should be noted that, although this is a reduction in the curtilage of the original lot, it is in fact an expansion of the heritage listing which is limited to the building only (see Figure 68 on page 64). The building needs the forecourt setting and vehicular access to the main garage to interpret its significance.

5.6 ASSESSMENT OF CULTURAL SIGNIFICANCE

5.6.1 CRITERION (A) HISTORICAL EVOLUTION

An item is important in the course, or pattern, of the local area's cultural or natural history.

- The place demonstrates the growing importance of private motor vehicle use in the Inter-War period.

5.6.2 CRITERION (B) HISTORICAL ASSOCIATIONS

An item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area.

- Does not meet the threshold.

5.6.3 CRITERION (C) AESTHETIC VALUES

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.

- Good example of service station in the Inter War Spanish Mission style.
- The place has minor landmark significance on the corner of West Promenade and Gilbert Street adjacent to Gilbert Park with a visual relationship to Manly Town Hall and this contributes to the community's sense of place.

5.6.4 CRITERION (D) SOCIAL VALUE

An item has strong or special association with a particular community or cultural group in the area for social, cultural or spiritual reasons.

- Does not meet the threshold.
- As identified under Criterion (C) above, the place has minor landmark significance and this contributes to the community's sense of place.

5.6.5 CRITERION (E) TECHNICAL / RESEARCH VALUE

An item has potential to yield information that will contribute to an understanding of the area's cultural or natural history.

- Does not meet the threshold.

5.6.6 CRITERION (F) RARITY

An item possesses uncommon, rare or endangered aspects of the area's cultural or natural history.

- The place is rare as an intact Inter-War Spanish Mission style service station of the period 1925-39 which are endangered.

5.6.7 CRITERION (G) REPRESENTATIVENESS

An item is important in demonstrating the principal characteristics of a class of the area's cultural or natural places; or cultural or natural environments.

- The place is representative of an Inter-War Spanish Mission style service station of the period 1925-39.

5.7 HISTORIC THEMES

Australian	State	Local
3. Economy-Developing local, regional and national economies	Transport	None

5.8 STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

The former Auckland Garage at Manly, a 1930s service station, is significant because it:

- demonstrates the growing importance of private motor vehicle use in the Inter-War period;
- is rare and representative as a good and largely intact example of an Inter-War Spanish Mission style service station of the period 1925-39; and,
- has minor landmark significance on the corner of West Promenade and Gilbert Street adjacent to Gilbert Park with a visual relationship to Manly Town Hall and this contributes to the community's sense of place.

5.8.1 GRADINGS OF SIGNIFICANCE

Different components of a place may make a different relative contribution to its heritage value. Loss of integrity or condition may diminish significance.

GRADING	JUSTIFICATION	STATUS
Exceptional	Rare or outstanding item of local or State significance. High degree of intactness. Item can be interpreted relatively easily.	Fulfils criteria for local or State listing.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfils criteria for local or State listing.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for local or State listing.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
Intrusive	Damaging to the item's heritage significance.	Does not fulfil criteria for local or State listing.

GRADING	ELEMENT
Exceptional	<ul style="list-style-type: none"> No elements are of exceptional significance.
High	<ul style="list-style-type: none"> Overall exterior form of main garage and porte-cochere in setting of forecourt Views to building's north, south and eastern elevations from the north, south and east Porte-cochere Main garage fabric and open interior spatial character Original brick walls and concrete lintels Original roof framing over main garage and porte-cochere Original joinery and hardware
Moderate	<ul style="list-style-type: none"> Rear garage Vestibule and WC Gantry of rear garage
Little	<ul style="list-style-type: none"> Store The site not included in the setting of the western corner of the site described as of high significance
Intrusive	<ul style="list-style-type: none"> Recent exterior paint finishes. Non-original windows, doors and roller doors Recent interior partitions and joinery

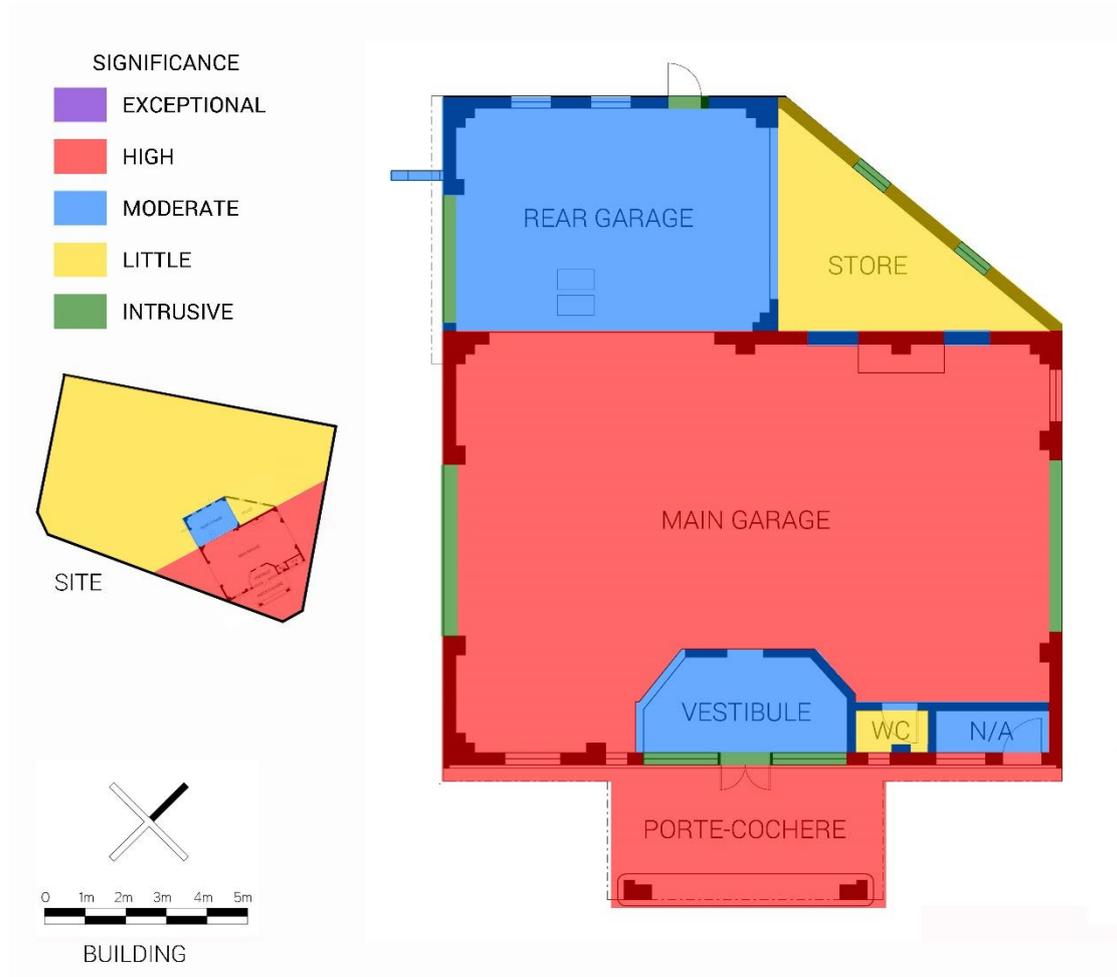


Figure 67 Gradings of Significance. NBRS Architecture, February 2017.

6.0 DEVELOPMENT OF CONSERVATION POLICY

6.1 INTRODUCTION

This section summarises all the information relevant to the development of conservation policies for the former Auckland Garage. The development of an appropriate set of conservation policies for the place must include consideration of the following key factors including:

- Constraints and Opportunities arising from the Statement of Significance;
- Constraints and Opportunities arising from the owner's requirements;
- Constraints and Opportunities arising from the physical condition of the building;
- Constraints and Opportunities arising from adaptive re-use options;
- Constraints and Opportunities arising from Commonwealth, State and Local government requirements; and,
- Other statutory requirements.

6.2 CONSTRAINTS & OPPORTUNITIES ARISING FROM THE STATEMENT OF SIGNIFICANCE

The significance of the former Auckland Garage is, in part embodied in the intact fabric of the building and it's setting. The significant components of the architectural character and fabric of the place need to be appropriately conserved.

Decisions about works to the place, whether it is maintenance, repairs or more extensive adaptation works, must take into account the impact on the cultural significance of the place, both as a whole and on individual components. The approach and recommendations set out in Section 7.0 of this report should be used as a guide to future work.

6.3 CONSTRAINTS & OPPORTUNITIES ARISING FROM THE OWNER'S REQUIREMENTS

The owner intends to develop the site by adapting the retained heritage item for hospitality purposes with the rest of the site developed for housing. This use would rely on the conservation incentives provisions discussed at section 6.6 below.

6.4 CONSTRAINTS & OPPORTUNITIES ARISING FROM THE PHYSICAL CONDITION OF THE BUILDING

Although largely intact, the condition of the original fabric presents conservation issues. Key among these arise from its proximity to breaking surf which has exposed masonry and metals to salt and caused erosion and corrosion.

6.5 CONSTRAINTS & OPPORTUNITIES ARISING FROM ADAPTIVE RE-USE OPTIONS

Preferred adaptive reuse options are those which retain the significant curtilage and retain the interior open spatial character of the main garage space. Options which reinforce and interpret the significant use of the place are also preferred.

6.6 CONSTRAINTS & OPPORTUNITIES ARISING FROM COMMONWEALTH, STATE AND LOCAL GOVERNMENT REQUIREMENTS.

Commonwealth

The place is not listed on any heritage list administered by the Commonwealth under the *Environment Protection & Biodiversity Conservation Act 1999*.

New South Wales Heritage Act 1977

The place is not listed on the NSW State Heritage Register. However, the Heritage Act 1977, administered by the Heritage Division of the NSW Office of Environment & Heritage, has provisions for excavation of significant relics. Although no archaeological assessment has been carried out,

prior European occupation of the site has not indicated that relics surviving on the site would be significant. The Heritage Division should be contacted prior to excavation on the site.

Northern Beaches Council

The place is a listed heritage item on *Manly Local Environmental Plan 2013* which is an environmental planning instrument under the *Environmental Planning and Assessment Act 1979* and for which the consent authority is usually the Northern Beaches Council (the merged council including the former Manly Council). Its clause 5.10 provides controls for the management of heritage items including:

- When development consent is required;
- When development is exempt from consent;
- Assessment of heritage significance of items and conservation management planning;
- Heritage impact assessment of proposed development on on-site and nearby heritage items; and,
- conservation incentives.

Clause 5.10(10) provides the following in relation to 'conservation incentives':

The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, ... , even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:

- (a) *the conservation of the heritage item ... is facilitated by the granting of consent, and*
- (b) *the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and*
- (c) *the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and*
- (d) *the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, ..., and*
- (e) *the proposed development would not have any significant adverse effect on the amenity of the surrounding area.*

This conservation management plan has been developed to provide guidance for the development of the site and the significant elements of the heritage item in a way that facilitates conservation.

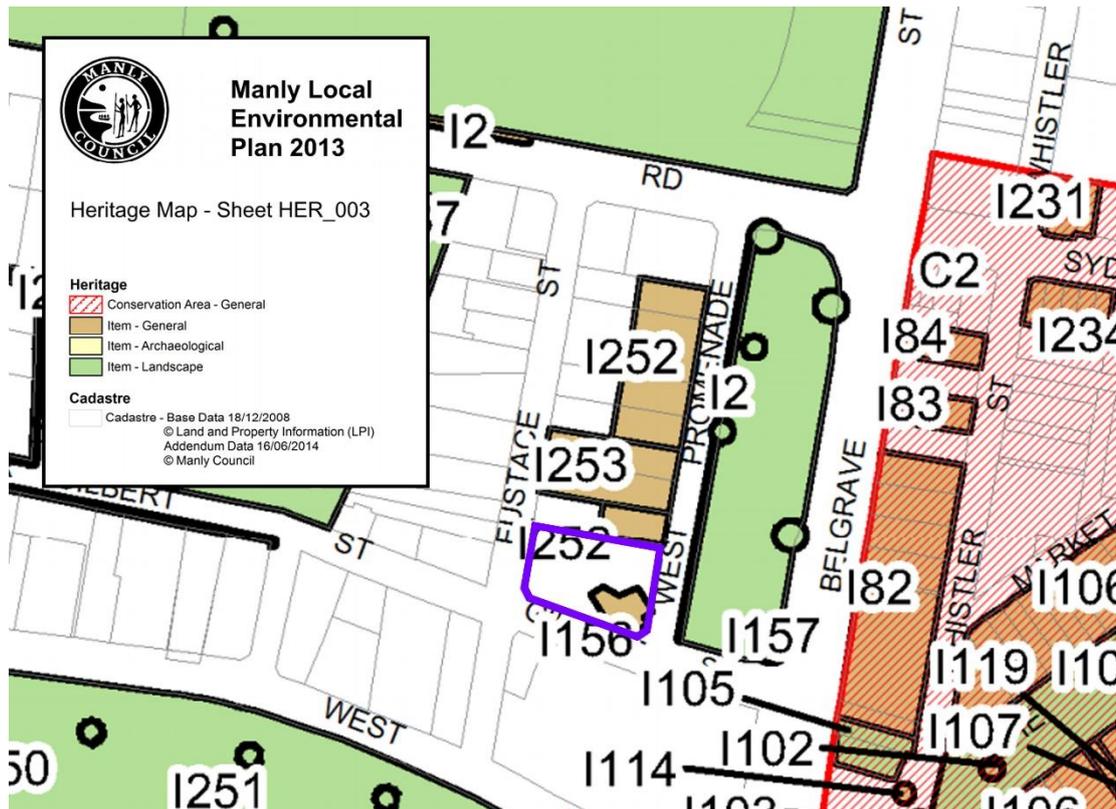


Figure 68 Extract of Heritage Map of Manly Local Environmental Plan 2013 with the heritage item identified as item I156. Note the curtilage of the listed site is limited to the garage building and does not extend to the whole lot.

6.7 OTHER STATUTORY REQUIREMENTS

Any changes in the use of the building may result in a need to upgrade certain facilities to meet such obligations as may be imposed by (insert council) council. Matters that may be identified in this study that may require modification includes, but is not limited to, the following;

- *Building Code of Australia*
- *Fire safety requirements*
- *Ingress and egress from the building*
- *Disability access code.*

Certain aspects of the building may be eligible for exemptions from the BCA where upgrading may result in the loss of heritage significance. These issues may be addressed directly with the relevant consent authority.

7.0 CONSERVATION POLICIES AND GUIDELINES

7.1 INTRODUCTION

The following conservation policies are made as a guide to the care of the *place* so as to enable its significance to be retained, and, where possible, recovered, while maintaining the usefulness and viability of the structures and the setting. The intention of the policies is to:

- Retain the significant character and quality of the place and its various elements;
- Permit alterations, adaptations and new works which are compatible with the above and which will give the place a continuing viable use;
- Identify elements which adversely affect the place and which are in need of modification or removal;
- Provide an approach to the replacement of deteriorated fabric;
- Draw attention to the need for coordination of the conservation needs of the place.

Discussion of the preliminary information necessary for the preparation of the conservation policies and recommendations is set out in Section 6.0 from page 62. This includes consideration of such issues as the requirements of the owners, various statutory or other obligations, and the physical condition of the building together with potential future changes to the place.

7.2 MANAGEMENT AND CONSERVATION PROCESSES

The overall intent of the policies below is to provide an overarching framework for management and for the interpretation and application of the policy recommendations.

Recommendation 1 The future conservation and development of the place should be carried out in accordance with the principles of the *Australian ICOMOS Charter for Places of Cultural Significance*, 2013 (The Burra Charter).

Recommendation 2 The statement of significance in this plan should be adopted as a basis for future decision making, planning and work on the place.

Recommendation 3 The recommended policies and conservation options discussed in this document should be adopted as a guide to future conservation and development of the place irrespective of the use to which it is put.

Recommendation 4 This Conservation Management Plan should be reviewed every ten years or sooner should circumstances change.

Recommendation 5 Before any major works are undertaken, available documentary and physical evidence should be reviewed and used to guide effective conservation work.

Recommendation 6 All conservation work in the building should be undertaken based on evidence. Conjecture and guesswork in making decisions about conservation processes are unacceptable.

Recommendation 7 Retention, enhancement and recovery of the cultural significance of the place should be adopted and implemented as opportunities arise, taking into consideration availability of resources and other constraints.

7.3 STATEMENTS OF HERITAGE IMPACT

The significance of the place relies on the character and intactness of its original fabric. Wherever the issue of removing or altering significant fabric from its original form and location arises, a carefully considered study of the effects that such action will have on the overall significance of the place needs to be undertaken. Such an assessment will review the identified significance level

of the part to be removed or altered, the impact that the action will have on the element itself and the resulting impact on the place as a whole.

Recommendation 8 In general terms, a **minor** adverse effect on any item or aspect of significance may be acceptable provided:

- It makes possible the recovery of aspects of greater significance,
- It helps to secure the continued viable use of the place,
- There is no feasible alternative,
- Care is taken to minimise the adverse effect, and
- The effect is assessed in a Statement of Heritage Impact demonstrating compliance with these recommendations before it is realised.

Recommendation 9 Proposals for change at the place should be assessed for heritage impacts, significant adverse impacts mitigated and the findings documented in a Statement of Heritage Impact.

7.4 ACCESS & SECURITY

As well as being a minor landmark that is visually open to the public domain, the building has also been accessible, in part, to visitors. This should be restored to assist with interpretation.

Recommendation 10 New uses which provide for access to the place and its interiors are preferred. If access to the Main Garage cannot be provided, access to the porte-cochere should be restored.

Recommendation 11 The perimeter fence should be retained only as long as it is necessary to secure the vacant site. The fence should then be removed.

7.5 HERITAGE LISTING, EXTERNAL CONSULTATION AND CONSENTS

As the place is listed as a heritage item on the *Manly Local Environmental Plan 2013*, it is important that Northern Beaches Council be consulted early on any proposal for change to ensure adverse heritage impacts are mitigated and other planning objectives are achieved. That authority may also confirm some works to the place as being exempt from development consent/approval. This conservation management plan should form the basis of discussions with the Council on the management of change in a way that retains cultural significance.

Recommendation 12 The place should continue to be managed in accordance with its status as a local heritage item and early consultation with Northern Beaches Council should continue on proposals large or small.

Recommendation 13 As Northern Beaches Council must be provided with proposals for works at the place either to determine development consent or confirm exemption from development consent under clause 5.10(3) of the *Manly Local Environmental Plan 2013*, all proposed development should be submitted to Council for its approval or confirmation of exemption.

Clause 5.10(10) of the DLEP provides for incentives for conservation by allowing, under certain circumstances, the consent authority to grant consent to development for uses which would not otherwise be allowed if they facilitate conservation of the heritage item.

Recommendation 14 All compatible uses that would facilitate conservation and potential incentives under clause 5.10(10) of the *Manly Local Environmental Plan 2013* should be explored.

7.6 EXCAVATION

Section 7.5 above discusses approvals and exemptions for excavation and the protection of relics.

Recommendation 15 Proposed excavation and the treatment of relics and potentially significant archaeological deposits should be confirmed with the Heritage Division of the Office of Environment & Heritage.

7.7 COMPATIBLE USES

Recommendation 16 In determining future uses for parts of the building, new uses should be selected which are compatible with the retention and exposure of original fabric and retention of the original spatial character both internally and of the significant exterior setting. Compatible uses are those which:

- Retain elements of high significance;
- Expose original fabric to view where originally exposed;
- Remove or modify intrusive elements; and,
- Do not require compartmentalisation of significant open interiors and retain their open character.

Recommendation 17 Proposed changes of use to the significant structure should be considered in the context of planning of the site as a whole.

7.8 MAINTENANCE, REPAIR AND RECORDS

The overall intent of the policies below is to emphasise the importance of maintenance in the future management of the place and to provide for the planning, documentation, execution and recording of maintenance works.

Recommendation 18 The owner should initiate a planned maintenance and repair program for the building based on a comprehensive understanding of the building's present state, construction, character and materials with regular inspections and prompt appropriate preventative maintenance and repair when required.

Recommendation 19 The existing condition of the building and concept proposals for change should be reviewed at an early stage by a structural engineer expert in historic structures.

Recommendation 20 The owner should keep a maintenance manual and a directory of suppliers and contractors.

Recommendation 21 Care should be taken by both tradespeople and supervisory staff that significant fabric is not damaged by maintenance and repair activities. In practical terms, this should begin with a 'heritage induction' for all tradespeople and supervisory staff who are to carry out works at the place including maintenance.

Recommendation 22 The owner should maintain up-to-date as-constructed drawings on a durable format and keep copies in a permanent, publicly accessible archive.

Recommendation 23 A photographic recording should be carried out prior to and during any major works and kept on durable stock in a permanent, publicly accessible archive.

Recommendation 24 A comprehensive collection of all relevant archival material should be maintained, built upon and kept for reference by the owner and its advisors. The collection should also be copied into a digital form and 'backed-up'. This should include, but not be limited to, the following:

- Copies of all extant archival plans, specifications and reports
- Copies of all significant original and early photographic records of the place
- A copy of this plan and any subsequent specialists' reports.

- An itemised record of all maintenance and conservation works including documents and specifications.

7.9 EXPERT ADVICE

Recommendation 25 Relevant and expert trade and professional conservation advice should be provided for all conservation, adaptation and repair works proposals and programs at the place.

Recommendation 26 Consultants, tradespeople and supervisory staff should be appropriately qualified in their relevant fields and have knowledge and experience of sound conservation practices.

7.10 RESEARCH & TRAINING

The overall intent of the policies below is to highlight that:

- the care of the place will be assisted by those managing the place also gaining skills and knowledge in conservation; and,
- we can always build upon our knowledge of historic places.

Recommendation 27 Those charged with the management and operation of the *place* should be supported by ongoing training so as to integrate conservation principles and implementation of this Conservation Management Plan into the facility's operations.

Recommendation 28 The history, development, use and care of the place should continue to be researched so as to improve understanding of the place.

7.11 FIRE, ACCESSIBILITY AND BUILDING CODE REGULATIONS

The overall intent of the policy below is to recognise that change for fire safety, accessibility and other building codes is inevitable and has potential to impact adversely on the heritage significance of the place. Consequently, potential impacts must be identified and mitigated.

Recommendation 29 Compliance with construction and access codes and standards including disabled access should be provided in a way which minimises alterations to significant fabric or intrusions into significant spaces. The use of 'alternate solutions' in lieu of the Deemed to Satisfy provisions of the BCA is recommended, where required to minimise the heritage impact of compliance and to maximise the historic spatial qualities of the interiors and exposure of original structure, fabric and finishes, and ensure the most sympathetic outcome.

7.12 INTERPRETATION

Signage, photographs and text displays are common ways of interpreting obscured cultural significance and of giving visitors an understanding of the development, history and use of the place over time.

Recommendation 30 Opportunities for interpretation of the heritage significance of the place and its use over time should be identified in a Heritage Interpretation Plan and implemented as part of any significant development of the site.

7.13 VIEWS AND SETTING

Recommendation 31 Views to the front and side of the buildings along Gilbert Street and West Promenade should be retained and reinforced.

Recommendation 32 The view to the place from the southern forecourt of the Town Hall should be retained. This opportunity to restore and enhance this view by the

removal of the intrusive public toilets should be investigated in the future planning of Gilbert Park. This should also include opportunities to clear the view by obstructive planting of low significance and the ephemeral presence of parked or standing buses.

7.14 DEVELOPMENT ZONE

Recommendation 33 The Development Zone indicated on Figure 69 below may be developed as long as the Main Garage, Porte-Cochere, driveway access and the view through the Main Garage are retained.



Figure 69 – Diagram showing development zone.

7.15 MATERIAL CONSERVATION OF THE MASONRY AND ROOF

Recommendation 34 The masonry should be conserved with the guidance of materials analysis. The masonry appears to have eroded internally due to salts, hard cement pointing and application of impervious paints. Works will likely include desalination, possible repointing and removal of exterior paints.

Recommendation 35 Paint on exterior glazed wall-tiling should be removed.

Recommendation 36 The exterior colour scheme was based on a deep cream-yellow finish wall colour. New paint colours and paint types should be informed by the original scheme.

Recommendation 37 The original roof tiles appear to have been replaced. The mixed colour and glazed and unglazed roof tiles in place may be replacements but are not intrusive. They are however affected by salts and should be renewed. Reroofing

should be based on the original roofing tiles and match early profiles in unglazed terracotta.

7.16 PORTE-COCHERE

Recommendation 38 The porte-cochere should be retained and lost elements reconstructed including columns, lanterns and wrought iron window grilles.

Recommendation 39 Signage on the gable of the porte-cochere may be reconstructed or similar new signage associated with new compatible uses put in place.

Recommendation 40 The presence of the lost bowsers should be interpreted.

Recommendation 41 The forecourt, porte-cochere and driveways should be retained generally as paved areas so as to express the original use of the building rather than be planted out as a domestic garden.

7.17 MAIN GARAGE

Recommendation 42 The existing partitions and added glazing and roller-doors and louvred glazing should be removed and the interior space of the Main Garage should be restored as a single open space.

Recommendation 43 The end openings of the Main Garage can be adapted but an open view should be kept through these openings from one side of the property to the other.

Recommendation 44 Where compartmentalisation of the interior of the Main Garage is necessary, it should be limited in height of the end openings and read as 'objects' within the space rather than subdivisions of it.

7.18 VESTIBULE AND THE EASTERN WING

Recommendation 45 The vestibule should be retained if feasible. The underlying fabric of the counter should be investigated before determining options to open it up further.

Recommendation 46 The eastern wing may be adapted if feasible or removed if not.

7.19 REAR GARAGE

Recommendation 47 The rear garage should be retained if feasible and removed if not. If it is removed, it should be interpreted.

7.20 STORE

Recommendation 48 The store may be retained or removed.

7.21 WINDOWS AND DOORS

Recommendation 49 Original windows and doors should be retained and conserved.

Recommendation 50 The garage door openings and the shopfront between the vestibule and the porte-cochere may be adapted as long as it is kept visually open through the garage from Gilbert Street to West Promenade.

8.0 BIBLIOGRAPHY

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9.0 APPENDICES

9.1 APPENDIX A – BURRA CHARTER

THE BURRA CHARTER

The Australia ICOMOS Charter for
Places of Cultural Significance 2013



Australia ICOMOS Incorporated
International Council on Monuments and Sites

ICOMOS

ICOMOS (International Council on Monuments and Sites) is a non-governmental professional organisation formed in 1965, with headquarters in Paris. ICOMOS is primarily concerned with the philosophy, terminology, methodology and techniques of cultural heritage conservation. It is closely linked to UNESCO, particularly in its role under the World Heritage Convention 1972 as UNESCO's principal adviser on cultural matters related to World Heritage. The 11,000 members of ICOMOS include architects, town planners, demographers, archaeologists, geographers, historians, conservators, anthropologists, scientists, engineers and heritage administrators. Members in the 103 countries belonging to ICOMOS are formed into National Committees and participate in a range of conservation projects, research work, intercultural exchanges and cooperative activities. ICOMOS also has 27 International Scientific Committees that focus on particular aspects of the conservation field. ICOMOS members meet triennially in a General Assembly.

Australia ICOMOS

The Australian National Committee of ICOMOS (Australia ICOMOS) was formed in 1976. It elects an Executive Committee of 15 members, which is responsible for carrying out national programs and participating in decisions of ICOMOS as an international organisation. It provides expert advice as required by ICOMOS, especially in its relationship with the World Heritage Committee. Australia ICOMOS acts as a national and international link between public authorities, institutions and individuals involved in the study and conservation of all places of cultural significance. Australia ICOMOS members participate in a range of conservation activities including site visits, training, conferences and meetings.

Revision of the Burra Charter

The Burra Charter was first adopted in 1979 at the historic South Australian mining town of Burra. Minor revisions were made in 1981 and 1988, with more substantial changes in 1999.

Following a review this version was adopted by Australia ICOMOS in October 2013.

The review process included replacement of the 1988 Guidelines to the Burra Charter with Practice Notes which are available at: australia.icomos.org

Australia ICOMOS documents are periodically reviewed and we welcome any comments.

Citing the Burra Charter

The full reference is *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*. Initial textual references should be in the form of the *Australia ICOMOS Burra Charter, 2013* and later references in the short form (*Burra Charter*).

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The Burra Charter consists of the Preamble, Articles, Explanatory Notes and the flow chart.

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Cover photograph by Ian Stapleton.

Australia ICOMOS Incorporated [ARBN 155 731 025]
Secretariat: c/o Faculty of Arts
Deakin University
Burwood, VIC 3125
Australia

<http://australia.icomos.org/>

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The Burra Charter

(The Australia ICOMOS Charter for Places of Cultural Significance, 2013)

Preamble

Considering the International Charter for the Conservation and Restoration of Monuments and Sites (Venice 1964), and the Resolutions of the 5th General Assembly of the International Council on Monuments and Sites (ICOMOS) (Moscow 1978), the Burra Charter was adopted by Australia ICOMOS (the Australian National Committee of ICOMOS) on 19 August 1979 at Burra, South Australia. Revisions were adopted on 23 February 1981, 23 April 1988, 26 November 1999 and 31 October 2013.

The Burra Charter provides guidance for the conservation and management of places of cultural significance (cultural heritage places), and is based on the knowledge and experience of Australia ICOMOS members.

Conservation is an integral part of the management of places of cultural significance and is an ongoing responsibility.

Who is the Charter for?

The Charter sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians.

Using the Charter

The Charter should be read as a whole. Many articles are interdependent.

The Charter consists of:

- Definitions Article 1
- Conservation Principles Articles 2–13
- Conservation Processes Articles 14–25
- Conservation Practices Articles 26–34
- The Burra Charter Process flow chart.

The key concepts are included in the Conservation Principles section and these are further developed in the Conservation Processes and Conservation Practice sections. The flow chart explains the Burra Charter Process (Article 6) and is an integral part of

the Charter. Explanatory Notes also form part of the Charter.

The Charter is self-contained, but aspects of its use and application are further explained, in a series of Australia ICOMOS Practice Notes, in *The Illustrated Burra Charter*, and in other guiding documents available from the Australia ICOMOS web site: australia.icomos.org.

What places does the Charter apply to?

The Charter can be applied to all types of places of cultural significance including natural, Indigenous and historic places with cultural values.

The standards of other organisations may also be relevant. These include the *Australian Natural Heritage Charter*, *Ask First: a guide to respecting Indigenous heritage places and values* and *Significance 2.0: a guide to assessing the significance of collections*.

National and international charters and other doctrine may be relevant. See australia.icomos.org.

Why conserve?

Places of cultural significance enrich people's lives, often providing a deep and inspirational sense of connection to community and landscape, to the past and to lived experiences. They are historical records, that are important expressions of Australian identity and experience. Places of cultural significance reflect the diversity of our communities, telling us about who we are and the past that has formed us and the Australian landscape. They are irreplaceable and precious.

These places of cultural significance must be conserved for present and future generations in accordance with the principle of inter-generational equity.

The Burra Charter advocates a cautious approach to change: do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.

Articles

Article 1. Definitions

For the purposes of this Charter:

- 1.1 *Place* means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.
- 1.2 *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
- Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, records, *related places* and *related objects*.
- Places may have a range of values for different individuals or groups.
- 1.3 *Fabric* means all the physical material of the *place* including elements, fixtures, contents and objects.
- 1.4 *Conservation* means all the processes of looking after a *place* so as to retain its *cultural significance*.
- 1.5 *Maintenance* means the continuous protective care of a *place*, and its *setting*.
- Maintenance is to be distinguished from repair which involves *restoration* or *reconstruction*.
- 1.6 *Preservation* means maintaining a *place* in its existing state and retarding deterioration.
- 1.7 *Restoration* means returning a *place* to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
- 1.8 *Reconstruction* means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material.
- 1.9 *Adaptation* means changing a *place* to suit the existing *use* or a proposed use.
- 1.10 *Use* means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

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Explanatory Notes

Place has a broad scope and includes natural and cultural features. Place can be large or small: for example, a memorial, a tree, an individual building or group of buildings, the location of an historical event, an urban area or town, a cultural landscape, a garden, an industrial plant, a shipwreck, a site with in situ remains, a stone arrangement, a road or travel route, a community meeting place, a site with spiritual or religious connections.

The term cultural significance is synonymous with cultural heritage significance and cultural heritage value.

Cultural significance may change over time and with use.

Understanding of cultural significance may change as a result of new information.

Fabric includes building interiors and sub-surface remains, as well as excavated material.

Natural elements of a place may also constitute fabric. For example the rocks that signify a Dreaming place.

Fabric may define spaces and views and these may be part of the significance of the place.

See also Article 14.

Examples of protective care include:

- maintenance — regular inspection and cleaning of a place, e.g. mowing and pruning in a garden;
- repair involving restoration — returning dislodged or relocated fabric to its original location e.g. loose roof gutters on a building or displaced rocks in a stone bora ring;
- repair involving reconstruction — replacing decayed fabric with new fabric

It is recognised that all places and their elements change over time at varying rates.

New material may include recycled material salvaged from other places. This should not be to the detriment of any place of cultural significance.

Use includes for example cultural practices commonly associated with Indigenous peoples such as ceremonies, hunting and fishing, and fulfillment of traditional obligations. Exercising a right of access may be a use.

The Burra Charter, 2013

Articles

- 1.11 *Compatible use* means a *use* which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.
- 1.12 *Setting* means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.
- 1.13 *Related place* means a *place* that contributes to the *cultural significance* of another place.
- 1.14 *Related object* means an object that contributes to the *cultural significance* of a *place* but is not at the place.
- 1.15 *Associations* mean the connections that exist between people and a *place*.
- 1.16 *Meanings* denote what a *place* signifies, indicates, evokes or expresses to people.
- 1.17 *Interpretation* means all the ways of presenting the *cultural significance* of a *place*.

Conservation Principles

Article 2. Conservation and management

- 2.1 *Places* of *cultural significance* should be conserved.
- 2.2 The aim of *conservation* is to retain the *cultural significance* of a *place*.
- 2.3 *Conservation* is an integral part of good management of *places* of *cultural significance*.
- 2.4 *Places* of *cultural significance* should be safeguarded and not put at risk or left in a vulnerable state.

Article 3. Cautious approach

- 3.1 *Conservation* is based on a respect for the existing *fabric*, *use*, *associations* and *meanings*. It requires a cautious approach of changing as much as necessary but as little as possible.
- 3.2 Changes to a *place* should not distort the physical or other evidence it provides, nor be based on conjecture.

Article 4. Knowledge, skills and techniques

- 4.1 *Conservation* should make use of all the knowledge, skills and disciplines which can contribute to the study and care of the *place*.

The Burra Charter, 2013

Explanatory Notes

Setting may include: structures, spaces, land, water and sky; the visual setting including views to and from the place, and along a cultural route; and other sensory aspects of the setting such as smells and sounds. Setting may also include historical and contemporary relationships, such as use and activities, social and spiritual practices, and relationships with other places, both tangible and intangible.

Objects at a place are encompassed by the definition of place, and may or may not contribute to its cultural significance.

Associations may include social or spiritual values and cultural responsibilities for a place.

Meanings generally relate to intangible dimensions such as symbolic qualities and memories.

Interpretation may be a combination of the treatment of the fabric (e.g. maintenance, restoration, reconstruction); the use of and activities at the place; and the use of introduced explanatory material.

The traces of additions, alterations and earlier treatments to the fabric of a place are evidence of its history and uses which may be part of its significance. Conservation action should assist and not impede their understanding.

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Articles

4.2 Traditional techniques and materials are preferred for the *conservation* of significant *fabric*. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate.

Article 5. Values

5.1 *Conservation of a place* should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others.

5.2 Relative degrees of *cultural significance* may lead to different *conservation* actions at a place.

Article 6. Burra Charter Process

6.1 The *cultural significance* of a *place* and other issues affecting its future are best understood by a sequence of collecting and analysing information before making decisions. Understanding cultural significance comes first, then development of policy and finally management of the place in accordance with the policy. This is the Burra Charter Process.

6.2 Policy for managing a *place* must be based on an understanding of its *cultural significance*.

6.3 Policy development should also include consideration of other factors affecting the future of a *place* such as the owner’s needs, resources, external constraints and its physical condition.

6.4 In developing an effective policy, different ways to retain *cultural significance* and address other factors may need to be explored.

6.5 Changes in circumstances, or new information or perspectives, may require reiteration of part or all of the Burra Charter Process.

Article 7. Use

7.1 Where the *use* of a *place* is of *cultural significance* it should be retained.

7.2 A *place* should have a *compatible use*.

Explanatory Notes

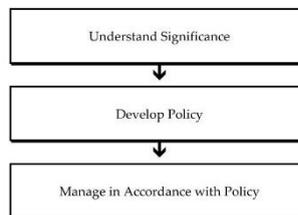
The use of modern materials and techniques must be supported by firm scientific evidence or by a body of experience.

Conservation of places with natural significance is explained in the Australian Natural Heritage Charter. This Charter defines natural significance to mean the importance of ecosystems, biodiversity and geodiversity for their existence value or for present or future generations, in terms of their scientific, social, aesthetic and life-support value.

In some cultures, natural and cultural values are indivisible.

A cautious approach is needed, as understanding of cultural significance may change. This article should not be used to justify actions which do not retain cultural significance.

The Burra Charter Process, or sequence of investigations, decisions and actions, is illustrated below and in more detail in the accompanying flow chart which forms part of the Charter.



Options considered may include a range of uses and changes (e.g. adaptation) to a place.

The policy should identify a use or combination of uses or constraints on uses that retain the cultural significance of the place. New use of a place should involve minimal change to significant fabric and use; should respect associations and meanings; and where appropriate should provide for continuation of activities and practices which contribute to the cultural significance of the place.

Articles

Article 8. Setting

Conservation requires the retention of an appropriate *setting*. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the *cultural significance* of the *place*.

New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.

Article 9. Location

- 9.1 The physical location of a *place* is part of its *cultural significance*. A building, work or other element of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.
- 9.2 Some buildings, works or other elements of *places* were designed to be readily removable or already have a history of relocation. Provided such buildings, works or other elements do not have significant links with their present location, removal may be appropriate.
- 9.3 If any building, work or other element is moved, it should be moved to an appropriate location and given an appropriate *use*. Such action should not be to the detriment of any *place* of *cultural significance*.

Article 10. Contents

Contents, fixtures and objects which contribute to the *cultural significance* of a *place* should be retained at that place. Their removal is unacceptable unless it is: the sole means of ensuring their security and *preservation*; on a temporary basis for treatment or exhibition; for cultural reasons; for health and safety; or to protect the place. Such contents, fixtures and objects should be returned where circumstances permit and it is culturally appropriate.

Article 11. Related places and objects

The contribution which *related places* and *related objects* make to the *cultural significance* of the *place* should be retained.

Article 12. Participation

Conservation, *interpretation* and management of a *place* should provide for the participation of people for whom the place has significant *associations* and *meanings*, or who have social, spiritual or other cultural responsibilities for the place.

Article 13. Co-existence of cultural values

Co-existence of cultural values should always be recognised, respected and encouraged. This is especially important in cases where they conflict.

The Burra Charter, 2013

Explanatory Notes

Setting is explained in Article 1.12.

For example, the repatriation (returning) of an object or element to a place may be important to Indigenous cultures, and may be essential to the retention of its cultural significance.

Article 28 covers the circumstances where significant fabric might be disturbed, for example, during archaeological excavation.

Article 33 deals with significant fabric that has been removed from a place.

For some places, conflicting cultural values may affect policy development and management decisions. In Article 13, the term cultural values refers to those beliefs which are important to a cultural group, including but not limited to political, religious, spiritual and moral beliefs. This is broader than values associated with cultural significance.

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Articles

Conservation Processes

Article 14. Conservation processes

Conservation may, according to circumstance, include the processes of: retention or reintroduction of a *use*; retention of *associations* and *meanings*; *maintenance*, *preservation*, *restoration*, *reconstruction*, *adaptation* and *interpretation*; and will commonly include a combination of more than one of these. Conservation may also include retention of the contribution that *related places* and *related objects* make to the *cultural significance* of a *place*.

Article 15. Change

15.1 Change may be necessary to retain *cultural significance*, but is undesirable where it reduces cultural significance. The amount of change to a *place* and its *use* should be guided by the *cultural significance* of the place and its appropriate *interpretation*.

15.2 Changes which reduce *cultural significance* should be reversible, and be reversed when circumstances permit.

15.3 Demolition of significant *fabric* of a *place* is generally not acceptable. However, in some cases minor demolition may be appropriate as part of *conservation*. Removed significant fabric should be reinstated when circumstances permit.

15.4 The contributions of all aspects of *cultural significance* of a *place* should be respected. If a place includes *fabric*, *uses*, *associations* or *meanings* of different periods, or different aspects of cultural significance, emphasising or interpreting one period or aspect at the expense of another can only be justified when what is left out, removed or diminished is of slight cultural significance and that which is emphasised or interpreted is of much greater cultural significance.

Article 16. Maintenance

Maintenance is fundamental to *conservation*. Maintenance should be undertaken where *fabric* is of *cultural significance* and its maintenance is necessary to retain that *cultural significance*.

Article 17. Preservation

Preservation is appropriate where the existing *fabric* or its condition constitutes evidence of *cultural significance*, or where insufficient evidence is available to allow other *conservation* processes to be carried out.

Explanatory Notes

Conservation normally seeks to slow deterioration unless the significance of the place dictates otherwise. There may be circumstances where no action is required to achieve conservation.

When change is being considered, including for a temporary use, a range of options should be explored to seek the option which minimises any reduction to its cultural significance.

It may be appropriate to change a place where this reflects a change in cultural meanings or practices at the place, but the significance of the place should always be respected.

Reversible changes should be considered temporary. Non-reversible change should only be used as a last resort and should not prevent future conservation action.

Maintaining a place may be important to the fulfilment of traditional laws and customs in some Indigenous communities and other cultural groups.

Preservation protects fabric without obscuring evidence of its construction and use. The process should always be applied:

- where the evidence of the fabric is of such significance that it should not be altered; or
- where insufficient investigation has been carried out to permit policy decisions to be taken in accord with Articles 26 to 28.

New work (e.g. stabilisation) may be carried out in association with preservation when its purpose is the physical protection of the fabric and when it is consistent with Article 22.

The Burra Charter, 2013

Articles

Article 18. Restoration and reconstruction

Restoration and reconstruction should reveal culturally significant aspects of the *place*.

Article 19. Restoration

Restoration is appropriate only if there is sufficient evidence of an earlier state of the *fabric*.

Article 20. Reconstruction

20.1 *Reconstruction* is appropriate only where a *place* is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the *fabric*. In some cases, reconstruction may also be appropriate as part of a *use* or practice that retains the *cultural significance* of the place.

20.2 *Reconstruction* should be identifiable on close inspection or through additional *interpretation*.

Article 21. Adaptation

21.1 *Adaptation* is acceptable only where the adaptation has minimal impact on the *cultural significance* of the *place*.

21.2 *Adaptation* should involve minimal change to significant *fabric*, achieved only after considering alternatives.

Article 22. New work

22.1 New work such as additions or other changes to the *place* may be acceptable where it respects and does not distort or obscure the *cultural significance* of the place, or detract from its *interpretation* and appreciation.

22.2 New work should be readily identifiable as such, but must respect and have minimal impact on the *cultural significance* of the *place*.

Article 23. Retaining or reintroducing use

Retaining, modifying or reintroducing a significant *use* may be appropriate and preferred forms of *conservation*.

Article 24. Retaining associations and meanings

24.1 Significant *associations* between people and a *place* should be respected, retained and not obscured. Opportunities for the *interpretation*, commemoration and celebration of these associations should be investigated and implemented.

24.2 Significant *meanings*, including spiritual values, of a *place* should be respected. Opportunities for the continuation or revival of these meanings should be investigated and implemented.

Explanatory Notes

Places with social or spiritual value may warrant reconstruction, even though very little may remain (e.g. only building footings or tree stumps following fire, flood or storm). The requirement for sufficient evidence to reproduce an earlier state still applies.

Adaptation may involve additions to the place, the introduction of new services, or a new use, or changes to safeguard the place. Adaptation of a place for a new use is often referred to as 'adaptive re-use' and should be consistent with Article 7.2.

New work should respect the significance of a place through consideration of its siting, bulk, form, scale, character, colour, texture and material. Imitation should generally be avoided.

New work should be consistent with Articles 3, 5, 8, 15, 21 and 22.1.

These may require changes to significant fabric but they should be minimised. In some cases, continuing a significant use, activity or practice may involve substantial new work.

For many places associations will be linked to aspects of use, including activities and practices.

Some associations and meanings may not be apparent and will require research.

Articles

Article 25. Interpretation

The *cultural significance* of many *places* is not readily apparent, and should be explained by *interpretation*. Interpretation should enhance understanding and engagement, and be culturally appropriate.

Conservation Practice

Article 26. Applying the Burra Charter Process

26.1 Work on a *place* should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.

26.2 Written statements of *cultural significance* and policy for the *place* should be prepared, justified and accompanied by supporting evidence. The statements of significance and policy should be incorporated into a management plan for the place.

26.3 Groups and individuals with *associations* with the *place* as well as those involved in its management should be provided with opportunities to contribute to and participate in identifying and understanding the *cultural significance* of the place. Where appropriate they should also have opportunities to participate in its *conservation* and management.

26.4 Statements of *cultural significance* and policy for the *place* should be periodically reviewed, and actions and their consequences monitored to ensure continuing appropriateness and effectiveness.

Article 27. Managing change

27.1 The impact of proposed changes, including incremental changes, on the *cultural significance* of a *place* should be assessed with reference to the statement of significance and the policy for managing the place. It may be necessary to modify proposed changes to better retain cultural significance.

27.2 Existing *fabric*, *use*, *associations* and *meanings* should be adequately recorded before and after any changes are made to the *place*.

Article 28. Disturbance of fabric

28.1 Disturbance of significant *fabric* for study, or to obtain evidence, should be minimised. Study of a *place* by any disturbance of the fabric, including archaeological excavation, should only be undertaken to provide data essential for decisions on the *conservation* of the place, or to obtain important evidence about to be lost or made inaccessible.

Explanatory Notes

In some circumstances any form of interpretation may be culturally inappropriate.

The results of studies should be kept up to date, regularly reviewed and revised as necessary.

Policy should address all relevant issues, e.g. use, interpretation, management and change.

A management plan is a useful document for recording the Burra Charter Process, i.e. the steps in planning for and managing a place of cultural significance (Article 6.1 and flow chart). Such plans are often called conservation management plans and sometimes have other names.

The management plan may deal with other matters related to the management of the place.

Monitor actions taken in case there are also unintended consequences.

Articles

28.2 Investigation of a *place* which requires disturbance of the *fabric*, apart from that necessary to make decisions, may be appropriate provided that it is consistent with the policy for the place. Such investigation should be based on important research questions which have potential to substantially add to knowledge, which cannot be answered in other ways and which minimises disturbance of significant fabric.

Article 29. Responsibility

The organisations and individuals responsible for management and decisions should be named and specific responsibility taken for each decision.

Article 30. Direction, supervision and implementation

Competent direction and supervision should be maintained at all stages, and any changes should be implemented by people with appropriate knowledge and skills.

Article 31. Keeping a log

New evidence may come to light while implementing policy or a plan for a *place*. Other factors may arise and require new decisions. A log of new evidence and additional decisions should be kept.

Article 32. Records

32.1 The records associated with the *conservation* of a *place* should be placed in a permanent archive and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

32.2 Records about the history of a *place* should be protected and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

Article 33. Removed fabric

Significant *fabric* which has been removed from a *place* including contents, fixtures and objects, should be catalogued, and protected in accordance with its *cultural significance*.

Where possible and culturally appropriate, removed significant fabric including contents, fixtures and objects, should be kept at the place.

Article 34. Resources

Adequate resources should be provided for *conservation*.

Words in italics are defined in Article 1.

Explanatory Notes

New decisions should respect and have minimal impact on the cultural significance of the place.

The best conservation often involves the least work and can be inexpensive.

The Burra Charter Process

Steps in planning for and managing a place of cultural significance

The Burra Charter should be read as a whole.

Key articles relevant to each step are shown in the boxes. Article 6 summarises the Burra Charter Process.



9.2 APPENDIX B – STATE HERITAGE INVENTORY LISTING



Home > Topics > Heritage places and items > Search for heritage

Auckland Garage Building (Former Service Station)

Item details

Name of item: Auckland Garage Building (Former Service Station)
Type of item: Built
Group/Collection: Transport - Land
Category: Petrol Station/Service Station
Primary address: Gilbert St cnr West Promenade, Manly, NSW 2095
Local govt. area: Manly

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Gilbert St cnr West Promenade	Manly	Manly			Primary Address

Statement of significance:

A well preserved and rare example of a petrol service station in the Inter War Spanish Mission style dating from the 1930s.

Manly Council is in the process of updating the inventory sheets for places listed as Items of Environmental Heritage on the Manly Local Environment Plan (2013) as amended.

The information in this inventory entry may not be complete.

For further information, please contact Manly Council's Heritage Advisor.

Date significance updated: 13 Dec 99

Note: There are incomplete details for a number of items listed in NSW. The Heritage Division intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Physical description: Single storey rectangular building in Inter War Spanish Mission style with roofed forecourt and garage attached at the rear. Gabled tiled roof with slightly offcentre gabled bay to the façade., brick walls with white painted stucco. The building is set at a diagonal to the two streets, the forecourt forming a triangle at the street corner. The gabled bay to the façade and the end walls feature stepping brickwork, windows and doors have semi-circular fanlights, and windows are 12-paned timber framed.double hung.

History

Historical notes: Land part of the John Thompson Grant (1842).

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing	Transport-Activities associated with the moving of people and goods	

local, regional and national economies	from one place to another, and systems for the provision of such movements	(none)-
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Assessment of significance

SHR Criteria a) Rare early petrol service station dating from the 1930s.
[Historical significance]

SHR Criteria c) Good example of service station in the Inter War Spanish Mission style.
[Aesthetic significance]

SHR Criteria g) Representative inter war service station
[Representativeness]

Assessment criteria: 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:

Conservation Management Plan should be required prior to any major alterations. Encourage continuing use as a service station.

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		I156	05 Apr 13		

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Manly Heritage Study	1986		Blackmore, Ashton, and Co.		N o
Review and Database Listing	1999		C. Kemp/ W. McArthur		Y es

References, internet links & images

None

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



(Click on thumbnail for full size image and image details)

Data source

The information for this entry comes from the following source:

Name: Local Government

Database number: 2020196

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