ACKNOWLEDGEMENT

This Guideline acknowledges and is based on the concepts developed by the Landscape Management Urban Design Committee, the Manly Council's Planning Design & Environment Group and Neil Wilson and Helen Lockhead, Urban Design Consultants.
IMPORTANT NOTES

Before you turn to the specific requirements of this Guideline please read these notes, the guidelines and the aims and objectives.

1. Applicants should bear in mind that the requirements in these Urban Design Guidelines have been formulated following Council’s wish to ensure that development in the Manly Town Centre retains the essential qualities of the natural and urban environment of Manly and to give guidance that creates compatible infill development and redevelopment.

The intention of the Urban Design Guidelines is to address issues of public and private built form and the public domain to:

- protect the environmental qualities of Manly
- maintain human scale to its urban environment
- protect its historic character and public spaces
- provide protection and assure improvement of pedestrian amenity for residents and visitors.

2. All Development Applications (DA) are assessed under S79C of the Environmental Planning and Assessment Act 1979. These Urban Design Guidelines are one of the ‘Matters for Consideration’ specified under S79C that is taken into account by Council prior to determining the DA.

3. The requirements of these Urban Design Guidelines will be considered prior to the issuing of a Development Approval and a Construction Certificate prescribed under S109C of the Environmental Planning and Assessment Act 1979.

4. Applicants should have regard to the:
   - Manly Local Environmental Plan 1988 (as amended) (LEP)
   - Development Control Plan (DCP) for the Business Zone 1989 (as amended)
   - DCP for the Residential Zone 2001 (as amended)
   - DCP for Energy Efficient Buildings 1998 (as amended)
   - DCP for Backpacker Accommodation 1998 (as amended)
   - DCP for the Advertising Signs 1993 (as amended)
   - draft DCP for Pittwater Road Conservation Area 2002
   - DCP for Access incorporating the Manly Access Policy (as amended)
   - Development Control Policy for Manly Cove 1996
   - DCP for Waste Minimisation & Management 2000
   - Building Code of Australia 1993
   - Local Government Act 1993
   - All relevant Australian Standards

where relevant when preparing a DA.

If you have any enquiries regarding this DCP, please contact:

Environmental Services Division
on 9976 1500
Monday—Friday 8.30am-5pm.
CERTIFICATION

The Manly Town Centre Urban Design Guidelines 2001
were adopted by Council Resolution on 15 March 2002
and came into force on 29 April 2002.

Wayne Collins
General Manager
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A. EXECUTIVE SUMMARY

These Manly Town Centre Urban Design Guidelines encourage applicants to consider urban design issues during the design stage of development.

These guidelines reflect Council’s concern for the need to create a built environment of high architectural and urban design merit which respects the principles of Ecologically Sustainable Development.

The requirements described in these guidelines apply to the assessment of development in the Manly Town Centre and Pittwater Road.
B. GENERAL INFORMATION

B1 Adoption date
The Manly Town Centre Urban Design Guidelines, were adopted by Manly Council on 25 March 2002 and came into operation by public notification on 29 April 2002.

B2 Citation
This document may be cited as Manly Town Centre Urban Design Guidelines.

B3 Land to which these guidelines apply
These guidelines apply to all land within the Manly Town Centre and on Pittwater Road as described in Manly Council’s DCP for the Business Zone 1989 (as amended), DCP for the Residential Zone 2001, draft DCP for the Pittwater Road Conservation Area 2002 and shown in Map 1.

B4 Relationship to Manly LEP, other Manly DCP’s and other policies
Map 1

Land to which these guidelines apply

Pacific Ocean

Manly Wharf
This guideline should be read in conjunction with the following DCP’s and/or policies:

- Manly Local Environmental Plan 1988 (as amended) (LEP)
- DCP for the Residential Zone 2001
- DCP for the Business Zone 1989 (as amended)
- draft DCP for the Pittwater Road Conservation Area 2002
- DCP for Energy Efficient Buildings 1998 (as amended)
- DCP for Backpacker Accommodation 1998 (as amended)
- DCP for the Advertising Signs 1993 (as amended)
- DCP for Access incorporating the Manly Access Policy (as amended)
- Development Control Policy for Manly Cove 1996

### B5 Aim and objectives of these guidelines

The aim of these guidelines is to provide:

- more specific, detailed design guidelines for development within the Manly Town Centre
- a long term planning framework for the area which will help deliver high quality development.

The objectives of this guideline are to:

- ensure development in the Manly Town Centre is of a high architectural and urban design standard
- seek development of high architectural standards to help create a public domain that is of high quality and improves pedestrian safety and amenity.
- ensure development in the Manly Town Centre is of a high standard architectural and urban design standard, consistent with the principles of Ecologically Sustainable Development.
C. HOW THE MANLY TOWN CENTRE URBAN DESIGN GUIDELINES WORK

C1 Structure of the document
The general urban design guidelines (see section 2) present general guidelines which apply to all development within the Manly Town Centre and Pittwater Road Centre, followed by specific guidelines for different precincts within the Town Centre (see section 3).

These precincts have been defined broadly by their location and street type.

The streets are grouped into 7 distinct precincts (see Map 2 and Section 3):

1. Harbour/Ocean Grid
   • The Corso
   • Rialto Lane
   • Wentworth Street
   • Victoria Street
   • Ashburner Street
   • Darley Road

2. Mainland Grid
   • Sydney Road
   • Belgrave Street
   • Raglan Street
   • Whistler Street North
   • Short Street
   • Central Avenue

3. Whistler Street Triangle
   • Whistler Street (south)
   • Market Lane

4. Oceanfront
   • North + South Steyne

5. Manly Cove
   • East + West Esplanade

6. Gilbert Park Precinct
   • Gilbert Street

7. Pittwater Road Precinct

C2 Understanding the development guidelines
This document is divided into 3 sections:

• The Introduction provides a general background to the history of the area and includes urban design analysis and direction which forms the basis to the remainder of the document. This section should be read by all intending applicants.

• General Urban Design Guidelines—this section provides an analysis of urban design throughout the town centre and stipulates a number of guidelines with which

Map 2
Precincts:
1. Harbour/Ocean Grid
2. Mainland Grid
3. Whistler Street Triangle
4. Ocean Front
5. Manly Cove
6. Gilbert Park Precinct
7. Pittwater Road Precinct
developments must comply. It is generally separated into provisions applicable for the built form and those for the public domain. Although developments on private land should review the public domain provisions, in most cases public domain guidelines will not be applicable.

- **Urban Design Guidelines**—this section identifies seven (7) separate ‘Precincts’ within the Town Centre (see Map 2). These precincts are then further divided into ‘Areas’. Urban design guidelines are described for each Precinct (as Precinct Guidelines). These precinct guidelines are applicable for all developments within the Precinct. In addition, guidelines are described for each area within a Precinct. These are termed ‘Area Guidelines’, and are applicable for all developments within the area.

The document therefore contains 3 levels of guidelines:

- **General**
- **Precinct**
- **Area**

Any development application must comply with all guidelines relevant to their site.

### C3 Obtaining approvals

#### C3.1 Pre-lodgement consultation

Applicants are strongly advised to make an appointment with a Council Assessment Officer before detailed plans for the proposal are commenced. This may help identify important issues at an early stage.

A number of **Fact Sheets** are available from Council free of charge. They define the various categories of development and help an applicant through the various Council policies that may need to be addressed during the design and construction phases of any development.

#### C3.2 The Development Application (DA)

Council’s **DA package** is available from:

- Customer Service Centre 1 Belgrave St., Manly or
- on Council’s website at www.manly.nsw.gov.au

It contains information and checklists required for an application to be accepted, processed and resolved by Council.

### C3.3 Submission requirements

Development Application (DA) submission requirements:

- for developments over 5000m² in area a **detailed plan and report** must be prepared demonstrating how the requirements of the DCP for the Business Zone 1989 (as amended) or DCP for the Residential Zone 2001 or draft DCP for the Pittwater Road Conservation Area 2002 and/or the Manly Town Centre Urban Design Guidelines 2002 are met.

- a **Heritage Report** from a qualified heritage architect must be submitted with the DA for development that is adjacent to or includes work on a heritage listed item or contributory item

- development within the Town Centre must be designed by an appropriately qualified architectural designer and landscape designer.

- DA must be accompanied by a sample board of material, finishes and colour scheme proposed for use in the development

- **streetscape improvements** and/or public infrastructure provision by developers may be required by Council in lieu of Section 94 contributions in accordance with Council’s Section 94 plan.
C4 Definitions
In these guidelines the following definitions apply:

Active uses means uses which promote pedestrian activity such as pedestrian entrances not including offices.

Architectural designer means a person who can show:

i) how the development proposed has produced a design that resolves issues such as orientation, building articulation, the composition of elevations, public space making and building entry design

ii) how the design responds to issues of scale, sub division pattern, the surrounding neighbourhood and its architectural/urban design expression

iii) how the development resolves issues such as internal planning, efficiency of circulation, cross ventilation, solar access, generous private outdoor space and apartment amenity.

Articulation zone means the architectural fabric of a development perceived from the public domain.
(See sketch 6A, 6B).

Detailed Plan/ Report means report and drawings showing in detail how all General Urban Design Guidelines and relevant Precinct Guidelines have been met.

Sample board means a board onto which the materials, finishes and colours proposed for use in the development are presented. Also shows rendered elevations that show where these materials and colours are intended for use on the building.

C5 Steps in using these guidelines:

Step 1
Read section B. General information.

Step 2
Read section 1. Introduction
This section contains the history of the area and the urban design analysis and direction from which the following guidelines have been developed.

Step 3
Read the sections in 2. General Urban Design Guidelines
This section details General Design Guidelines against which all applications must be assessed. These are made up of General Built Form Guidelines and General Public Domain Guidelines.

Step 4
Read and address the provisions of the sections in 3. Precinct and Area Design Guidelines
This section details the urban design guidelines developed for each precinct and area within each precinct to ensure new buildings respond to the existing character and contribute to the development of a consistent street environment.
1. INTRODUCTION

1.1 Background

The Manly Town Centre has a unique character that reflects its seaside location and topography. The harbour foreshore and Ocean beaches are of outstanding beauty. Both the Ocean Beach and North Head are listed on the National Estate Register because of their natural and cultural heritage significance.

As Gilbert Smith (the early father of Manly’s urban design) wrote in 1853 in a letter to his nephew in England...

“it’s situation seven or eight miles from Sydney by water is as fine a thing you can imagine and it takes in the only ground which has the sea beach on one side and a fine sandy cove on the other...”

The Manly Town Centre is described by the narrow isthmus of land separating the harbour and ocean from the cross links that connect the northern and southern edges.

The hills that enclose the western and southern flanks of Manly form a cradle that contains the town centre ‘village’.

1.1.1 The vision

Gilbert Smith envisioned the Manly Town Centre as a village with wide tree lined boulevards and a large central park. The wharf formed a hub to his plan, with Belgrave Street the Corso and Victoria Parade radiating outwards like spokes. The ocean promenade, a large crescent shaped arc, was its outer edge. The residential areas fanned out on either side of the centre and up the hillsides.

The outlines of Henry Gilbert Smith’s plan (see Map 3) remain to this day and can be found within the character of some of Manly’s streets and precincts. Belgrave Street intersected by Sydney Road, linking Manly to the city is the main gateway entry point to the Town Centre. The Corso is the main linkage for people on foot and directly connects the bay and the ocean beach.
The well detailed and eclectic styles of Manly's buildings from Italianate to Art Deco, help create a distinctive 'village-like' atmosphere in the town centre.

1.1.2 Transport
The ‘Ring Road’ idea was developed in the 1970s to create a circuit that could permit traffic to pass around the town to allow a centre for pedestrian use. Yet Manly’s attractive topography also creates its own set of problems.

The town is physically constrained at its narrowest point by limited and inefficient access. Traffic to the Eastern Hill and North Head is forced to pass through this bottleneck. The capacity of Manly to carry large numbers of cars is therefore limited.

Recent improvements to traffic flow have been achieved with the Interchange and Whistler Street projects. With all future projects, priority must be given to pedestrian amenity in the Manly Town Centre.

1.1.3 Retail precinct
The dominance of tourists and visitors within The Corso area and the high value of property has forced local business and retail out to other areas. The need for a retail precinct for local shoppers is vital for Manly.

The areas adjacent to Manly’s northern and western gateways are seen to be the most accessible and desirable locations to encourage this type of growth in the future.

1.1.4 Buildings
Designers must be aware of the contribution each building makes to the fabric of this unique environment.

The height and scale of buildings on the flat of Manly influence among other things, how natural breezes blow across the flat of the isthmus.

The intrusion of large buildings in the recent past have left a negative legacy. Improved planning principles appropriate to the uniqueness of Manly will lead to more appropriate pedestrian friendly outcomes.

The spaces between and through buildings, and the view corridors along the streets help create a important to the sense of place. Future development needs to ensure the village like sense of place in Manly Town Centre be maintained and enhanced.

1.1.5 Character
Each of Manly’s varied precincts has a character, sense of place or identity of their own.

The Manly Town Centre Urban Design Guidelines have been compiled in order to give developers further insight into the character of each precinct and to help guide future development within them.

While also ensuring a harmonious relationship with the unique natural environment is achieved.
1.2 Urban design analysis and direction

These guidelines have been developed from an urban design analysis of the Manly Town Centre.

The analysis included the following issues:
- natural setting
- public open space
- heritage
- street patterns
- access and circulation
- uses
- built form, scale and character.

This section address this analysis and provides direction for future development from which the general precinct and area guidelines have been developed.

1.2.1 Natural setting
- Manly Town Centre is unique in that it is flanked by water on two sides. The different qualities of the harbour and ocean result in a different pattern of usage on each side of the town centre. This character should be reinforced, particularly in the treatment of the public domain.

- The town centre has been developed on an isthmus (i.e., definition: “a narrow neck of land connecting two larger parts). Because of its flatness, its distinct natural boundaries; the harbour, ocean and green escarpments are highly visible and easily accessed from many parts of the town centre. Any future development must ensure these natural boundaries remain highly visible and easily accessed from the public domain.

- Create a landscape framework which defines the town centre by enhancing and protecting the green of the escarpments as a continuous landscaped corridor.
1.2.2 Open space

- All significant parkland is on the edge of the town centre: Gilbert Park, Ivanhoe Park and the foreshore parks (see Map 5).
  The quality of these parks and their connection to the town centre must not be compromised by future development.
- There is limited public open space in the town centre.
- Public spaces of varied character responsive to the context and its range of users should be created.

1.2.3 Views from the water and land

- It is important to protect and enhance views to and from the harbour and ocean, from public places (see Map 6).
- Maintain and protect existing view corridors.
1.2.4 Heritage
- Future planning, development and public works must maintain the clarity of the historic structure and fabric of the town centre.
- Protect and interpret the integrity and significance of heritage buildings, structures, landscape and other items of heritage value within the town centre.
- Ensure the Aboriginal heritage of Manly is interpreted within the public domain.
- Any building work or development in The Corso or Pittwater Road Conservation Area shall be designed in consultation with an appropriately qualified Heritage architect.

1.2.5 Activities and use
- Ensure, the future creation of active use frontages to the public domain to improve vitality and safety (see Photo 1).
- Maintain and enhance The Corso as the focus of street level activity in the town centre.
- Reinforce the street level activity along secondary streets, the little streets, lanes and arcades.
- Develop new active use street frontage to streets and lanes in the business zone of the town centre.
- Develop and encourage night time activity in the town centre by making it, safe, convenient and pleasant.
- Support and enhance night time activity with the appropriate street lighting, special effects and events lighting.
- Locate non-active uses a minimum of one storey above street level (e.g. commercial, offices etc.) or below street level (eg. parking, electricity substation etc.)
- Ensure building services areas are not apparent from street level view or from other active pedestrian areas of development.

1.2.6 Built form, scale and character
- New development must be of an architecturally high standard that respects and responds to its highly prominent waterfront location and its richness of architectural heritage.
- Reinforce the distinctive character of the discrete precincts within the town centre.
- Ensure new buildings are compatible in scale with existing heritage buildings and open spaces.
- Development must integrate parking and servicing access without compromising street character, landscape or pedestrian amenity.

1.2.8 ESD principles
- Designing according to environmentally sustainable design (ESD) principles will help create private and public space with greater amenity.

Photo 1
An example of active use street frontage to pedestrian streets/lanes. (External roller shutters not however considered appropriate in Manly context).
2. GENERAL URBAN DESIGN GUIDELINES

2.1 General built form guidelines

The following guidelines apply to all building development in Manly Town Centre.

2.1.1 Activities and uses

- All buildings (within the Business Zone 1989 (as amended)) and draft DCP for Pittwater Road Conservation Area with elevationsfronting streets and public spaces should incorporate active uses (such as shop fronts) at ground level. Such uses provide passive surveillance of the street and help to animate building frontage and the public domain.
- Above ground level activities and uses may include commercial office, function rooms, clubs, residential, hotels etc.
- Outdoor leased seating spaces attached to cafes and restaurants are encouraged where pedestrian circulation allows. The enclosure of these spaces with barriers and screens is not encouraged.

2.1.2 Access and carparking

- Pedestrian through-site links are encouraged at key locations. Links should be at grade and provide a direct sightline from one end to the other, and be open to the sky and shall have no internal impediments ie. columns or doors and shall be of a minimum 3m wide.
- Pedestrian and vehicular access to buildings should be separated horizontally.
- It is preferable to provide any access to parking from secondary streets or laneways to help protect the amenity of the public domain.
- Above ground car parking stations should not be visible from public streets and not impact on public open space.
- Underground parking is preferred. If parking is provided at or above ground level it must be located behind the building and screened from view to the street by active street level use and residential or commercial use over.
- On the primary street frontage, carparking should be screened with an active use zone.
- Vehicle entry and exit from garages onto a public street should be completed in a forward motion.
- No driveway crossover should be less than 10 metres from a major street intersection.
- Vehicular crossovers should be minimal in size.

2.1.3 Conservation areas and heritage buildings

- In conservation areas, new development must complement the existing built form of the adjoining buildings and their heritage fabric. This should be achieved not by mimicking them but by making modern buildings of good design that are sympathetic to the existing adjacent building.
- Extensions and additions to heritage items and buildings in conservation areas must be designed to complement their style, form, proportions, materials and colours and the overall heritage context of their setting.
- Ground level uses and treatment of heritage buildings must be compatible with their conservation value eg.
heritage shopfronts need special attention. (See Sketches 14, 15, 16)

- In conservation areas street wall heights must relate to the height of existing heritage buildings. In order to ensure compatibility, new development adjoining heritage buildings should not exceed the height of the adjoining lower scale buildings by more than 30% or the maximum height for that site as indicated in the relevant DCP, whichever is the lesser will apply.

- Development Applications either affecting or adjacent to heritage items or in a Conservation Area, must be supported by a report from an appropriately qualified heritage architect.

2.1.4 Built form, scale and character

- New development shall be designed by architectural and landscape designers.
- New development should enhance the amenity of the public domain.
- Maintain the traditional grain of smaller building parcels.
- Proposed development shall reflect this subdivision pattern.
- Limit the size of bigger parcels by ensuring through site links, streets and lanes are introduced where determined necessary by Council which in turn will limit the bulk of big buildings.

Sketch 1
Incorporation of habitable rooms in roof spaces not appropriate for development in the Town Centre. Repetitive ‘layered effect’ of floors also not appropriate.

Sketch 2
Represents a well resolved architectural corner treatment. The Development has also been designed with a clear base middle and top breaking down its scale, complementing the subdivision pattern and achieving a modern appearance with clear and high quality architectural expression.
2.1.5 Building height
- The maximum building heights allowed are indicated in the relevant Development Control Plan (DCP).
- Within the allowable building heights the minimum floor to floor heights are also controlled.

To encourage a building form that reflects the proportion applicable to existing streetscapes, the required floor to floor height for buildings in the town centre are:
- 3.6–4.2m for ground floors
- 3.2–3.6m for storeys above ground.
- Additional storeys within the allowable heights will not be considered by reducing the floor to floor height of a storey.
- Habitable rooms in roof spaces are not appropriate in development in the town centre (see Sketch 1).
- At street corners the higher street wall height is permitted to return along the adjoining street for a distance up to 12 metres (see Sketch 2).

2.1.6 Building depth & length
- To ensure that daylight access is provided to all habitable rooms and to improve energy efficiency, a building depth of between 10–18m is recommended. This also allows for long term flexibility of use. Development that proposes to deviate from this standard must demonstrate how optimum daylighting and natural ventilation is achieved to internal rooms/spaces.
- Building layouts should optimize the benefits of solar access and natural ventilation.
- To maintain the predominant pattern of narrow fronted buildings within the town centre, new buildings should incorporate detailed vertical modulation of the street wall such as recesses or modelling in the building facade to visually reduce the length and perceived bulk of the street wall (see Sketch 1). The rhythm of architectural treatment to facades should reflect the traditional subdivision pattern with vertical expression at intervals of no greater than 8 metres (see Sketch 1, 5, 9).

2.1.7 Solar access & overshadowing
- Buildings should be designed to optimize solar access to habitable rooms, private open spaces and public open spaces.
- Buildings are to be designed to minimize overshadowing of neighbouring buildings and open spaces during the winter months.
- New development should aim to achieve a minimum of three hours of solar access to the living areas of dwellings at the winter solstice (in line with those controls regarding solar access set out in the DCP for the Residential Zone 2001).

2.1.8 Street frontages
- All buildings are to follow the street alignment (see Sketch 6a).
- Buildings are to be built to the property line unless otherwise indicated.
- Active uses including shopfronts should make up a minimum of 75% of the primary public facades and those on pedestrian spaces (ie plazas and laneways) (see Sketch 3, 4 + 5).
- Active uses should be at footpath level.
**Sketch 3**
Active street frontage to a public court.
(Note collonade can be used as a public circulation covered access way.)

**Sketch 4**
Active pedestrian lane or through block link.

**Sketch 5**
Shop fronts should be built to the property line, only entrances should be setback or recessed.
2.1.8.1 Shop fronts:

- Heritage shop fronts should be maintained and protected. (see Sketch 14, 15, 16).
- Shop fronts should be built to the property line (unless they front covered colonnades). Only entrances should be setback or recessed.
- Shop windows should have a surround and base of a minimum width and height of 300mm. These surrounds should be constructed from robust materials that can be easily cleaned and show minimal ‘wear and tear’ (eg stone, tiles, metal).
- Shop windows should be transparent glass to allow for display. They should not be obscured by painted signs, storage etc.
- Shop window security roller shutters are not permitted on the external face of the building. Such screens may only be used behind the window display.
- Window displays should be illuminated at night for security and to enhance pedestrian amenity.

2.1.8.2 Awnings

- Awnings are required where development abuts pedestrian ways.
- Awnings must be continuous and align with adjoining awnings in height and width.
- Awnings shall be horizontal.
- Awnings should be solid to provide for shade and shelter. Glazed awnings are not supported (see Photo 2).
- Where a public through site link is located, the entry may be expressed by a change in form and material if appropriate.
- Pedestrian lighting is to be integrated into the underside of awnings (the use of exposed flourescent batten type is not permitted).

2.1.8.3 Arcades

- All arcades and through site links should have shop fronts along their length to enhance security surveillance and amenity for pedestrians and not be impeded by structure or smoke doors. Shop fronts at the ends of arcades should also open to the associated cross street. (See Sketch 3).
- 24 hour lighting is to be integrated into all through site links.
- Natural lighting should be incorporated if possible and unroofed arcades are preferable. (See Sketch 4).

Photo 2

The use of awnings of this type is not supported as they detracts from the reading of the street facade character
Manly Town Centre Urban Design Guidelines 2002

Sketch 6a
Aerial view—an example of articulation zone

Sketch 6b
Section view—an example of articulation zone

Sketch 7
Corner defined by architectural elements

Sketch 8
Detailed modelling of parapet and gable ends against the skyline is encouraged

Sketch 9
Vertical articulation which reflects the subdivision pattern.
2.1.9 Building expression

- An architectural **articulation zone** is required to all exposed elevations. Articulation that helps to bring this expression to the facade includes building elements such as balconies, recessed terraces, bay windows, sun shading devices and the like (see Sketch 2, 6a + 6b).

- Bay windows and French (or Juliet) balconies are encouraged. Special attention to the architectural expression of the base and tops of the building is expected, particularly if the street level of the building has a public interface. (Note Sketch 2).

- Additional detailed modelling of building facades is encouraged with architectural elements such as parapets, horizontal string courses, blades and columns that provide shadow lines and vertical articulation that reflects the subdivision pattern. (see Sketch 2 + 5).

- Sun shade devices should be incorporated into the architectural expression of the facade/building if due to building orientation they are required. (see Sketch 6a + 6b).

- All buildings should be designed with openable windows to maximise natural ventilation.

- Buildings on corners require distinct architectural treatment or expression to help reinforce the intersection (see Sketches 2 + 7).

- All facades, including rear facades and exposed side walls must be architecturally treated. Blank walls are not permitted. Treatment to party walls must compliment the standard of architectural treatment of the primary facades.

- Detailed modelling of parapet and gable ends against the skyline is encouraged (see Sketch 8).

- Lift over runs, plant equipment, communication devices, solar collectors and the like are to be screened and deliberately integrated into the architectural design of the building.

- Architectural expression should reflect the prevailing subdivision patterns ie. vertical articulation which reflects the subdivision pattern (see Sketch 9).

2.1.10 Building materials

- Building should demonstrate ESD principles in construction, materials and operation.

- Preferred building materials include:
  - clay bricks
  - plantation timber
  - concrete
  - compressed fibre cement boards
  - plasterboard.

- Materials to avoid include:
  - aluminium
  - plastics
  - rainforest timber
  - steel wall framing
  - materials that incorporate toxic chemicals in production processes and construction.

- Materials with a high thermal mass such as bricks, concrete and stone, improve the energy efficiency of a building and are recommended for external walls.

- External walls, floors and roofs are to be insulated to improve energy efficiency.
2.1.11 Building finishes and colour

- Development Applications shall include a complete colour scheme and materials sample board to showing materials used in the development. A rendered elevation of each public street frontage of the building showing where the materials will be used shall also be submitted with the DA.

- When paint is used as a finish it should help express the architectural elements in the design of the building.

- Use of one paint colour over the whole of the building is not supported. An appropriate palette of colours should be used.

- The materials and colours of new developments should relate to adjacent buildings and the immediate context.

- Colours are to be predominantly light to mid-toned. Brighter/richer colours may be used as accents. Dark recessive colours are to be avoided.

- Colours should enhance architectural elements and detail, not obscure detail.

- The use of curtain wall construction, and mirrored or tinted glass, is not permitted.

- Concrete floor slabs are not to be expressed on the

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**Photo 3**
Banner signage on buildings is not permitted in the town centre

**Photo 4**
Signage that dominates the fabric of the facade is not permitted

**Photo 5**
The over use of signage adds to the visual pollution
external face of a building, or appear directly behind glass.

- Face brickwork must match as closely as possible the type and colour of brickwork predominantly used in the street where the development is proposed. Manly town centre is made up predominately of dark reds and kidney coloured brickwork.

- The use of polished dark granite for cladding is not preferred.

2.1.12 Building signage
- All proposed signage should be identified in the Development Application.
- Must comply with Manly Council's DCP for Advertising Signs 1993 (as amended).
- Third party advertising is not supported.
- Painted signage on windows may obscure no more than 25% of the window area. Poor non-compliant signage negatively affects visual amenity and streetscape.

2.1.13 Landscape design
- Where a building setback is required it should be a well designed landscaped area that adds to the amenity of the street environment as well as the building. This area should be predominantly planted and include minimal paving.
- Rooftop gardens, or terraces and courtyards in the centre of blocks are to incorporate substantial soft landscaping and minimal paving. The planting should reflect the architectural style of the development.

2.1.14 Water conservation and solar energy use
- Minimise the use of reticulated water through conservative practices. All new development is to include water saving devices such as dual flush toilets, tap aerators, spring return taps, flow control devices & low water use dishwashers and washing machines.
- Solar hot water heaters of the appropriate size are recommended in all new developments (associated solar collection panels shall be skilfully integrated into the architectural roof design).

- Stormwater downpipes should not visually detract from rich architectural facades

- Electrical conduit and method of stormwater removed from awnings and upper level balconies and roofs must be concealed from view.
2.1.15 ESD principles

- Refer to Manly Council’s Energy Efficient Buildings DCP 1998 and show how its mandatory requirements have been incorporated into the proposed development.
- The use of building materials that are sustainable and have a low environmental impact is supported and encouraged by Council.
- Development should not impose extra impact on the existing stormwater, and sewerage infrastructure.

2.1.16 Waste management

- All development must adhere to Manly Council’s DCP for Waste Minimisation and Management 2000 and completion of an applicable Waste Management Plan is required.

2.1.17 Services

- All new services are to be located underground.
- Services, plant equipment and drainage reticulation is to be concealed and not exposed on the outside of the building (this includes public arcades). (see Photos 6 + 7).

2.2 General public domain guidelines

- Steetscapes should be designed so they enhance the urban character and improve pedestrian orientation, accessibility and amenity. The street hierarchy of major streets, secondary streets and local streets be reinforced with different tree planting, footpath width and character.

  The proponents of new development may be required to contribute or undertake streetscape improvements in accordance with the following general guidelines:

  2.2.1 Intersection design
  Where indicated on area street plans, street intersections should be narrowed with footpath widenings to slow traffic and to help pedestrians crossing.

  2.2.2 Street tree planting
  - Protect and maintain the green edge to the water by strengthening the existing distinct planting pattern of the foreshore parklands.
  - The location, scale and character of the planting varies to suit different streets.
  - Street tree planting should be carried out in accordance with the Manly Street Tree Management Report.

  In general, street trees should be located in a one metre zone along the kerbline unless otherwise indicated in the Manly Street Tree Management Report. On some wider streets planting is to be within the roadway.

2.2.3 Services

All new services should be located underground within a one metre strip adjacent to the kerb line. Pit covers should be related to the paving design.

2.2.4 Paving

Paving proposed in the public domain shall be consistent with guidelines set out in Manly Council’s Paving Design Guidelines.

2.2.5 Street furniture

- Street furniture proposed for outdoor leased areas shall not advertise a third party and be of a standard befitting the architectural quality of development in Manly (and approved by Manly Council’s Planning Design & Environment Group).

- Special attention will be paid by Council to furniture proposed for outdoor café seating areas in this regard (see Manly Council’s options for this furniture).
2.2.6 Street signage
- Street name signs should be located at all intersections and should be wall mounted on buildings if possible, to reduce clutter.
- Identification and directional signs should be located at major nodes eg. The Corso Manly Wharf and The Steyne.
- No private identification or advertising signage is permitted on public land (ie. pedestrian ways etc) unless otherwise allowed for in the DCP for Advertising Signs 1993 (as amended).

2.2.7 Street lighting
- Street lighting to Councils specification should be co-ordinated and standardised throughout the town centre. Street and pedestrian lighting layouts (whilst providing an even distribution of light for security) should be spatially coordinated with existing street furniture, trees and paving patterns.
- Special effects lighting may be used to highlight special buildings, trees and streetscapes (ie. The Corso) within Manly Town Centre.

2.2.8 Artworks
- Artworks relating to the interpretation of Manly especially those which engage people of all ages and backgrounds are encouraged.
- All major developments (over 5,000m² floor space) must incorporate artwork into their public spaces (see Photos 8 & 9).

2.2.9 Open space
- The network of small open spaces, including plazas, wide footpaths, promenades and pedestrian connections in and through them should be protected, enhanced and developed within the town centre. This will improve pedestrian amenity. (The area south of The Corso could be given more attention in this regard.)

Photo 8
A dynamic public art element in an atrium space

Photo 9
Incorporation of public art into development project
• These spaces should not be ‘left over’ space but designed and located to provide a variety of positive pedestrian amenity. Their design can incorporate landscape treatment to soften them (see Photo 10).
• Remove activities (such as parking) or structures that alienate or monopolize areas of open space and have negative impact on pedestrian amenity.

2.2.10 Access and circulation

• Minimise vehicular and pedestrian conflict and the impact of traffic and parking on the amenity of the town centre through careful design, access and parking. Development proposals must show how the above mentioned issue has been considered in the design.
• Maintain and improve the efficiency of the ringroad (see Map 7). Concentrate parking in locations with direct access to the ring road particularly the north and western parts.
• Avoid the expansion of the Whistler St carpark & investigate its eventual relocation or removal (as circumstances allow)
• Reduce traffic movements through the town centre.
• Encourage public transport usage.
• Remove activities and/or structures that impede pedestrian movement within the public domain.
• Improve, protect and enhance the network of pedestrian arcades and lanes throughout the town centre and show how this has been achieved in the proposed development.

- Simplify and improve pedestrian access to and along the waterfront.
- Ensure (in line with Manly Council’s Access DCP) that new development complies with all access requirements.

Photo 10
View of courtyard space incorporated in mixed commercial development.

Map 7
Access and circulation
Pacific Ocean

Ring Road
3. **PRECINCT + AREA DESIGN GUIDELINES**

This section is divided into seven (7) **precincts** being:

1. **Harbour/ Ocean Grid**
   - The Corso
   - Rialto Lane
   - Wentworth Street
   - Victoria Street
   - Ashburner Street
   - Darley Road

2. **Mainland Grid**
   - Sydney Road
   - Belgrave Street
   - Raglan Street
   - Whistler Street North
   - Short Street
   - Central Avenue

3. **Whistler Street Triangle**
   - Whistler Street (south)
   - Market Lane

4. **Oceanfront**
   - North + South Steyne

5. **Manly Cove**
   - East + West Esplanade

6. **Gilbert Park Precinct**
   - Gilbert Street

7. **Pittwater Road Precinct**

Each precinct is then split into a number of **areas**.

There are guidelines described for each **precinct** and each **area**.
3.1 HARBOUR / OCEAN GRID PRECINCT:

This precinct comprises:

- The Corso
- Rialto Lane
- Wentworth St
- Victoria Pde
- Ashburner St
- Darley Rd

3.1a Precinct general issues/character

- The grid layout is a result of the original subdivision pattern and land grants. They followed the alignment of an original Aboriginal path along what is now The Corso, Manly’s main street.
- There is a clear hierarchy of streets in the Town Centre. The Corso, (30m in width), is the principle street. It is characterised by its rich display of architectural heritage. The parallel streets, Wentworth, Ashburner Street and Victoria Pde are secondary to it.
- These streets connect the harbour and the ocean. They provide direct, level access and clear vistas between these two geographical features.
- The only cross street in the grid, Darley Road provides the central spine and the main connection to the Town Centre from Eastern Hill.

3.1b Precinct guidelines

- Reinforce the existing hierarchy of streets and the importance of The Corso as the main street.
- Maintain and enhance the vistas to the harbour and ocean along all the streets.
- Enhance the importance of Darley Rd as a key arrival point to the town centre.
- Preserve the architectural integrity of The Corso.
- Preserve and reinforce the historic tree plantings characteristic of this precinct.
- Development that can be seen from The Corso will be considered contributory to The Corso Conservation Area and must also be supported by a report from an appropriately qualified heritage architect that shows how it responds positively to the urban fabric of the Corso.

Map 8
Harbour/ocean grid precinct
### 3.1.1 The Corso area

#### 3.1.1.1 Area general character / issues / intent:
- The Corso was part of the original subdivision pattern of streets. It links the ferry wharf and ocean beach, and is the main retail street and pedestrian promenade. Its historic centreline planting and embracing low scale facades that line it bring it a distinct character.
- Unsympathetic modern infill buildings, poor quality furniture, traffic, and general clutter detract from its clear structure and importance as The Main Street in the town centre.
- The Corso area is a designated Conservation Area and has its own Development Control Plan. When considering development here reference to this document is required.

#### 3.1.1.2 Area guidelines

#### a) Heritage
- The existing awning line, depth and height shall be maintained and repeated in any new development.
- With refurbishment of existing buildings, heritage facades shall be preserved and enhanced.
- Paint colour schemes for these facades shall be submitted at Development Application stage. They must be carried out by qualified heritage colour consultants.

#### b) Significant views
- Ensure vistas to harbour and ocean are not blocked. Enhance the vistas to the harbour and ocean by removing excess clutter in The Corso.
- Locating furniture and planting along the centreline of the street will keep views open where people walk.
- Second storey balconies built over the Corso will not be accepted, as the associated structure impedes vertical and horizontal view corridors along The Corso to and from the ocean and harbour (see photo 12).

#### c) Pedestrian and vehicular circulation
- Public open spaces shall not be encroached upon by exclusive use activities.
- Pedestrian activity shall have priority over vehicular access.

#### d) Uses
- Encourage a balance of mixed uses at street level for a vibrant day & night life.
e) Street frontage
General Built Form Guidelines apply, and, in addition:

- Buildings are to be built to the street alignment
- Shop fronts and awnings are to be provided.
- See the Development Control Plan for the Business Zone for allowable building heights.

f) Building expression and materials

- Parapets or gable ends are to be articulated to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.
- Rendered and painted masonry is the preferred finish. Facades may include a combination of finishes, including face brickwork to complement adjoining buildings and the selected colour scheme for the development.
- Facade treatment should be more solid than void.
- Windows are to have vertical proportions. (Horizontal ‘strip’ windows and curtain walls are not permitted.)
3.1.1.2 Area guidelines (cont.)

- Painting of face brickwork is not permitted.
- The removal of paint from surfaces not originally painted (ie. face brickwork and tiling) is recommended and encouraged.

**g) Public domain**

- The significant centreline planting of palms and figs shall be maintained and reinforced.
- Furniture, lighting and planting should be concentrated along the central axis. Unrelated clutter should be removed.
- Improve night lighting and special effects lighting of the buildings and tree canopies to make it safer and more vibrant at night for all users.
3.1.2 Rialto Lane area

### 3.1.2.1 Area general character / issue / intent

- Rialto Square and Lane is the only through site link connecting Wentworth Street and the Corso.
- Rialto Square is a recent addition to the Public Space of the Manly Town Centre.

### 3.1.2.2 Area guidelines

<table>
<thead>
<tr>
<th>a) Heritage</th>
<th>b) Street frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Rialto lane must be maintained and enhanced.</td>
<td>- Increase the active street/lane frontage to Rialto Lane. Any future development here must incorporate active frontage to the lane. (See sketch 9)</td>
</tr>
</tbody>
</table>

**Photo 13**
Rialto Lane looking south east

**Sketch 9**
Potential active frontage to Rialto Lane enhancing pedestrian amenity.
3.1.3 Wentworth Street area

3.1.3.1 Area general character / issue / intent

- The street is diverse in character and usage with a defined street wall on the north side in contrast to the more open south side defined by The Far West Complex and Manly Village Public School. This asymmetry should be reinforced.
- There are views to the ocean and the harbour from Wentworth Street.
- The grounds of the school visually contribute to the public domain. Norfolk Island Pines are more widely spaced on this street.

3.1.3.2 Area guidelines

a) Heritage
- The street tree planting and buildings of the Manly Village Primary School, Royal Far West Complex and the Manly Community Centre contribute to the heritage of the street. The significant buildings must be retained and curtilage to them respected.

b) Significant views and vistas
- No buildings, elements or significant planting should obstruct these vistas. Clear vistas to the harbour and ocean along Wentworth St should be revealed and maintained always.

c) Pedestrian and vehicular circulation
- Further pedestrian connections should be developed between The Corso and Wentworth Street (see Map 12).
- Service roads must be designed to be pedestrian safe and friendly.

d) Uses
- With the present mix of uses on Wentworth Street (active commercial on the north side and more low key, institutional on the south side) new uses should complement the existing variety.
- Further develop and extend active street level uses on the north side of Wentworth St to complement Darley Rd and The Corso.

e) Street frontage
- On the north side of the street buildings are to be built to the street alignment with awnings.
- Shop fronts and awnings are to be provided and are to conform with the General Building Form Guidelines.
- Buildings on the south side of the street (except at
street corners) are to be setback from the street alignment.

f) Building height, form and scale
   • See the Development Control Plan for the Business Zone for allowable building heights
   • In addition General Built Form Guidelines apply.

g) Building expression and materials
   • General Built Form guidelines apply, and in addition:
     On the north side of the street:
     • Parapets are to be articulated to provide a modulated skyline.
     • Facades are to be modelled to provide relief, light and shadow.
     • Rendered and painted masonry and face brickwork is preferred.
     Facades may include a combination of finishes including face brickwork, timber and lightweight panels to complement adjoining buildings.
3.1.3.2 Area guidelines (cont.)

On the south side of the street:

- Parapets or pitched roofs are required to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.
- Face brickwork is preferred. Facades may include a combination of finishes including face brickwork, render & timber to complement adjoining buildings.

h) Public domain

- Trees should be planted in alignment as historically planted in the roadway.
- Infill the avenue planting of Norfolk Island Pines using Victoria Parade as an example.
### 3.1.4 Victoria Parade area

#### 3.1.4.1 Area general character / issues / intent

- Victoria Parade is memorable for its grand scale and established avenue of Norfolk Island Pines in the roadway. The majority of buildings are low in scale (2-5 storeys) & either built to the street alignment or with a minimal setback.

- From Victoria Pde the pedestrian enjoys vistas to the harbour and ocean, framed by trees and marked by a small heritage shelter (see Photo 16).

- The street tree planting and the grand scale of this street are its most significant features. It is one of the most important streets in Manly.

#### 3.1.4.2 Area guidelines

| a) Heritage | • The tree planting should be retained and augmented as necessary.  
|            | • The corner buildings on The Steyne are important and should be retained. |
| b) Significant views and vistas | • Clear vistas to the harbour and ocean along Victoria Parade should be maintained and enhanced.  
|            | • No buildings, elements or significant planting should obstruct these vistas. |
| c) Uses | • Victoria Pde is a mixed use street, however it’s primary use is residential. New uses should complement its existing residential nature and pattern. |

| d) Street frontage | • Concentrate active street level uses at the corners of Victoria Parade and Darley Rd and at The Steyne intersection. |
|                   | • Buildings are to be built to the street alignment at the corners of Victoria St at Darley Rd and at The Steyne. |
|                   | • Corner buildings are to provide shopfronts and awnings and are to conform with the General Building Form guidelines. |
|                   | • All other buildings are to be setback from the street alignment (except at street corners as indicated.) |
| e) Building height, form and scale | • See the DCP for the Business/Residential Zone (as applicable) for allowable building heights. |

*Map 13  
Victoria Parade area*
3.1.4.2 Area guidelines (cont.)

\( f) \) **Building expression and materials**

- General Building Form Guidelines apply and in addition:
  - The design of parapets or pitched roofs shall provide a modulated skyline.
  - Facades are to be modelled to provide relief, light and shadow. (eg incorporating recessed and projecting elements, large and small openings etc)
  - Face brickwork is preferred. However, facades may include a combination of finishes including face brickwork, rendered and timber panelling to complement adjoining buildings.

- Kidney and liver brick colour is preferred.

- If paint is used as a finish, light to mid-tone colours that compliment the existing dark face brickwork are preferred.
3.1.4.2 Area guidelines (cont.)

\( g \) Other

- Any redevelopment of the Royal Far West Home Complex or Manly Village Public School should be subject to a specific masterplan and urban design guidelines.

\( h \) Public domain

- The historic avenue planting of Norfolk Island Pines on Victoria Pde are the most significant street tree plantings in the precinct. In this regard Victoria Pde can serve as a model for parallel streets. Infill the avenue planting of Norfolk Island Pines where necessary but tree planting should be only in the roadway.

- The grounds of the school visually contribute to the public domain and should be protected.

- Develop midblock connections between Victoria Parade and Wentworth St to improve pedestrian access from the town centre to the residential neighbourhood.
3.1.5 Ashburner Street area

3.1.5.1 Area general character / issues / intent

- Ashburner St. was part of the original street pattern. It is the last street on the flat before the rise of Eastern Hill and so forms an edge to the Town Centre. Functionally it is a residential street. Numerous housing types exist here, from 1 storey detached houses to 3 storey walk-ups. The form and scale of the street is fairly varied with heights ranging from 1-3 storeys.

- Except for the corner buildings built to the street alignment, buildings generally have a setback with a small front garden.

3.1.5.2 Area guidelines

a) **Heritage**
   - Only a few remnant Norfolk Island Pines remain from the original street tree planting.
   - Complete the street tree planting as necessary.
   - There are several Victorian detached houses of merit which should be retained.

b) **Significant views and vistas**
   The vista to the ocean is blocked by the surf club
   - Maintain and enhance the vistas to the harbour and ocean along Ashburner St. Any redevelopment of the surf club should ensure the view corridor to the ocean is reinstated.

c) **Uses**
   - Maintain the residential character of the street

d) **Street frontage**
   - Buildings are to be setback from the street (except at street corners as indicated)

e) **Building height, form and scale**
   - Ensure all new development reinforces the existing scale and proportion of the street
   - See Development Control Plan for the Residential Zone for allowable building heights.

In addition, The General Urban Design Guidelines apply.

Map 15
Ashburner Street
3.1.5.2 Area guidelines (cont.)

f) **Building expression and materials**

- General Urban Design Guidelines apply, and in addition:
  - Parapets or pitched roofs are required to provide a modulated skyline.
  - Facades are to be modelled to provide relief, light and shadow.
  - Face brickwork of a colour that matches the colour predominantly used here is preferred. Facades may include a combination of finishes including, render, timber/ lightweight panelling to complement adjoining buildings.
  - Dark red, kidney and liver coloured brickwork that matches that type predominantly used in the town centre is preferred.
  - Paint colours of a lighter to mid-tone that compliments the brick colour is preferred.

 g) **Public domain**

- Infill the avenue planting of Norfolk Island Pines where appropriate. Trees should be planted only in the roadway.
Photo 18
View north east from the Ashburner Street intersection

Photo 19
View south west from the Ashburner Street intersection.
### 3.1.6 Darley Road area

#### 3.1.6.1 Area general character / issues / intent

- Darley Rd is part of the original street pattern.
- It is also one of the main access routes to The Corso from Eastern Hill.
- It is a mixed use street with a gradual character change from Commercial at its northern end, near The Corso to Residential at its southern end.
- Older buildings are built to the street alignment and are of a similar scale.
- St Matthews Church and Manly Village Public School are key civic buildings in the street. Buildings vary in height from 2 storeys to the recent 8 storey office building opposite the school (which has a scale and bulk and material treatment out of character with the rest of the street).

#### 3.1.6.2 Area guidelines

**a) Heritage**

- Darley Rd (in the town centre) is a designated Conservation area.
- The major civic buildings, St Matthews Church and Manly Village Public School and historic Fig tree plantings contribute to the streetscape. New development should respect these buildings and the streetscape.

**b) Significant views and vistas**

- Darley Rd terminates at The Corso. The vista could be enhanced with crown-lifting of the street trees, a fountain or sculpture on the axis, while special attention should be paid to the design of The Corso facades at this junction.

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Map 17
Darley Road area
3.1.6.2 Area guidelines (cont.)

c) Pedestrian and vehicular circulation
- As the main access to Eastern Hill, Darley Rd has a lot of through traffic via The Corso. It is necessary to enhance the pedestrian amenity of the nodal point at the Corso-Darley Rd intersection by decreasing traffic flow here and widening the footpaths (especially on the western side of Darley Rd).

d) Uses
- Develop and extend active street level uses on the west side of Darley Rd between Victoria St and Wentworth St to complement the active street level uses between Wentworth St and The Corso.

e) Street frontage
- Buildings are to be built to the street alignment between The Corso and Victoria St.
- Buildings between The Corso and Wentworth St should have shop fronts with awnings and comply with the General Built Form Guidelines.
- All corner buildings are to be built to the street alignment with awnings.
- Blank walls at street level are not appropriate.
- Positioning of private entries to apartment developments shall not be situated at the corner of buildings facing street intersections.
- Private entries to apartment developments from main streets represent a ‘non-active’ use and therefore should take up as little of the ground floor elevation as possible.
- South of Victoria Pde, buildings are to be set back from the street alignment (except at street corners as indicated in Map 18).

f) Building height, form and scale
- Develop corner buildings and infill buildings which reinforce the existing scale and proportion of the street.
- See the DCP for the Business Zone 1989 (as amended) and DCP for the Residential Zone 2001 for allowable building height.
- In addition, the General Building Form Guidelines apply.

g) Building expression and materials
General Urban Design Guidelines apply and in addition:
Between The Corso and Wentworth St:
- Parapets are required and are to be articulated to provide a modulated skyline.

Photo 20
Darley Road looking north west to The Corso from the Wentworth Street intersection
• Facades are to be modelled to provide relief, light and shadow.
• Facades may include a combination of finishes including face brickwork, rendered and painted masonry to complement adjoining buildings.

Between Wentworth St and Ashburner St:
• Face brickwork is preferred. Facades may include a combination of finishes including, render, timber/lightweight panelling to complement adjoining buildings.

h) Public domain
• Reinforce the avenue planting of figtrees along the length of the street.
• Widen the footpath on the western side of Darley Rd near the intersection with The Corso to improve pedestrian amenity here and create public space that complements the grandeur of the existing arching figtrees.

The grounds of the school visually contribute to the public domain and should be protected. It is therefore necessary to:
• Reinforce the boundary planting of the school to enhance enclosure of the street and school.
• Widen the footpaths between Wentworth St and The Corso to better integrate this block into the town centre.
• Widen the footpaths at Victoria St to improve pedestrian amenity and slow traffic.
3.2 MAINLAND GRID PRECINCT:
This precinct comprises

- Sydney Rd
- Belgrave St

3.2a Precinct general issues / character

- The streets of the mainland grid define the entries to the Town Centre. They provide vistas out to the ocean and inland to the parks and vegetated escarpment.
- This grid also has an orientation related to the coastline, with a vista south along Belgrave Street, (nearly parallel to the coastline), to Manly Wharf and the harbour.
- The pre-eminent east-west street and gateway into Manly from Sydney is Sydney Road.
- Raglan Street is also a wide, important east-west street on the ring road but without the entry status Sydney Road commands.
- The main north-south street is Belgrave Street fronting the town parks and terminating at the wharf. All the other north-south streets within this grid are secondary local streets.

3.2b Precinct guidelines

- Maintain and enhance the existing vistas to the ocean, harbour and escarpment along primary streets.
- Where a development forms the end of a view corridor along a street special attention must be given to its architectural treatment/detail.
- Extend the verdant character of Gilbert Park along the Belgrave frontage of Ivanhoe Park to enhance the parkland edge to the town centre.
- Ensure that the quality of buildings developed along Belgrave St are appropriate and complement its highly prominent location and civic importance.

Map 19
Mainland grid precinct
3.2.1 Sydney Road area

3.2.1.1 Area general character / issues / intent

- This street forms the major gateway into Manly from Sydney. From the ridge at Fairlight Sydney Road provides an outstanding view over the town centre to Cabbage Tree Bay, Shelley Beach headland and the ocean beyond. This view corridor clearly places Manly within its natural setting.

- Descending the hill into Manly, Sydney Rd has a residential character. Ivanhoe and Gilbert Parks signal Town Centre arrival,

- At Belgrave St, the streets character changes. Within the town centre Sydney Rd is flat, narrower & contained by a rich variety of small scale Victorian, Edwardian and more recent commercial buildings.

3.2.1.2 Area guidelines

(see also 1.3 General Urban Design Principles and 2.1 General Built Form Guidelines)

a) Heritage

- Sydney Rd (within the town centre) is part of Henry Gilbert Smith’s original street grid. Within the town centre Sydney Rd is a Designated Conservation Area. Development in this Area that proposes work to a contributory item will require a report from an appropriately qualified architect. Development that includes work proposed to a Heritage item will require a report from an appropriately qualified heritage architect.

- The small scale and varied character of the street edge buildings terminated by two highly distinctive hotels at The Corso should be preserved. New development should be compatible with the existing scale and character of the street.

Map 20
Sydney Road area

Manly Town Centre Urban Design Guidelines 2002
3.2.1.2 Area guidelines (cont.)

b) **Significant views and vistas**
- Maintain the view to Cabbage Tree Bay and out to the ocean from Sydney Road by ensuring new development does not encroach further upon this vista from the hill.

c) **Pedestrian and vehicular circulation**
- This street is a very active centre with most street frontages occupied by pedestrian generating uses.

d) **Uses**
- Encourage a balance of mixed uses at street level for a vibrant day and night life.

e) **Street frontage**
- Buildings are to be built to the street alignment
- Shop fronts and awnings are required and are to conform with the General Built Form Guidelines.
- All corner buildings are to be built to the street alignment with awnings.

---

**Sketch 10**
A possible development to enhance the gateway to the Town Centre at the Sydney Rd/ Belgrave St Intersection.

---

**Photo 21**
View of Belgrave St + Sydney Rd intersection looking east
3.2.1.2 Area guidelines (cont.)

f) Building height, form and scale

• See the Development Control Plan for the Business Zone for allowable building heights for both new and in-fill buildings.
• Provide a strong gateway into the town centre by developing appropriate corner buildings on the east side of Sydney Rd intersections with Belgrave St.
• Maintain the existing scale and proportion of the street.
• In addition, General Built Form Guidelines and Urban Design Principles apply.

• Facades may include a combination of finishes including rendered, painted masonry and face brickwork to complement adjoining buildings.
• Facades should be more solid than void.
• Sunshading devices must be integral with, and respond to the architectural design of development.
• Windows are to have vertical proportions. Strip windows, curtain walls and reflective glass are not permitted.
• Awning mounted lighting is encouraged. Fluorescent tubes however are not appropriate.

g) Building expression and materials

General Built Form Guidelines and Urban Design Principles apply, and, in addition:

• Maintain the varied and interesting architectural character of the street.
• Parapets or gable ends are to be articulated to provide a modulated skyline.
• Facades are to be modelled to provide relief, light and shadow.
h) **Public domain**

- Intensive planting to the upper parts of Ivanhoe Park provide a verdant gateway which should be extended down to Belgrave St to complement Gilbert Park planting.

- The 'pocket' park on the old Post Office site is unnecessary in this gateway location. The entrance experience would be greatly enhanced by a well designed building of Architectural merit.

- Ensure car movement does not detract from pedestrian amenity in the Town Centre. The rolled kerb on the sunny south side of the street (between Whistler Street and Central Ave) affects the amenity of the pedestrian environment and outdoor eating. The 90° carparking on the north side of the street here compromises the potential for wider sidewalks and as the possibility arises its replacement with parallel parking should be investigated.

- Furniture, lighting and planting should be concentrated along the footpath alignment and unrelated clutter removed for the entire length of the street between Belgrave St and The Corso.

- Improve night lighting to enhance pedestrian amenity and make it safer and more vibrant at night.
### 3.2.2 Belgrave Street area

#### 3.2.2.1 Area general issues / character

- Belgrave Street marks several gateways to the town centre: from the harbour at Manly Wharf, from the north at Raglan St & Ivanhoe Park and from greater Sydney at the intersection with Sydney Rd.
- The distinct character of this street is defined by a solid wall of buildings addressing Gilbert and Ivanhoe Parks.
- This street contains three blocks, each varies in character, quality and civic importance. Imposing public buildings and the mature landscape of Gilbert Park define the southern block. Further north the address to Ivanhoe Park is compromised by the width of Belgrave St, the hard landscape of the tennis courts and planting which restricts visual and pedestrian access to the park (although providing a useful screen to the tennis courts while they exist). The buildings in this block are highly prominent from the Sydney Rd approach.

#### 3.2.2.1 Area guidelines

<table>
<thead>
<tr>
<th>a)</th>
<th>Heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td>•</td>
<td>The civic buildings opposite Gilbert Park; the Police Station, the Courthouse and Council Chambers form a strong and cohesive civic streetscape and contribute greatly to the identity of the street.</td>
</tr>
<tr>
<td>•</td>
<td>These buildings are heritage listed and must be preserved.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>b)</th>
<th>Significant views and vistas</th>
</tr>
</thead>
<tbody>
<tr>
<td>The vista to the harbour is perceived beyond the ferry terminal.</td>
<td></td>
</tr>
<tr>
<td>•</td>
<td>Maintain the vista over Manly wharf to the expanse of harbour and distant land and sky beyond by ensuring the wharf is kept low in scale.</td>
</tr>
<tr>
<td>•</td>
<td>Ensure the highly prominent elevations of new development along Belgrave St from Sydney Rd north are of a high quality and are buildings of architectural merit.</td>
</tr>
</tbody>
</table>

[Map 22 Belgrave St area]
c) Uses
- Maintain the mix of activities with civic and public uses at the northern end and shops and commercial at street level elsewhere.
- Encourage cafes and outdoor eating along the eastern side of Belgrave St overlooking Ivanhoe Park.

d) Pedestrian and vehicular circulation
Belgrave Street carries a substantial volume of traffic that affect the pedestrian amenity of the street.
- Wider sidewalks in this block are recommended to improve pedestrian amenity.
- Kerbside parking could be maintained on the eastern side of Belgrave St to insulate pedestrians from the traffic.
- A traffic lane should be removed and a planted median incorporated between Sydney Rd and Raglan St to improve pedestrian access to the park.

e) Street frontage
- Buildings are to be built to the street alignment.
- All buildings (except civic buildings) are to have shop fronts & awnings. Shop fronts and awnings are to conform with the General Built Form Guidelines.
- Existing through block links must be retained.

f) Town centre gateway buildings
- Provide a strong gateway into the town centre by ensuring appropriate corner buildings are developed at the north and south corners of Belgrave St and Sydney Rd and the corners of the intersection of Pittwater Rd and Raglan St (other than on tennis club corner). See The Manly Town Centre Study Sept 1995 “Project Site No 5 Manly Baby Health Centre Site”.

g) Building height, form and scale:
Urban Design Principles and General Built Form Guidelines apply and in addition:
- The higher buildings and the more imposing public buildings better suit the scale of the street and provide a better address to the parks.
- See the DCP for the Business Zone 1989 (as amended) and all other relevant statutory Council documents in regard to allowable building heights, form, advertising signs, etc.

h) Building expression and materials
Urban Design Principles and General Guidelines apply, and in addition:
- Parapets or gable ends are to be articulated to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.
- Facades should include a combination of finishes including rendered and painted masonry, face brickwork to complement adjoining buildings.
3.2.2.1 Area guidelines (cont.)

- Painting of face brickwork is not supported.
- Facades should be more solid than void.
- Strip windows, reflective glass and curtain walls are not permitted.
- Sunshade devices should be integral with and respond to the architectural design of the building.

i) Public domain

- Gilbert Park is a major natural asset to Manly Town Centre and is an important part of the centre’s amenity and image. It is essential that the quality of its landscape is maintained and not diminished following the relocation of bus movements and public amenities block to Gilbert Park.
- No further building work should be carried out in this park.

- Visual and pedestrian access to Ivanhoe Park from the Town Centre would be improved by removing one traffic lane between Sydney Rd & Raglan St and replacing it with wider sidewalks &/or a planted median.
- If in future a wider planting belt could be incorporated to the west side footpath between Sydney Rd and Raglan St, (and the tennis courts removed/reduced in number) extend the canopy of trees from Gilbert Park north along the frontage of Ivanhoe Park to replace the existing Melaleuca screen planting there.

- Consider future relocation or reduction of the tennis courts (in line with the proposals of the Manly Town Centre Study, Sept. 1995 see action plan no. 8) to provide better access into the park from the town centre from Belgrave St.
- Consideration be given to planting street trees in the parking lane along the eastern side of the street. This will increase pedestrian amenity and create shaded outdoor eating areas.

Photo 24
Belgrave St looking north from the Gilbert St intersection
Map 23
Belgrave St between Raglans St and Sydney Rd

Articulation zone hatched

(between Raglan St. and Sydney Rd.)
3.2.3 Raglan Street area

3.2.3.1 Area general issues / character

- Raglan St effectively marks the northern boundary to the dense commercial heart of the town centre. This boundary is reinforced by the shift in the street grid (at Pittwater Rd) and with the tree lined grounds of the church and school.

- Raglan Street west of Belgrave St has a very distinctive character. It has Ivanhoe Park on one side, and on the other a series of fine heritage buildings. This section of the street is very narrow.

- East of Belgrave St, within the town centre, Raglan St street broadens and the streetscape loses coherence. Building styles and heights vary greatly. In the town centre the street has a discordant mix of scales with heights up to 12 storeys. The street alignment is not always respected and the public domain is nondescript.

- With the exception of the Church and school on the north side of the street, a mixture of commercial, high density residential and hotel uses dominate the street.

3.2.3.2 Area guidelines

a) Heritage

- The Church of Mary Immaculate and school and the tree lined grounds collectively have a distinct and significant identity which should be protected.

- The tree planting around the perimeter of the school should be filled out to enhance the school precinct identity.

b) Significant views and vistas

- Raglan Street provides the pedestrian an excellent vista to the ocean along its length. These views must be protected.

- Norfolk Island Pines on The Steyne should be positioned so as to ensure the distant view is framed not obstructed. Large vehicle parking in this area should be relocated.

Map 24
Raglan St area
3.2.3.2 Area guidelines (cont.)

- Vistas along Short St and Central Ave to buildings on Raglan St provide framed views of the street wall. Ensure new buildings which terminate the Central Ave and Short St vistas at Raglan St are of a high architectural quality and expression that responds to this important view corridor.

  c) Uses

- Encourage active street level uses (such as shops and retail commercial) within this precinct.
- Encourage cafes and outdoor eating along the sunny southern side of Raglan St.

  d) Street frontage

- Buildings are to be built to the street alignment.
- All buildings are to have shop fronts (except the school and church buildings).
- Awnings are to be provided on all buildings on the south side of the street and at the corners of Belgrave St and The Steyne.
- Shop fronts and awnings are to conform with the general guidelines.

Photo 25
Raglan St looking west

Photo 26
Raglan St looking east from Pittwater Rd
3.2.3.2 Area guidelines (cont.)

**e) Building height, form and scale**

Urban Design Principles and General Built Form Guidelines apply and in addition:

- For allowable building height: See the DCP for the Business, or Residential Zone (as applicable).
- Buildings on the north side of the street should not cause overshadowing of buildings on the south side of the street (between 12-3pm winter solstice).
- Maximum building height: See the Development Control Plan for The Business, or Residential zone (as applicable).

**f) Building expression and materials**

General guidelines apply, in addition:

- Parapets or gable ends are to be articulated to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.
- On the south side of the street facades may include a combination of finishes including rendered and painted masonry, face brickwork to complement adjoining buildings.
- On the north side of the street the use of face brickwork to complement adjoining buildings is preferred. Other materials may include a combination of finishes including rendered and painted masonry.
- The painting of face brickwork is not preferred.

**g) Public domain**

- Improve the quality of the public domain here by extending the verdant character of Ivanhoe Park through this wider section of the street. Investigate the possible planting of a row of street trees in the parking lane and along the wider footpath on the south side of the street between Belgrave St and The Steyne, to extend the canopy of trees from Ivanhoe Park to the beach.
- The church and school yard provides relief to the built environment but is poorly vegetated. Encourage planting of additional canopy trees around the perimeter of the school yard.
- Plant street trees in the wide footpath on the north side of the street between Belgrave St and The Steyne to complete the avenue plantings and pattern.
3.2.4 Whistler Street area
(between Sydney Rd & Raglan St)

3.2.4.1 Area general issues / character

- Part of the mainland grid, this long narrow street has a distinct character within the town centre.
- It is a mixed use/service street with a disparate range of building heights. The older street wall buildings are of a similar scale and detail. The more recent developments are taller with bigger footprints and plain facades which have a scale and bulk out of character with the rest of the street.

3.2.4.2 Area guidelines

a) Heritage
- The congregational church on the corner of Sydney Rd and Whistler St is the only significant heritage building and must be preserved.

b) Significant views and vistas
- The termination of the street vista at The Corso could be further enhanced with appropriate artwork, lighting and planting.
- New building work in this area must not interfere with the visual curtilage of the congregational church or detract from views to it from the pedestrian arena.

Map 26
Whistler St area
3.2.4.2 Area guidelines (cont.)

c) Pedestrian and vehicular circulation
- Existing east–west through block pedestrian access ways should be maintained an enhanced
- New development should be encouraged to incorporate new pedestrian through–block linkages between Belgrave St and the Ocean Beach.

d) Uses
- Extend active street level uses and commercial activity along Whistler St.

e) Street frontage
- Buildings are to be built to the street alignment
- Shop fronts are required and are to conform with the Urban Design Principles and the General Built Form Guidelines.
- Because the street is narrow, awnings are not required, except at corners.
- All corner buildings are to be built to the street alignment with awnings.
- Maintain existing through site links and lanes.

e) Street frontage
- Buildings are to be built to the street alignment
- Shop fronts are required and are to conform with the Urban Design Principles and the General Built Form Guidelines.
- Because the street is narrow, awnings are not required, except at corners.
- All corner buildings are to be built to the street alignment with awnings.
- Maintain existing through site links and lanes.

f) Building height, form and scale
The Urban Design Principles and the General Built Form Guidelines apply and in addition:
- Smaller buildings are more appropriate to narrower streets. Maintain the existing pedestrian scale and proportion of the street.
- Shop fronts are required and are to conform with the Urban Design Principles and the General Built Form Guidelines.
- Maximum building heights. See the DCP for the Business or Residential Zone, whichever is applicable.

g) Building expression and materials
The Urban Design Guidelines and the General Built Form Guidelines apply, and in addition:
- Maintain the varied and architectural character of the street.
- Parapets or gable ends are to be articulated to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.
- Facades may include a combination of finishes including rendered, painted masonry and face brickwork to complement adjoining buildings.
- Facades should be more solid than void.

Photo 27
Whistler St looking north from the Sydney Rd intersection
3.2.4.2 Area guidelines (cont.)

**Map 27**
Whistler St

- **Public domain**
  - Small medium street trees that suit the scale of the street should be planted along both footpaths.
  - The intersection of Whistler St and Sydney Rd should be improved through appropriate urban design treatment.
3.2.5 Short Street area

3.2.5.1 Area general issues / character

- This short narrow mixed use/service street extends only one block between Sydney Rd and Raglan St. It has a distinctive landscape created by a partial closure at Sydney Rd.
- The potential of this open space is overwhelmed by the scale of the adjoining buildings and compromised by a carpark entrance located in the centre of the street (toward the Raglan St end).
- Newer large developments, up to 12 storeys in height, have a scale and bulk out of character with the existing smaller buildings of Short St and with the rest of Manly town centre. On the western side of Short St these buildings are built to the street alignment and relate to other buildings on adjoining streets. i.e. Raglan Street and Sydney Road.

3.2.5.2 Area guidelines

a) Heritage

- Buildings at the southern end of Short St. are in The Conservation Area.
- New development should complement the scale and bulk of these buildings

b) Significant views and vistas

- The carpark entrance at the northern end of Short St presents a physical and visual barrier to Raglan St. (see Sketch 11 + Photo 28).

  Removal of the concrete entry booth (to no higher than balustrade height) is recommended to reinstate the vista to the Church of Immaculate Mary. Relocation of this carpark entry behind the building line is recommended when redevelopment occurs.

c) Pedestrian and vehicular circulation

- Some pedestrian amenity is provided by the partial closure of Short St.

Map 28
Short St area
Sketch 11
Possible treatment to open up Short Street plaza right through to Raglan Street improving its civic amenity

Photo 28
Short Street looking north from Sydney Road intersection
The pedestrian amenity however is compromised along the length of the street by numerous carpark entries. New development must ensure pedestrian/vehicular conflicts are resolved. Carpark entries should be located behind the building line and removed from the public pedestrian areas.

- Maintain and enhance existing through-block links and pedestrian lanes. The through-block link from Short St to Central Ave through the Manly National building should be reconfigured as a direct and clear passage. If redeveloped this link should be open to the sky to break up the site into 2 smaller building parcels.

- New development should be encouraged to incorporate new east-west pedestrian through-block linkages

d) Uses
- Encourage active retail street level uses and commercial activity to engage and relate to the Short St mall and improve pedestrian amenity there.
- Encourage cafes and outdoor eating along the mall.
- All carparking should be screened from view preferably by active uses. Carparking above street level is discouraged.
- The laneway between Short St and Whistler St is another of the critical through-block pedestrian links in the town centre. Its pedestrian amenity could be enhanced with widening and the introduction of active frontage addressing the laneway along its length.

f) Street frontage
- Buildings are to be built to the street alignment.
- Street frontages on the mall are required to have shop fronts. Shop fronts are to conform with the general guidelines.
- Because the street is narrow, awnings are not required except at corners.
- All corner buildings are to be built to the street alignment with awnings.

Urban Design Principles and General Built Form Guidelines apply, and in addition:

- Smaller scale buildings are more appropriate fronting narrower streets. The large scale buildings in Short St are inappropriate & should never be repeated.
g) Building expression and materials

Urban Design Principles and General Built Form Guidelines apply, and in addition:

- Parapets or gable ends are to be articulated to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.

h) Public domain

- The Short St. mall would benefit from significant planting, more active street frontages & removal of the carpark entry structure to reinstate the street vista (see Sketch 11). Removal of the carpark structure should also improve safety and surveillance.
- Small/medium street trees to suit the scale of the street should be planted along the length of the street.
- Street lighting and seating complementing that used in adjacent areas should be incorporated to increase pedestrian amenity.
3.2.6 Central Avenue area

3.2.6.1 Area general issues / character

- This short narrow street, like Short St, extends only one block between Sydney Rd and Raglan St. It is a mixed use street dominated by the Manly National and Pacific Waves Developments.

- The Manly National development, up to 12 storeys in height, has a scale and bulk very much out of character with the existing smaller buildings built to the street alignment surrounding it. These smaller buildings at the ends of the street relate in scale to other buildings on Raglan Street and Sydney Road.

3.2.6.2 Area guidelines

a) **Heritage**

- Buildings at the southern end of Central Ave are part of the Sydney Rd streetscape and The Conservation Area.

- New and adjoining development should relate to the scale, form and expression of these smaller buildings.

b) **Significant views and vistas**

- Vistas to the facades of buildings on Sydney Rd and Raglan St have potential to be significant.

- Redevelopment or refurbishment should ensure the architectural expression and quality of the development responds to the vistas from Central Ave.
c) Pedestrian and vehicular circulation

- Reduce vehicular and pedestrian conflicts by reinstating the footpath for pedestrian amenity and minimising vehicular crossovers.
- Maintain and enhance existing through block links and pedestrian lanes. The through block link from Short St to Central Ave through the Manly National should be reconfigured as a direct and clear passage. If redeveloped, this link should be open to the sky to break up the site into 2 smaller building parcels.
- Incorporate active street level uses to the frontages of the laneways and though-site links and arcades in this precinct.

d) Uses

- Encourage active street level uses, retail and commercial, to engage and relate to Central Ave.
- All carparking should be screened from view preferably by active uses. Carparking above street level is discouraged.

e) Street frontage

- Buildings are to be built to the street alignment.
- Encourage shop fronts with direct access to Central Ave to increase safety and surveillance. Shop fronts are to conform with The General Built Form Guidelines.
- The continuation of the colonnade on the east side of the street up to Raglan St would further enhance streetscape.
- All corner buildings are to be built to the street alignment with awnings.

f) Building height, form and scale

- Smaller scale buildings are more appropriate for narrow streets. The large scale buildings in Central Ave are inappropriate & should not be repeated.
- Maximum building height: See the Development Control Plan for the Business or Residential Zone (whichever is applicable).
- In addition, Urban Design Principles and General Built Form Guidelines apply.

Photo 30
Central Ave looking north from Sydney Rd
Urban Design Principles and General Built Form Guidelines apply and in addition:

- Parapets or gable ends are to be articulated to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.
- Facades may include a combination of finishes including rendered, painted masonry and face brickwork to complement adjoining buildings.
- Facades should be more solid than void.
- Remodelling of large developments to improve the pedestrian interface and reduce their scale and bulk is recommended.
- An architectural treatment that could bring greater pedestrian amenity to the ground floor level street frontage of The Manly National building needs to be investigated.

h) Public domain

- Maintain a continuous footpath along the length of the street. Recessed parking bays or porte cochères which force pedestrians to deviate from their direct line of movement are not permitted.
- Maintain the regular street tree planting along both footpaths to the full length of the street.
3.3 WHISTLER STREET TRIANGLE PRECINCT:

This precinct comprises:

- Whistler St (south)
- Market Lane

<table>
<thead>
<tr>
<th>3.3a Precinct general issues / character</th>
<th>3.3b Precinct guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>- The triangular space here is a result of the intersection of the mainland grid related to the Sydney Rd alignment and the harbour/ocean grid pattern set up by the alignment of the Corso.</td>
<td>- Remove surface parking and investigate the long term removal or relocation of the Whistler St carpark to the north and western edges of the ‘ring road’.</td>
</tr>
<tr>
<td>- The triangular space generates a series of little streets within the main perimeter streets, which give a strong sense of containment within the triangle at the centre of this Precinct.</td>
<td>- Improve the pedestrian amenity of the precinct with active street level uses and an improved built environment.</td>
</tr>
<tr>
<td>- Despite the civic focus of the library, the pedestrian amenity is compromised by the needs of service vehicle traffic.</td>
<td>- Respond to Gilbert Smith’s plan for a green space ‘reserve’ in the triangle.</td>
</tr>
<tr>
<td>- Gilbert Smith’s original plan for Manly designated the centre of the triangle as a green open space or one of the “…The promenades and squares on the Plans will be the means of ensuring health and amusement to residents and visitors…” (taken from Henry Gilbert’s notes on his Plan for the grand layout of Ellensville later named Manly.</td>
<td>- Introduce further soft urban designed landscape within the centre of the triangle to assist orientation and to create a sanctuary within the town centre.</td>
</tr>
<tr>
<td>- Gilbert Smith’s early plan clearly shows the open triangular space called a ‘reserve’.</td>
<td>- Restrict service delivery use of Market Lane and protect pedestrian amenity.</td>
</tr>
<tr>
<td></td>
<td>- Ensure that in future properties are seen not to be backing onto Market Lane but fronting it, and the Corso. The facade/building treatment here must reflect this principle.</td>
</tr>
</tbody>
</table>
3.3.1 Whistler Street (south) area (between The Corso & Sydney Rd)

3.3.1.1 Area general issues / character

- This part of this long narrow street, extending between The Corso and Sydney Rd, has its own distinct identity within this triangular block. It is a mixed use service street with a range of low profile retail/commercial buildings compromised by the intrusive multi storey Whistler St carpark. The older street wall buildings are of a similar scale and create a very comfortable pedestrian environment. The carpark at 15m in height is in sharp contrast and inappropriate to the context.

- The visual impact of the surface carpark on Whistler emphasises the need and potential to redesign this space.

3.3.1.2 Area guidelines

a) **Heritage**
   - New and adjoining development should relate to the scale, form and expression of the existing smaller buildings.

b) **Significant views and vistas**
   - The visual impact of the open deck carpark on Whistler St detracts from the predominantly small scale of the street. The facade of the carpark, particularly at street level should be screened (this treatment could take various forms (eg. evergreen vine on wire framework)).

c) **Pedestrian and vehicular circulation.**
   - The termination of the street vista at The Corso could be further enhanced within the public domain with appropriate public art or urban design treatment.
   - Investigate relocation of the carpark access directly off Whistler St.
   - As the possibility arises investigate the long term removal or relocation of the Whistler St carpark to the ring road to better serve car users and create an improved pedestrian environment.

Map 33
Whistler St (south) area
environment in the heart of the town centre.

- Maintain existing ‘through block’ links and pedestrian lanes and active frontages to them. Investigate removal of posts and columns within these arcades so as to increase their pedestrian amenity and accessibility.

d) **Uses**

- The level of pedestrian activity on Whistler St due to its interface with The Corso and the carpark could be intensified with more active street level uses.
- Encourage active street level uses, retail and commercial uses along Whistler St.

e) **Street frontage**

- Buildings are to be built to the street alignment.
- Encourage shop fronts to increase safety and surveillance. Shop fronts are to conform with The General Built Form Guidelines.
- Awnings are not required as the street is narrow.

- The carpark should be screened from view preferably by active street level uses.

f) **Building height, form and scale.**

- Smaller scale buildings are more appropriate for narrow streets. The large scale of the carpark is inappropriate and should not be repeated.
- Maximum building height
  See the DCP for the Business Zone.
- In addition, Urban Design Principles and General Built Form Guidelines apply.

g) **Building expression and materials**

General Built Form Guidelines apply, and in addition:

- Parapets or gable ends are to be articulated to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.
- Facades may include a combination of finishes including Rendered masonry and face brickwork to complement adjoining buildings.
- The painting of face brickwork is not preferred.

Photo 31
View south along Whistler St to The Corso
Facades should be more solid than void.

Screening of carparking at all levels from the public domain is required. Remodelling of the carpark to improve the pedestrian interface and reduce its scale and bulk is recommended.

**Public domain**

- Ensure a continuous footpath along the length of the street. Carpark access should be via a kerbcut to the footpath which gives pedestrian priority.
- Introduce regular street tree planting along both footpaths.
- Asphalt should be replaced with pedestrian paving to give pedestrians priority.
- Investigate the possibility of replacing the surface parking area with a landscaped open space to complement the forecourt to the Council Chambers.
### 3.3.2 Market Lane area

#### 3.3.2.1 Area general issues / character

- Market Lane has its own distinct character within this triangular block. It is primarily seen as a street that services buildings fronting Sydney Rd and The Corso.

  The street wall buildings are of a similar height that does not overwhelm the pedestrian environment that is complemented by the Library.

  The range of low profile retail / commercial uses, the library and the 'through block' arcades generate a high level of pedestrian activity which is however compromised by the intrusive fire escape structure attached to the library.

#### 3.3.2.2 Area guidelines

| a) Heritage | | listed building must be accompanied by a report from an appropriately qualified heritage architect. |
|-------------|-----------------------------|
| - The buildings which line Market Lane are within The Corso Conservation Area. | | |
| - New buildings and additions should relate to the scale, form and expression of the existing smaller buildings. Development that includes work on an existing building designated as a contributory item must be accompanied by a report from an Architect with appropriate heritage experience. Development that includes building work proposed to a heritage |
| b) Significant views and vistas | | |
| - The visual impact of the open deck carpark on Market Lane detracts from the predominant character of the lane. The surface carparking should be removed and the facade of the carpark particularly at street level should be appropriately screened. | | |

Map 35

Market Lane area
3.3.2.2 Area guidelines (cont.)

- Market Lane has street vistas to Whistler St that are important to its urban quality. They should be protected and enhanced.

c) Pedestrian and vehicular circulation
- Investigate the possibility of relocating vehicular access to and from the carpark from Whistler St.
- Investigate the possibility of long term removal or relocation of the Whistler St carpark to the ring road to better serve car users and create a better pedestrian environment in the heart of the town centre.
- Maintain existing through block links and pedestrian lanes and enhance their pedestrian amenity and active street frontage.

d) Uses
- Encourage active street level uses, retail and commercial uses along Market lane and the exposed faces of the carpark.
- Accommodate service requirements with minimum impact on the pedestrian street environment.

e) Street frontage
- Buildings are to be built to the street alignment.
- Improve the pedestrian amenity of the precinct with active street level uses and an improved built environment.
- Restrict service delivery use of Market Lane pedestrian amenity and increase deciduous tree cover where possible.
- Ensure that in future properties are seen not to be backing onto Market Lane but fronting it and the Corso. The facade/building treatment here must reflect this principle.

Photo 32
Market Lane looking north east

Photo 33
Market Lane looking south west
Encourage shop fronts to increase safety and surveillance. Shop fronts are to conform with the general guidelines.

Awnings are not required as the street is narrow.

All arcades should have shop fronts which also open to Market Lane.

The carpark should be screened from view preferably by active street level uses.

Introduce an active building frontage to the ground level of the carpark or develop a small building in front of the carpark to screen it and activate the open space.

Service entrances should be accommodated without dominating the street frontage Service areas should be screened from the street.
### 3.3.2.2 Area guidelines (cont.)

<table>
<thead>
<tr>
<th>f) Building height, form and scale</th>
<th>g) Building expression and materials</th>
<th>h) Public domain</th>
</tr>
</thead>
</table>
| • Smaller scale buildings are more appropriate for narrow streets. The large scale of the carpark is inappropriate & should not be repeated. | Urban Design Principles and General Built Form Guidelines apply, and in addition:  
  • Parapets or gable ends are to be articulated to provide a modulated skyline.  
  • Facades are to be modelled to provide relief, light and shadow.  
  • Facades may include a combination of finishes including rendered masonry, face brickwork to complement adjoining buildings.  
  • Facades should be more solid than void.  
  • Painting of face brickwork is not supported.  
  • Appropriate screening of carparking from the public domain is required. Remodelling of the carpark to improve its pedestrian interface and reduce its scale and bulk is recommended. | • Two corners of the triangular block are open space, one a carpark the other a small plaza next to the library, the contrast in amenity emphasises the need and potential to redesign the surface carpark.  
  • Ultimately remove cars and surface parking from the Market Lane triangle. Give pedestrians priority use of this space and develop a small green pocket park to complement the library plaza and the forecourt to the Council Chambers.  
  • Asphalt should be replaced with pedestrian paving in Market Lane with additional tree planting and furniture introduced to promote pedestrian priority over vehicular traffic. |
### 3.4 OCEANFRONT PRECINCT

This precinct comprises:

- North Steyne (from the Corso to Carlton St)
- South Steyne

<table>
<thead>
<tr>
<th>3.4a Precinct general issues / character</th>
<th>3.4b Precinct guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>- The Steyne, with its associated parkland, promenade and beach, defines the ocean edge of the town centre.</td>
<td>- Maintain the pattern of the historic Norfolk Island Pines as the dominant image of Manly from the ocean, Marine Parade and Shelly Beach.</td>
</tr>
<tr>
<td>- The oceanfront has a distinct character. It has a more urban landscape treatment and generates a busier and more active street life and recreational use than the harbourfront.</td>
<td>- Mark the intersection of The Steyne with The Corso.</td>
</tr>
<tr>
<td>- The Norfolk Island Pines form the dominant image of Manly from the water. The buildings of the town centre (when viewed from the beach and ocean) are predominantly screened from view.</td>
<td>- Express the ends of each town centre street at The Steyne. Maintain and enhance vistas to the ocean from these streets. Remove obstructions where necessary.</td>
</tr>
<tr>
<td>- Parts of North and South Steyne are affected by a Statutory road re-alignment control. (Attachment 4 in the Development Control Plan for the Business Zone 1989 identifies the areas affected.)</td>
<td>- Continue to give detailed design attention to the entire public domain, from street alignment to beach.</td>
</tr>
</tbody>
</table>

Map 37
Oceanfront
### 3.4.1 North and South Steyne area

<table>
<thead>
<tr>
<th>3.4.1.1 Area general character / issues / intent</th>
<th>3.4.1.2 Area guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The Steyne forms the urban edge on the oceanside of Manly. North and South Steyne, although a single street, has different character along its length.</td>
<td>• Maintain the historic plantings of Norfolk Island Pines and infill where necessary.</td>
</tr>
<tr>
<td>• The street undergoes a transition as you move north away from The Corso, from cafes and restaurants to hotels and then to residential. Buildings are generally built to the street alignment and 3–5 storeys high.</td>
<td>a) Heritage</td>
</tr>
<tr>
<td>• Between Raglan St and Wentworth St. further north from The Corso this pattern breaks down with taller buildings set back from the street.</td>
<td>- The Norfolk Island Pines and several buildings including corner buildings at Victoria St and The Corso within the conservation area contribute to the heritage of the oceanfront.</td>
</tr>
<tr>
<td></td>
<td>- The significant heritage buildings must be retained. Adjoining development should relate to the scale, form and expression of the existing heritage buildings.</td>
</tr>
<tr>
<td></td>
<td>b) Significant views and vistas</td>
</tr>
<tr>
<td></td>
<td>- Views from the urban edge of the active ground floor street level use could be improved by investigating the possibility of line marking carspaces between Wentworth St and the Corso and</td>
</tr>
</tbody>
</table>

**Map 38**
North and South Steyne area
(without loss of car parking spaces) incorporate mid block blister islands to create greater transparency to the views beyond.

- Clear pedestrian vistas to the ocean from all the perpendicular streets should be revealed and maintained always.
- Tree planting and structures should be located to more effectively frame the ocean views.

c) **Pedestrian and vehicular circulation**

- The footpath along the west side of the street could be enhanced with appropriate paving and pedestrian lighting.

d) **Uses**

- Focus activity around The Corso. Develop and extend active (day and night) street level uses between Wentworth St and Raglan St.

- General shop fronts and awnings are to conform with the General guidelines.

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3.4.2 Area guidelines (cont.)

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**Photo 34**

View north along North Steyne

**Photo 35**

View south along South Steyne
3.4.1.2 Area guidelines (cont.)

**f) Building height, form and scale**
- Maximum building height—see DCP for Business or Residential Zone (as applicable).
- In addition, Urban Design Principles and General Built Form Guidelines apply.

**g) Building expression and materials**

Urban Design Principles and General Built Form Guidelines apply, and in addition:
- Parapets are to be articulated to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.
- Rendered and painted masonry is preferred. Facades may include a combination of finishes including face brickwork, timber to complement adjoining buildings.
- Light to mid-tone colours are preferred.
- The painting of face brickwork is not supported.

**h) Public domain**
- The footpath along the west side of the street could be enhanced with appropriate paving and pedestrian lighting and tree planting where there are no awnings.
- The use of polished granite cladding is not appropriate.
3.5 MANLY COVE PRECINCT

This precinct comprises:

- East Esplanade
- West Esplanade

### 3.5a Precinct general issues / character

- The Esplanade, together with the associated parkland, promenade and beach, defines the harbours’ edge of the town centre.
- The Norfolk Island Pines form the dominant image of Manly from the water. The buildings of the town centre are predominantly screened from view.
- The harbours’ edge has a distinct character. It is has a soft landscape treatment and generates more passive recreation and less pedestrian activity at the street edge than the oceanfront. The Manly Wharf is the main hub of activity.
- The waterfront streets take their names from their relationship and orientation to The Corso-East Esplanade and West Esplanade.

### 3.5b Precinct guidelines

- Reinforce the importance of The Esplanade as Manly’s harbour front address and gateway.
- Maintain the historic Norfolk Island Pines as the dominant image of Manly from the harbour.
- Focus day and night activities around the hub where Manly Wharf, The Corso and The Esplanade meet. Maintain more passive uses along the rest of The Esplanade.

Map 40
Manly Cove
3.5b Precinct guidelines (cont.)

- Express the ends of each town centre street at The Esplanade. Ensure vistas to the harbour along these streets are maintained and enhanced. Remove obstructions where necessary.
- Reinforce the differences between the harbour and ocean edges particularly the treatment of the public domain.
- Give detailed design attention to the entire public domain, from street alignment to beach.
- Ensure the landscape and bush outlook from West Esplanade to the hill behind (see Photo 36) is maintained.

Photo 36
Maintain landscape and bush outlook as seen from West Esplanade

Photo 37
View of Fairlight from East Esplanade, over Manly Wharf

Photo 38
View of Eastern Hill from West Esplanade, over Manly Wharf
3.5.1 East and West Esplanade areas

3.5.1.1 Area general character / issues / intent

• West and East Esplanade is physically and functionally one street effectively bisected by Manly Wharf and the convergence of The Corso and Belgrave St at the waterfront.

The street defines the harbour's edge of the town centre. The buildings along The Esplanade are diverse in character, style and quality, ranging from a defined street wall of mixed use buildings close to the centre to freestanding residential apartments closer to the ends of the Cove. With one exception, the buildings are below the height of the Norfolk Island Pines, which provide the first impression of Manly Town Centre arriving by ferry. This important image must be maintained.

The buildings cover a very wide range of architectural styles and vary in quality. The pre-60s buildings have more interest and are of diverse architectural styles and higher quality. The Grande Esplanade successfully addresses the street at ground level but the scale and bulk of the tower above the podium is out of character with the small building footprints typical of The Esplanade.

3.5.1.2 Area guidelines

a) Heritage

• The Norfolk Island Pines contribute to the heritage of the street. The significant heritage buildings must be retained.

b) Significant views and vistas

• Maintain pedestrian views to the harbour.

• No buildings, elements or significant planting should obstruct these views. Clear vistas to the harbour from the town centre should be revealed and maintained.

c) Pedestrian and vehicular circulation

• The relatively narrow carriageway slows traffic to safe speed. Maintain car parking along the street edges to help insulates pedestrians from the traffic.

d) Uses

• Develop and extend active street level uses on The Esplanade between Eustace St and Wentworth St to complement The Wharf.

• Maintain more passive uses along the rest of The Esplanade.

Map 41
East and West Esplanade areas
3.5.1.2 Area guidelines (cont.)

e) Street frontage

- Buildings are to be built to the street alignment between Eustace St and Victoria Pde.
- Shop fronts are to conform with the General Urban Design Guidelines.
- Buildings are to be setback from the street alignment west of Eustace St and east of Wentworth St except at street corners as indicated.

f) Building height, form and scale

- Maintain the historic Norfolk Island Pines as the dominant image of Manly from the harbour.
- Maximum building height: See the DCPs for the Business or Residential zone (whichever is applicable).
- In addition, General Built Form Guidelines apply.

g) Building expression and materials

Urban Design Guidelines and apply, and in addition:

- Between Eustace St and Victoria Pde a continuity of facades, that form the built edge of the town centre is preferred.

Large building footprints, however, are not supported.
3.5.1.2 Area guidelines (cont.)

- Buildings setback from the street alignment west of Eustace St and east of Victoria Pde are to provide substantial planting between the building and the street.
- Parapets or pitched roofs are to be articulated to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow and to break up the bulk and scale of the building. Recessed balconies, bay and oriel windows are encouraged.
- Facades may include a combination of finishes including face brickwork, rendered and painted masonry, timber to complement adjoining buildings.
- Lighter to mid tone colours are preferred.

h) Public domain

- Esplanade park is well used and has a strong coherent image. Infill planting Norfolk Island Pines where necessary to screen the street wall of buildings as seen from the harbour, foreshore and park.
### 3.6 GILBERT STREET PRECINCT

This precinct comprises:

- Gilbert St
- Eustace St
- West Promenade

#### 3.6a Precinct general issues / character

- This precinct is made up of a small group of streets between Ivanhoe Park, Gilbert Park and the green escarpment at Tower Hill Park.
- It is primarily a residential precinct except for West Promenade.
- The parks that surround this neighbourhood, define its boundaries.

#### 3.6b Precinct guidelines

- Maintain these streets as a medium density residential neighbourhood, confining non-residential uses to West Promenade.
- Enhance the public domain with street tree planting to reinforce the precincts connections to the surrounding parks.
Map 43
Gilbert St Precinct
3.6.1 Gilbert Street area

3.6.1.1 Area general character / issues / intent

- This precinct bound by the escarpment of Tower Hill Park, is the last street pattern on the flat before the hill rises to Fairlight. As such it forms an edge to the town centre. The buildings are typically face brick 2 and 3 -storey walk-ups.

West Promenade also includes medical services and community institutions. Some buildings are built to the street alignment buildings but generally they have a setback with a small front garden.

3.6.1.2 Area guidelines

a) Heritage

- West Promenade is predominantly heritage listed. These 1920’s and 1930’s buildings have a distinct identity and should be retained. New adjoining development should respect the form and scale of the existing buildings.

b) Significant views and vistas

- Views of the escarpment, to Gilbert Park and to Ivanhoe Park give this area a particular amenity despite its density. Maintain and enhance the views to the neighbouring parks and natural landscape features with appropriate planting to frame them.

Map 44
Gilbert St area
3.6.1.2 Area guidelines

c) Pedestrian and vehicular circulation
- It is important the pedestrian amenity of this precinct is not undermined by increased traffic.

d) Uses
- Maintain the residential character of the precinct. Confine non-residential uses to West Promenade.

e) Street frontage
- Buildings are to be setback from the street except at corners with planting and low garden walls on the street boundary.

f) Building height, form and scale
- Ensure all new development reinforces the existing scale and proportion of the street.
- Maximum building height. See the Development Control Plan for the Business or Residential Zone (whichever is applicable).
- In addition, General Urban Design Guidelines apply.

3.6.1.2 Area guidelines

g) Building expression and materials
General Urban Design Guidelines apply, in addition:
- Parapets or pitched tiled roofs are required to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.
- Face brickwork is preferred. Facades may include other finishes to complement adjoining buildings.

Photo 41
Important view west to green escarpment of Darley Castle Park from Gilbert Street

Photo 42
Important view north along Eustace Street towards Manly Oval and Kangaroo Park in the distance
3.6.1.2 Area guidelines

- Dark red-brown coloured bricks (that tonally match those generally used in the street) are most appropriate.
- The painting of face brickwork is not supported.

h) Public domain

- Substantial street tree planting should be introduced in the roadway or footpath (as appropriate).
- Maintain views over and between buildings in the foreground to the green escarpment behind.
- Ensure the vista from Eustace Street to Kangaroo Park is protected.
- Gilbert Park is very verdant with many mature trees. It is important that a Plan of Management is developed to ensure the integrity of the park is maintained.
### 3.7 PITTWATER ROAD PRECINCT

#### 3.7.1 Precinct general issue / character

- Pittwater Rd has an important role as the northern gateway into Manly town centre.
- The street is diverse in character combining clusters of commercial and retail activity interspersed among residential uses.
- Building types and styles are very mixed, ranging from Victorian terraces and detached houses to 3-5 storey commercial buildings (see Sketches 12 + 13).
- The diversity of buildings contribute to its identity and differentiate it from other streets in the town centre.
- Because it carries a large volume of traffic the public domain could be improved.

#### 3.7.2 Precinct guidelines

<table>
<thead>
<tr>
<th>a) Heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td>- The Streetscape of Pittwater Rd between Denison and Collingwood is listed as an item of environmental heritage. There are also several significant heritage buildings between Raglan St and Denison St.</td>
</tr>
<tr>
<td>- The significant heritage buildings should be retained. Adjoining development should respond to the form, scale and expression of heritage buildings.</td>
</tr>
<tr>
<td>- Development that includes work to a heritage listed building / item requires a report from an appropriately qualified heritage architect.</td>
</tr>
<tr>
<td>- Development that includes work to a building that is nominated as Contributory is a heritage Item, must include a report from an appropriately qualified architect.</td>
</tr>
</tbody>
</table>

Map 46
Pittwater Road precinct
Sketch 12
Residential development of various scales and traditional architectural character and style, set and consistency in streetscape appearance through use of complementary roof forms, materials and details

Sketch 13
Some key architectural elements that new development should reinterpret in a manner that helps reinforce the Architectural quality in the Conservation area.
3.7.1.2 Area guidelines

b) Significant views and vistas
- The vista south along Pittwater Road to the town centre could be improved through better design and planting of Ivanhoe Park to screen the tennis courts. Creating a focal point/gateway into the town centre.
- The vista north is terminated by a nondescript building where Pittwater Road is offset at Carlton St. (See Photo 43.) Urban design treatment should be investigated to create a more appropriate termination to this view.

c) Pedestrian and vehicular circulation
- The street carries large volumes of traffic. Maintenance of kerbide parking is important to provide a buffer for pedestrians.

d) Uses
- New uses should complement the existing pattern and be compatible with adjoining uses to ensure neighbourhood amenity is maintained.
- Develop and extend active street level uses such as shops and restaurants which generate some pedestrian activity especially at Raglan St. and Carlton St where the footpath can be widened for sidewalk cafes.
- Reinstall pedestrian awnings where they have been removed and replace inappropriate awning types with the accepted heritage type.
- Shop fronts are to conform with the General Built Form Guidelines.

f) Building height, form and scale.
- Maintain the pedestrian scale of the street.
- Maximum building height: see the Development Control Plan for the Business or Residential Zone (whichever is applicable).
- In addition, Urban Design Principles and General Built Form Guidelines apply.

Photo 43
View of Pittwater Road looking north from Raglan Street
**Sketch 14**
Example of heritage shop front elevation showing symmetry of layout and materials used.

- solid moulded timber doors
- front door highlight window

**Sketch 15**
Examples of heritage shop front elevation.

- smaller decorative highlight windows
- face brick work or heritage tiling

**Sketch 16**
View of heritage shop fronts in context.

- decorative heritage tiled entry feature
3.7.1.2 Area guidelines

g) Building expression and materials

General Urban Design Guidelines apply, and in addition:

- Parapets or pitched roofs are to be articulated to provide a modulated skyline.
- Facades are to be modelled to provide relief, light and shadow.
- Face brickwork is preferred. Facades may include a combination of finishes including face brickwork, rendered masonry, to complement adjoining buildings.
- Painting of face brickwork is not preferred.
3.7.1.2 Area guidelines

g) Public domain

- Street tree planting is mixed and makes little impact on the amenity and identity of the street.
- Implement the Pittwater Rd Street Tree Masterplan 2001 (adopted by Council) to bring consistency to street tree planting, and reinforce Pittwater Rd as the gateway to the Town Centre from the North.
- Widen the footpaths at the intersection of Raglan St and Carlton St. and introduce distinctive tree planting to reinforce the gateways.
- Improve street lighting and paving in accordance with the Manly Council's Paving Design Guidelines for the town centre (adopted 2000) to upgrade the pedestrian environment.