

do _ co _ mo _ mo _

International working party for
documentation and conservation

New International Selection
Full Documentation Fiche 2003

of buildings, sites and neighbourhoods of the
modern movement

for office use only

composed by national/regional working party of: Sydney, Australia

0. Picture of building/ group of buildings/ urban scheme/ landscape/ garden



depicted item:
source:
date:

Manly Ferry Wharf, Manly, NSW, Australia
<http://impressive.net/people/gerald/>
25/10/2005

do _ co _ mo _ mo _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

1. Identity of building/ group of buildings/ group of buildings/ landscape/ garden

1.1 Data for identification

current name:	Manly Ferry Wharf
former/original/variant name:	As Above
number(s) and name(s) of street(s):	East Esplanade
town:	Manly
province/state:	NSW
post code:	2095
block:	DP809933
lot:	Lot 1
country:	Australia
current typology:	Wharf
former/original/variant typology:	Wharf
comments on typology:	<p>The post European Settlement history of Manly dates from the first days of the new Colony and is inexorably linked to both the ocean and harbour. The first Manly Wharf as a 50 feet pier was constructed on the present site in 1854 and has been in continuous use as a ferry wharf. Because of its location and setting Manly developed as a seaside and harbourside resort. In 1877 Manly was incorporated as a Municipality. Its distance by road to the City of Sydney emphasised the ferry as the means of transport creating a village by the sea. The increased population supported an increase in the ferry service which was accompanied by improvements to the Wharf. Manly thrived in the 1920s as new subdivisions opened and the building boom got under way. In 1941 a new passenger wharf and building was constructed, replacing the 1856 wharf located on the same site.</p>

d o _ c o _ m o _ m o _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

1.2 Status of protection

protected by: state/province/town/record only
grade:

Sydney REP No 23 June/July 1990

Waterside Control Plan 1990 July 1990

Manly Ferry Wharf is listed as a heritage item on the 170 Register of the Heritage and Conservation of the Maritime Services Board.

Manly Ferry Wharf is listed by the National Trust (NSW), listings in this register imposes no legal restrictions. No constraints apply

valid for:

whole area

name(s) of surrounding area/building(s):

Manly Conservation Area

visual relations:

Manly's status as a municipality has always been closely linked to its waterfront. The Manly Ferry Wharf is significant as the gateway to Manly and for its association with thousands of tourists who hold memories of the ferry trip and first impressions of Manly.

functional relations:

Transport route from Manly to City of Sydney.

other relations:

d o _ c o _ m o _ m o _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

2. History of building(s) etc.

2.1 Chronology

Note if the dates are exactly known (e) or approximately estimated = circa (c) or (±)

commission or competition date: The Ferry Wharf at Manly was designed at the same time as those at Circular Quay. The wharves were designed for the Maritime Services Board by the important Sydney Modernist architect, Arthur Baldwinson in late 1930s to provide new modern facilities at the wharf.

design period(s): The existing building on the site consists principally of buildings from two periods: the 1941 ferry wharf on the west part of which is a heritage item and alterations in 1990, which included a retail arcade addition on the east. The wharf reopened in 2003 with a new retail market. The site is surrounded by a public promenade.

completion/inauguration: 1941

2.2 Summary of development

commission brief: As above

design brief: Baldwinson's designs for the renovation of both Circular Quay and Manly Ferry Wharves were produced for the Maritime Services Board in late 1940's. They were reviewed in *Art in Australia* which noted the following: "The design has a lightness and gaiety that is most suitable to a pleasure resort like Manly, and yet due respect has been paid to the maritime nature of the building. The treatment of the timber facings is an interesting attempt to adapt texture to form. Horizontal masses are sheathed with horizontal boarding with pronounced "rusticated" joints, whilst the tower boarding is vertical with small, neat cover strips. The paint finish generally is cream with brown, and buff on the capping members to the main shapes and to the awning. The hoods to the windows are in pale green"

building/construction: The building on the western half of the site includes fabric dating from 1941 and later periods mostly from 1990. It has three clear sections which are articulated in plan and section. The Wharf, The Clerestory and The Corso

d o _ c o _ m o _ m o _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

facade which includes the clock tower and the welcoming arms. The treatment of the timber facings is an interesting attempt to adapt texture to form. Horizontal masses are sheeted with horizontal boarding with pronounced "rusticated" joints, whilst the tower boarding is vertical with small, neat cover strips.

Completed situation: Ferry wharf and retail market.

original situation or character of site: As Above

2.3 Relevant persons/organisations

original owner(s)/patron(s): Maritime Services Board

architect(s): Arthur Baldwinson

landscape/garden designer(s): -

other designer(s): -

consulting engineer(s): -

building contractor(s): -

2.4 Other persons or events associated with the building(s)/site

name(s): -

association: -

event(s): -

period: -

d o _ c o _ m o _ m o _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

2.5 Summary of important changes after completion

type of change: alteration/renovation/restoration/extension/other:

In 1990 the wharf was redeveloped again to provide a retail complex (Festival Market Place) adjacent to the Wharf. The fun pier was demolished and a retail arcade built in its place. There were also numerous alterations to the passenger wharf building. The development infilled the land between Manly Wharf and the second Wharf. The development was to benefit from a cross site link which never eventuated. Partially related to this and the Sydney retail market generally the centre's period of prosperity was short lived. In recent years the turnover of tenants has been high and rental return significantly lower than anticipated. Some retail and restaurant facilities have survived and provide a reasonable economic return. These tend to be closer to the 1941 wharf structure and benefit from a west orientation. In 2003 the wharf reopened with a new retail market while conserving and reconstructing Arthur Baldwinson's original design.

circumstances/ reasons for change:

Changed to accommodate ferry docking and larger retail demand.

effects of changes:

Still functions as ferry wharf. Detracting elements were removed and the 1941 design was reconstructed in 2003.

persons/organisations involved:

Architectural Projects Pty Ltd.

TMG Development Pty Ltd

d o _ c o _ m o _ m o _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

3. Description of building(s) etc.

3.1 Site/building character

Summarize main character and give notes on surviving site/building(s)/part(s) of area.

If a site: principle features and zones of influence; main elements in spatial composition.

If a building: main features, construction and materials.

The building on the western half of the site includes fabric dating from 1941 and later periods mostly from 1990. It has three clear sections which are articulated in plan and section. The Wharf, The Clerestory and The Corso facade which includes the clock tower and the welcoming arms. The treatment of the timber facings is an interesting attempt to adapt texture to form. Horizontal masses are sheeted with horizontal boarding with pronounced "rusticated" joints, whilst the tower boarding is vertical with small, neat cover strips.

The Wharf

The Wharf Jet Cats tie up on the eastern side of the pier, and ferries on the west. The floor space of the pier is taken up by passenger on and off-loading areas, ticketing and staff offices and facilities. Modifications have occurred to provide two level docking for the ferries.

The Wharf has a linear plan defined by steel portal frames at approximately 8 metre centres supported by timber piers. This building is clad in timber boarding and panelled glazing. The end of the Wharf is glazed to a height of seven metres, whereas the glazing to the sides extends from sill height to a height of 2.5 metres. The openings of both sides of the wharf for ferry docking are 48 metres long with a curved decorative treatment at each end. The ceiling is exposed with timber boarding between the portal frames. The roof is metal at a 3 degree pitch and is hidden by the parapet roof. The floor of the Wharf, which has been extensively replaced, ramps to the clerestory area whose relative level is 3 metres

d o _ c o _ m o _ m o _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

higher.

The Clerestory

The area has always retained a retail arcade. A further retail intensification occurred in the 1990's which extended into the original open space. The main space provides a large room, roughly square in shape, which was originally lit by linear clerestory windows. The height of the space is seven metres with portal frames at eight metre centres. The space originally provided service areas in the lower height spaces adjacent to the clerestory. These spaces have been demolished and partially rebuilt on the eastern half. On the western half they have been modified and concealed within retail additions. The planning is cross axial with the major axis on the line of the passenger movement. The secondary axis which leads to toilets and services was expressed by two semicircular apses to the building which have been demolished.

The Corso Facade

On the northern side of the wharf there is a retail arcade, through which passengers pass on the way to the existing bus interchange and The Corso. The main north elevation of the section remains mostly intact. The only major alteration has been the demolition of the curved eastern wing and awning, which is able to be reconstructed. Nevertheless, the north elevation retains most of its original character. The facade is characterised by two welcoming arms comprising an enclosed area accommodating services and a cantilevered awning of slightly different radius which has a deep fascia sheeted in timber boarding.

The distinctive features of the facade are the square clock tower, with a flat parapet at AHD 16.5, the flat parapets of the straight main roof, with the lettering 'MANLY WHARF' and the curved awning. The horizontal emphasis provided by the grooved weatherboarding and the timber framed strip window provide a distinct character. The north elevation, more than any other element of the wharf, identifies the

original Moderne Maritime character of the building.
The structure combines two types of portal frame to accommodate the curve plan. The columns were originally painted in two colours. The ceiling is lined to the underside of the fascia in a flush finish which contrasts with the texture of the fascia.

3.2 Current use

of whole building/site: As ferry wharf and retail market.

of principal components (*if applicable*): As above

comments:

3.3 Present (physical) condition

of whole building/site: The building is currently in excellent condition.

of principal components (*if applicable*): NA

of other elements (*if applicable*): NA

of surrounding area (*if applicable*): NA

comments:

3.4 Note(s) on context, indicating potential developments

Indicate, if known, potential developments relevant for the conservation/threats of the building/site:

None of current

4. Evaluation

Give the scientific reasons for selection for DOCOMOMO documentation

d o _ c o _ m o _ m o _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

Intrinsic value

4.1 technical evaluation:

None of note

4.2. social evaluation:

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

4.3. cultural and aesthetic evaluation:

The Manly Wharf is significant for its age and association with the development and continuation of Manly as a seaside resort of Sydney from the earliest days of European settlement. The low sweeping form has significance for its contribution to the context of the sweeping beach and line of the trees which is now an integral part of this mainland view of Manly. The Manly Ferry Wharf is significant for the positive contribution of the low building scale to the topographical setting of Manly Cove. The Wharf is enhanced by its visual relationship with the curved lines of the beaches, seawalls and pavement promenades of East and West Esplanades.

The Manly Ferry Wharf in association with the fun pier is significant, for its ability to reflect the long continuous history of Manly Wharf as the location of retail, transport and recreation.

The Manly Ferry Wharf has historical significance as a major project by an important Sydney Modernist Architect Arthur Baldwinson. The main (north) facade composition with its clocktower, flat parapets and curved awning, is mostly intact. The grooved weatherboard cladding and timber frame windows are features which give the exterior much of its distinctive period character.

The Manly Ferry Wharf is significant as the site of the redevelopment of the area and wharf facilities in particular during Manly's second boom period as a resort (c. 1910 –

d o _ c o _ m o _ m o _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

1940), when both Circular Quay and Manly Wharf were constructed for the Maritime Services Board. The Manly Ferry Wharf is significant as a reflection of developments in urban transport and infrastructure in that period.

Comparative significance

4.4 canonical status (local, national, international)

Manly Ferry Wharf is significant as a rare surviving working example of a maritime building designed in the Modernist style of the mid Twentieth Century. It is a rare example of maritime architecture.

4.5 historic and reference values:

Manly Ferry Wharf is representative of many maritime industrial buildings which have developed around the Sydney foreshore in response to transport and industrial requirements.

5. Documentation

5.1 archives/written records/correspondence etc.:

5.2 principal publications (in chronological order):

Richard Apperly and Peter Reynolds, Australian Dictionary of Biography Baldwinson Entry
Architecture in Transition Sulman 1932-1997 Exhibition Catalogue
Greg Holman, Architecture Bulletin, August 1989, p4-5
Architecture Review, The Village College Idea, December 1939, p224-234
Architectural Journal, Impington Village College, 8 7 1938, pp590
Greg Holman, Architecture Bulletin, August 1989, p4-5, Arthur Baldwinson Historic Houses and Works
1980, Thesis University of NSW Architecture
Art & Australia, Dec 1969, p23,
Art & Australia, August 1940,
Art & Australia, May 1940,
Art & Australia, August 1937,
Art & Australia, August 1939,
Art & Australia, 1941 7, 3,
R Boyd, Victorian Modern
R Boyd, Victorian Modern, The Australian Home
Architecture, 1947 Dobell Residence
Architecture Australia, October 1950, Beaufort
Architecture 1955 April June ..p42,43 Cover

d o _ n e _ m o _ m o _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

Architecture Australia, February 1970
Architecture Australia, February 1977
RAIA News 6-1969
Richard Apperly and Peter Reynolds, Australian Dictionary of Biography Baldwinson Entry Sydney House, 1914-1939 University of NSW 1972
Richard Apperly and Peter Reynolds, Australian Dictionary of Biography Baldwinson Entry
R Boyd, Victorian Modern
Greg Holman, Architecture Bulletin, August 1989, p4-5

5.3 visual material (state location/ address)

original visual records/drawings/photographs/others:
As Above

recent photographs and survey drawings:
Architectural Projects Pty Ltd. Archival Photographic Record, 2003

film/video/other sources:
NA

5.4 list documents included in supplementary dossier

NA

6. Fiche report

name of reporter:	Jennifer Hill
address:	the Foundry S1/181 Lawson St Darlington, NSW 2008
telephone:	+61 (02) 93191122
fax:	+61 (02) 93191128
e-mail:	jennifer@architecturalprojects.net.au
date of report:	September 2006

d o _ c o _ m o _ m o _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

examination by DOCOMOMO national/regional section
approval by wp co-ordinator/registers correspondent (name):
sign and date:

examination by DOCOMOMO ISC/R
name of ISC member in charge of the evaluation:

comment(s):

sign and date:

ISC/R approval:

date:

wp/ref. no.:

NAI ref. no.:

do _ co _ mo _ mo _

ISC/R members update 2003

for office use only

International working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement