

**MUSEUM OF CONTEMPORARY ART, CIRCULAR QUAY
REDEVELOPMENT AND EXPANSION
HERITAGE IMPACTS STATEMENT**



Roy Appleton's c1930s watercolour, Maritime Services Board of NSW, Proposed New Head Office.

**For
Museum of Contemporary Art**

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EXECUTIVE SUMMARY

The designated site lies between George Street, Argyle Street, First Fleet Park and Sydney Cove, and is closely linked to the 1788 British settlement and the early development of Sydney. Below ground level evidence survives of the Commissariat Stores constructed between 1809-1812 and of the Colonial Dockyards (1796-1837).

During the twentieth century the whole of the site was systematically cleared. 132 George Street, a very ordinary government office building was constructed in 1924, and the large, formal, sandstone-clad Maritime Services Board Building in 1946-53. The M.S.B. Building dominates this area of Sydney Cove and reveals the status of the port authority at mid-century and its relationship with the harbour. In 1991 alterations and additions were made to the M.S.B. Building to give it a new life as the Museum of Contemporary Art, linked to the University of Sydney's Fine Arts Department and the Power Bequest.

Since that date the need to enlarge the MCA's space and role has resulted in several (unfulfilled) schemes to extend the MCA and either modify or demolish 132 George Street.

The Museum of Contemporary Art building and site are of State heritage significance for their historical, aesthetic and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State heritage significance in its own right.

The free-standing monumental Inter-War Stripped Classical building demonstrates a high standard of workmanship in its detailed construction and the fine Art Deco details and finishes. The grand Wharfage Hall, decorative details and artworks emphasise Sydney's relationship with the sea and maritime transport.

The current proposal seeks to construct a new building to the north of the MCA, linked to the former M.S.B. Building by a glazed atrium, and abutting 132 George Street to the south and east.

The proposed works have been designed by Architect Marshall in association with the NSW Government Architect, to comply with the ICOMOS Burra Charter, the Heritage and Urban Design Report for the MCA Project (2000) by Tanner and Associates, and the Conservation Study of the Maritime Services Board Building (1985) by Public Works Department. As such, this report concludes that the proposed works documented in the Project Application drawings:

- will not have a negative impact on the appreciation of the heritage significance of the MCA or its precinct (including 132 George Street).
- will ensure that the prescribed relationships between various elements within the precinct are established and maintained.
- will ensure that the heritage significance of the MCA and its setting is preserved / interpreted and enhanced.
- will ensure that proposed works will not have a negative impact on the setting of the MCA or its precinct.
- will ensure that proposed works will not affect any significant views to or from the MCA or its precinct.
- will ensure that proposed works will not unduly overshadow or overwhelm the MCA or its precinct, and
- will ensure that proposed works will not undermine or otherwise cause unacceptable physical damage to the MCA or its precinct.

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1 INTRODUCTION

1.1 BRIEF

Tanner Architects studied this site and its environs in detail in 2000, and have reviewed their analysis of the precinct again in 2008 in the context of the new plans by architect Sam Marshall of Architect Marshall and the NSW Government Architect for the Museum of Contemporary Art. The site is the present Museum of Contemporary Art (MCA) Building, its immediate environs and the land between it and Argyle Street.

The former M.S.B. Building (136-140 George Street) is listed as a draft item in the Sydney Harbour Foreshore Authority Section 170 Register. It is located on government – owned land, under the control of the Authority. The adjacent 132 George Street is included on the Sydney Harbour Foreshore Authority Section 170 Register. Both properties are located within the “Inner Harbour Area” covered by SEPP56. Neither are listed on the State Heritage Register.

The archaeological remains within the site are protected by the relics provision of the NSW Heritage Act 1977 (amended), and is also a draft item in the Sydney Harbour Foreshore Authority Section 170 Register. Any item identified as an historical archaeological site or relic cannot be impacted upon without an Excavation Permit. An application for an Excavation Permit for first exploratory works, accompanied by a ‘Research Design’, needs to be submitted to NSW Heritage Council for approval. The Heritage Council can place conditions on the Permit. A post excavation report needs to include recommendations for the future management of the archaeological resource in any future redevelopment of the site, including in-situ retention of significant relics and/or removal, as required.

Note: the Conservation Plan for 132 George Street prepared by Design 5 Architects in 1998 accepts the possibility that the structure may be demolished and replaced by a new building of suitable scale and architectural character. This position is accepted as a given in this Statement.

1.2 STRUCTURE OF REPORT

This report has been prepared from information provided in the following documents:

- *Conservation Study of the Maritime Services Board Building (1985)* by Public Works Department
- *Archaeological monitoring Report of the MCA and First Fleet Park (1991)* by Mary Casey
- *Archaeological Monitoring of George Street North Improvements (Stage II) Stormwater and Streetworks (1993)* by Casey & Lowe Associates
- *Archaeological Assessment of the Museum of Contemporary Art (1997)* by Casey & Lowe Associates
- *Results for Testing of the Northern Dock Wall MCA Stage II (1997)* by Casey & Lowe Associates
- *MCA Stage II Results of Testing for Northern Dock Wall (1997)* by Casey & Lowe Associates
- *Circular Quay Waterfront Strategy – Archaeology – Draft EIS Input (1997)* by Godden, Mackay
- *Sydney Cove Waterfront Strategy – Archaeological Assessment (1997)* by Godden, Mackay
- *MCA Stage II – Results of Excavations at Possible Pier Locations (1998)* by Casey & Lowe Associates
- *MCA Stage II Results of Testing at North Eastern Pier Point (1998)* by Casey & Lowe Associates

- *Report & Strategy Plan for Stage 2 Expansion of the Museum (1999)* by Lend Lease
- *Conservation Plan for 132 George Street (1999)* by Design 5 Architects
- *Heritage and Urban Design Report for the MCA Project (2000)* by Tanner and Associates.
- *Draft Preliminary Archaeological Assessment of the Museum of Contemporary Art (2000)* by Casey & Lowe Associates.
- *The Rocks Heritage Management Plan (2002)* by Godden Mackay Logan Pty Ltd.
- *Architectural Concept Plans for Alterations and Additions to the Museum of Contemporary Art (2007)* by Architect Marshall
- *Development Application Plans for Alterations and Additions to 132 George Street for use as a Police Station (2007)* by Collard Architects
- *The Rocks Police Station – 132 George Street Sydney: Archival Investigation of Site History and Early Features of Shoreline Plus Confirmation of Archaeological Potential (2007)* by Rod Howard and Associates

Detailed information for the historical development and the cultural significance of the building can be found in these documents.

The report follows the general guidelines for Statements of Heritage Impact, set out in the NSW Heritage Manual, Heritage Office and Department of Urban Affairs and Planning.

This report also follows the methodology described in *The Conservation Plan, Sydney*, National Trust of Australia (NSW), 5th edition 2000 by Dr J. S. Kerr and in the *Australia ICOMOS Burra Charter*, 1999.

1.3 DEFINITIONS

Definitions are based on the *Australia ICOMOS Burra Charter* and are as follows:

Place means site, area, building or other work, group of buildings or other works together with associated contents and surrounds.

Cultural significance means aesthetic, historic, scientific or social value for past, present or future generations.

Fabric means all the physical material of the place.

Conservation means all the processes of looking after a place so as to retain its cultural significance. It includes maintenance and may according to circumstance include preservation, restoration, reconstruction and adaptation and will be commonly a combination of more than one of these.

Maintenance means the continuous protective care of the fabric, contents and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction and it should be treated accordingly.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by re-assembling existing components without the introduction of new material.

Reconstruction means returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric. This is not to be confused with either recreation or conjectural reconstruction which are outside the scope of this Charter.

Adaptation means modifying a place to suit proposed compatible uses.

Compatible use means a use which involves no change to the culturally significant fabric, changes which are substantially reversible, or changes which require a minimal impact.

Heritage item is a landscape, place, work, building or relic of architectural, archaeological, aesthetic, social, cultural, technical, scientific or natural significance.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a *place* that contributes to the *cultural significance* of another place.

Associations mean the special connections that exist between people and a *place*.

Meanings denote what a *place* signifies, indicates, evokes or expresses.

Interpretation means all the ways of presenting the *cultural significance* of a *place*.

1.4 AUTHOR IDENTIFICATION

This document was prepared and written by Scott MacArthur, Architect and Heritage Consultant of Tanner *Architects* and has been edited and confirmed by Howard Tanner, Director, Tanner *Architects*.

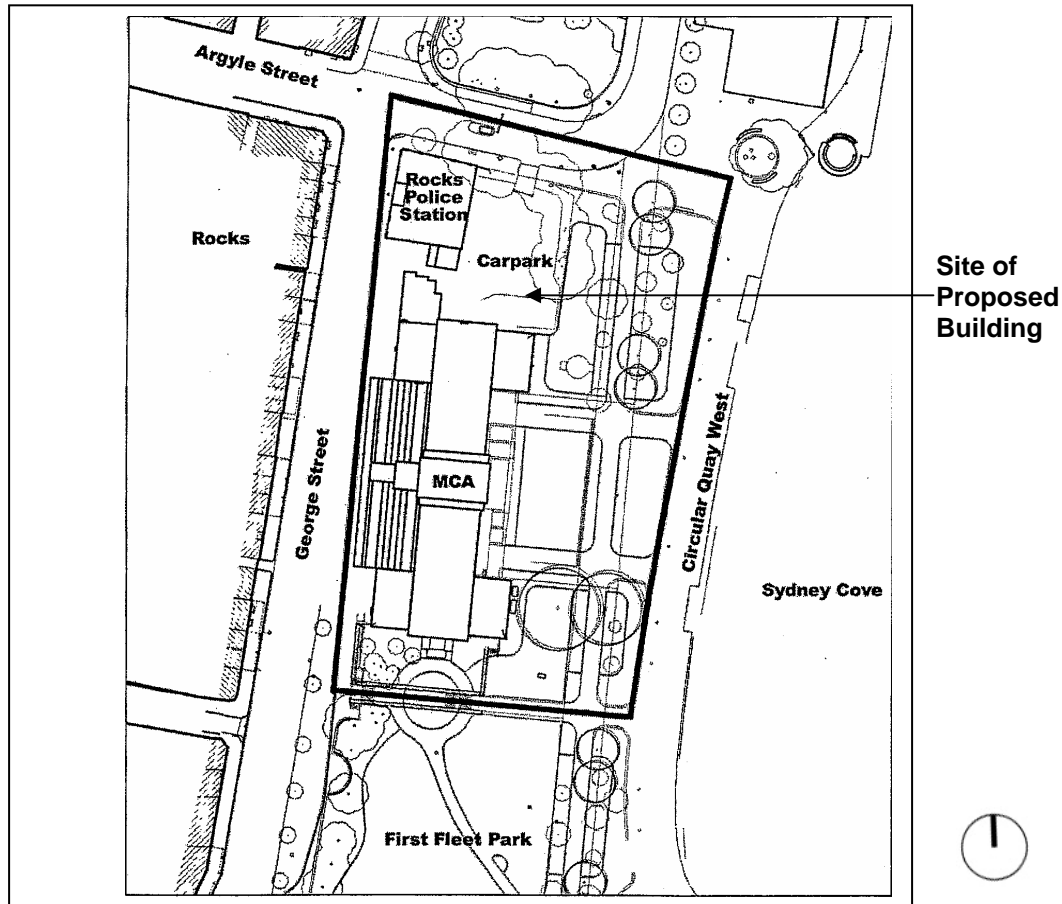
1.5 SITE INSPECTION

Tanner *Architects* have carried out inspections of the existing building for the purpose of assessing the likely heritage impacts of the proposal.

1.6 DEVELOPMENT APPLICATION DOCUMENTS REVIEWED

The documents relating to the project application reviewed in the preparation of this Heritage Impacts Statement were prepared by Architects Marshall in association with the NSW Government Architect in September 2008 are included as an Appendix of the Statement of Environmental Effects (SEE). Existing plans and elevations of the building are included as an Appendix of the Statement of Environmental Effects (SEE).

1.7 LOCATION



The specific study area is partially within the Rocks and the adjoining Sydney Cove, and is defined by the above plan. The general study area is from Argyle Street to the north, George Street to the west, the Cahill Expressway structure to the south and Sydney Cove to the east. The area has various waterfront and landscape improvements, these form a 'pedestrian platform' around the former MSB building. A retaining wall in part supports George Street and its eastern footpath.

The study area is partly land reclaimed from Sydney Cove, and beyond are waterfront decks suspended over Sydney Cove. Of the natural landscape virtually nothing is evident, however this landscape was used and occupied from the earliest days of European settlement, and is overlaid with traces of this occupation and with fill and as such the archaeological component is of primary importance.

The site for the proposed MCA development includes the former MSB building and an electricity substation located between it and 132 George Street, plus other ground adjoining.

2 HISTORICAL CONTEXT

2.1 HISTORICAL OVERVIEW

This statement of cultural significance has been extracted from the draft listing in the Sydney Harbour Foreshore Authority Section 170 Register.

The Museum of Contemporary Art (former Maritime Services Board) building on the western side of Sydney Cove is thought to be sited close to the first landing of the First Fleet (assumed to be just to the north of the present building). Sydney's first hospital was built to the south-west of this site and by 1802, the Hospital Wharf was constructed in front of the present building (Hospital Wharf was renamed twice: as King's Wharf after the hospital moved to Macquarie Street c1816, and as Queen's Wharf with the accession of Queen Victoria to the throne in 1837).

In 1797 Governor Hunter ordered a Government Dockyard to be built in order to repair shipping. By 1822 four docks, with probably three capable of dry-dock usage were operating. The dockyard and its workshops and sheds were surrounded by a stone wall. To the north was a stone house constructed for the Master Boat Builder, later to be joined by a watchman's hut, blacksmiths and during Macquarie's period a stone barrack building.

The dockyards were filled in with the construction of what was called 'Semi-Circular Quay' in the 1850s. The remains of part of the dockyard may still exist in the archaeological record under the northern end of the MCA building. The Commissariat Stores, which were demolished to make way for the MSB building, were built in two stages, 1809 and 1813. The first Commissariat Store was built in 1809 facing Sydney Cove, to a design by Lieutenant-Colonel Foveaux during the Military Administration after the Rum Rebellion. The second Commissariat Store facing George Street North was completed in 1813 by Governor Macquarie. Both buildings were constructed using convict labour. Convict masons who worked on construction of the Commissariat Stores carved their initials into each of the sandstone blocks used in the buildings. The Commissariat Stores provided secure and vermin proof storage for provisions such as food, blankets and shoes, that were distributed to the convict and military establishment until circa 1840s. The use of the former Commissariat Stores from this time until the close of the 19th century is currently unknown and requires further research.

The Commissariat Stores, later known as the Mercantile Free Stores and the Naval Stores, were transferred to the control of the State Government, under the auspices of the Sydney Harbour Trust, in 1901. At this time, the Sydney Harbour Trust leased the stores to a number of commercial tenants including James Hardie & Co from 1908 and the Mercantile Trading Company. The building later housed the State Taxation Department.

In 1937, the Circular Quay Planning Committee, known as the Butter's Committee, was appointed to advise the State Government as to the most suitable treatment of the Circular Quay Area including the location and architectural treatment of the new offices required for the Maritime Services Board (MSB), because their existing offices were to be demolished to make way for the Circular Quay Railway.

The Butter's Committee initially recommended that the new MSB offices be sited on the block bounded by George, Alfred and Pitt Streets. The Committee then recommended the site of the Commissariat Stores, which they had initially designated for parkland. The Circular Quay Advisory Committee approved the construction of the new offices on this site 'in accordance with the report of the Butter's Committee' and the tenants of the buildings on the site were advised to vacate it within three months.

In late 1938, the MSB considered various methods for the design of their new building including holding a competition or employing consultant architects. By 1939, however, they had resolved to use the MSB's own architects who by this stage had prepared preliminary designs for the building. William Henry Withers was to be architect in charge and was to be assisted by temporary staff.

In early 1939, the Board sought advice from architects Budden and Mackay, who had designed the Circular Quay ferry wharves and the proposed railway station, who replied that the 'character of the design and its architectural lines' would harmonise with the proposed station building, but were critical of the height of the design and its tower. It seems that few of these recommendations were acted upon, although the height of the building may have been reduced.

The demolition of the Commissariat Stores in late 1939, and the concurrent threats to other Macquarie-era buildings in Sydney, such as the Hyde Park Barracks, provoked considerable public debate, and was instrumental in the formation of the heritage movement in Australia and, in particular, the establishment of the National Trust in 1949.

Work on the design of the new MSB offices ceased in July 1940, due to war restrictions, however the historic buildings on the site had already been demolished in late 1939. At the request of the Circular Quay Committee, design work resumed in late 1944. Tenders for building construction were called on 11 September 1946, and F. C. N. Powell & Sons' tender for 345,555 pounds was accepted. Withers retired in 1947, and the detailed design and execution of the building, which cost 500,00 pounds to construct, was completed by Mr David H. Baxter, who drew and checked both the 1940 and 1945 plans.

The MSB offices were officially opened by Premier John J. Cahill on the 10 December 1952. The foundation stone of the Commissariat Store survives on site (PWD 1985: Background). The MSB operated from this building from 15 December 1952 until the late 1980s, when the headquarters were moved to new premises in the city centre.

In 1984, the Premier of NSW, Neville Wran, announced that the MSB building would become an art gallery, to house the collection of the Power Institute of Fine Art. Following a major adaptation of the building, designed by Peddle Thorp and Walker and overseen by the Property Services, the building reopened in November 1991 as the Museum of Contemporary Art. The work included: creation of gallery spaces, adaptation of the Wharfage Hall to a reception hall, establishment of a café on the ground floor, and an extension along the George Street façade to provide shops.

Ownership of the building was transferred to the Sydney Harbour Foreshore Authority in late 2001.

Archaeological History

This was the site of wharfage from 1788, the Commissariat Store being constructed between 1809 and 1813, and subsequently, warehouse development. The Commissariat Store itself was demolished in 1939, replaced by the present structure, the MSB building, currently Museum of Contemporary Art. Vacant area to north site of former Dockyard, 1797-1857.

2.2 CHRONOLOGY OF SITE DEVELOPMENT

Pre 1788	Aboriginal water's edge activities
1788	Colony founded
1789	First wharf (Hospital Wharf) erected
c.1790	No occupation of this land <ul style="list-style-type: none">- a natural stone ledge provided a landing place- area used for temporary accommodation and unloading of ships
1796	Dockyard established
c. 1800 – 1810	Market on the site of First Fleet Park
c. 1806	Mary Reiby and Isaac Nichols build houses and storehouses on George Street (First Fleet Park site)
1809 – 1812	Commissariat Store erected (first major government warehouse)
1812	Hospital Wharf upgraded as King's Wharf (Later Queens Wharf)
1816	Cadman's Cottage erected
1822	Four docks operating at dockyard
1833	Produce wharves related to the Commissariat Store relocated to Darling Harbour
1837 – 1844	Reclamation to form Semi-Circular Quay
1854	West Circular Quay roadway and wharves formed east of Commissariat Store.
1879	Circular Quay ferry terminal use commences
1900	Bubonic plague : Rocks area resumed by the government
1923 – 25	132 George Street building erected as offices for the N.S.W. Department of Labour and Industry
1939	Commissariat Store demolished, M.S.B. Building designed
1947 – 1952	M.S.B. Building erected
c. 1960	Demolition of major fire station for Cahill Expressway
1961	Construction of Overseas Passenger Terminal
1962	Cahill Expressway opened
c.1965	Sydney Cove Redevelopment Authority formed
c.1968	Cadman's Cottage restored
1986	West Circular Quay roadway between Alfred and Argyle Streets closed
1985 – 6	First Fleet Park formed
c. 1988	Overseas Passenger Terminal remodelled
1990 – 1991	Maritime Services Board building altered and extended (along George Street frontage) as Museum of Contemporary Art.
1997 – 1999	Museum of Contemporary Art seeks to expand its role and facility, also requires new funding, possibly through leasing/development.
2000	Five architects invited to submit schemes for the redevelopment of the MSB building and SHMIC proposal. Winning scheme not proceeded with.
2003	Architect Marshall provide MCA Development Plan to SHFA.
2006 – 2008	Architect Marshall develop new design for MCA, and funds raised for its realisation.

3 CULTURAL SIGNIFICANCE

3.1 STATEMENT OF CULTURAL SIGNIFICANCE FOR THE MCA

This statement of cultural significance for the MCA has been extracted from the draft listing in the Sydney Harbour Foreshore Authority Section 170 Register.

The Museum of Contemporary Art building and site are of State heritage significance for their historical, aesthetic and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right.

Occupying an important position on the western foreshore of Circular Quay, the Museum of Contemporary Art is a well-known landmark. Designed in 1939 to accommodate the Maritime Services Board (MSB), but constructed in 1946-52, the building was part of the State government's vision for the redevelopment of the Quay in conjunction with the construction of the new city railway. The building's location reflected the importance of the MSB as the government body controlling the principal form of international trade and travel. The building contrasts strongly with the character of the adjacent Rocks area.

The free-standing monumental Inter-War Stripped Classical building demonstrates a high standard of workmanship in its detailed construction and the fine Art Deco details and finishes. The grand Wharfage Hall, decorative details and artworks emphasise Sydney's relationship with the sea and maritime transport.

3.2 SIGNIFICANCE OF INDIVIDUAL AREAS AND ELEMENTS

Basis of Individual Assessments

Individual areas and elements of the MCA site have been assessed and a level of significance has been applied. This detailed assessment is provided to enable decisions on the future conservation and development of the place.

Five levels of cultural significance have been used in the assessment of the MCA site. These categories provide a framework for logical Conservation Policies; interpretation and recommended treatment of the fabric and spaces.

Code	Level	Definition
A	Exceptional	Where an individual space or element is assessed to display a strong degree of correlation with the Statement of Significance for the place. Spaces, elements or fabric exhibit a high degree of intactness and quality, though minor alterations or degradation may be evident.
B	High	Where an individual space or element is assessed to display a substantial degree of correlation with the Statement of Significance. Spaces, elements or fabric, originally of substantial quality, yet may have undergone considerable alteration resulting in presentation which is either incomplete or ambiguous. This category also includes spaces, elements or fabric of average quality in terms of design and materials, but which exhibits a high degree of intactness.
C	Moderate	Where an individual space or element is assessed to display a moderate degree of correlation with the Statement of Significance. Spaces, elements, or fabric originally of little intrinsic quality, and which may have undergone alteration or degradation. In addition, elements of relatively new construction where the assessment of significance is difficult or is poor quality in relation to elements of exceptional/high significance may be included. This category also includes original spaces, elements or fabric of any quality but which have undergone extensive alteration or adaptation.

Code	Level	Definition
D	Low	Where an individual space or element is assessed to display a low degree of correlation with the Statement of Significance, particularly compared with other features of the MCA site. Spaces, elements or fabric originally of little intrinsic quality, and may have undergone alterations or degradation. This category also includes original spaces, elements or fabric of any quality which have undergone extensive alteration or adaptation to such an extent that only isolated remnants survive, resulting in a low degree of intactness and quality of presentation.
E	Neutral	Where an individual space or element is assessed to display a minor degree of correlation with the Statement of Significance. Spaces, elements or fabric are assessed as possessing little or no significance.
F	Intrusive	Where an individual space or element detracts from the appreciation of cultural significance, by adversely affecting or obscuring other significant areas, elements or items.

ITEM	DESCRIPTION	HERITAGE/ARCHAEOLOGICAL SIGNIFICANCE	RATING
MCA Building (Exteriors) East Elevation	Formal elevation dominated by strong massing, yellow block sandstone wall finish, bronze windows.	Very clear, strong, familiar presentation to Sydney Cove.	B
MCA (Exteriors) South Elevation	Formal elevation with strong massing yellow block sandstone wall finish, bronze windows	With the east elevation forms key public impression of the building.	B
MCA (Exteriors) West Elevation	Lower massing of building altered by 1991 additions, original upper massing evident.	The original facade has been altered to introduce retail outlets and galleries over, a mixed character now prevails of secondary interest.	C
MCA (Exteriors) North Elevation	Partly obscured by 132 George Street, strong massing evident from N.E.	Part of original design	B

ITEM	DESCRIPTION	HERITAGE/ARCHAEOLOGICAL SIGNIFICANCE	RATING
MCA Building (Interiors)	<p>Level 1</p> <p>Heritage elements:</p> <ul style="list-style-type: none"> main foyer with faux stone finishes, metalwork newels. Foundation Hall (formerly AMEX hall), with Deco detailing, faux stone finishes etc. Entry space to MCA, shop, first MCA gallery, general stairs to Level 2 	<p>Although there have been numerous changes to the significant interiors of the former MSB building, the elements of original interiors contained in the AMEX Hall, main foyer and Level 3 Board Room are considered to be of high significance.</p> <p>Additions in the early 1990s are considered to be of moderate significance.</p>	<p>B</p> <p>C</p>
	<p>Level 2</p> <ul style="list-style-type: none"> George Street entry, 1991 conversion confused and unsatisfactory space. Mezzanine level of MCA (exhibition area) 	<p>Gallery to main Foyer is a contributory element for Foyer</p>	C
	<p>Level 3</p> <ul style="list-style-type: none"> effective set of gallery spaces 	<p>Additions in the early 1990s are considered to be of minor significance</p>	D
	<p>Level 4</p> <ul style="list-style-type: none"> art storage and gallery, unsatisfactory access 	<p>Due to recent renovations and changes in use these interiors, they are considered to be of neutral significance.</p>	E
	<p>Levels 5 & 6</p> <p>Built for office uses</p>	<p>Due to recent renovations and changes in use these interiors are considered to be of neutral significance .</p>	E
	<p>Level 7</p> <p>Foyer and major terraces</p>	<p>Due to recent renovations and changes in use these interiors are considered to be of neutral significance.</p>	E

ITEM	DESCRIPTION	HERITAGE/ARCHAEOLOGICAL SIGNIFICANCE	RATING
Colonial Dockyards Site	<p>Presently used as a carpark, the remains of two colonial docks (docks completed by 1822) survive below grade partially intact, one with a stepped masonry basin.</p> <p>A third dock may survive under the N.E. corner of MCA Building but archaeological advice indicates this is uncertain.</p>	<p>Specific listing Draft SHFA Register (Section 170)</p> <p>SHI 4500323</p>	A
West Circular Quay	<p>A grassed and paved area, a public promenade, a forecourt to the MCA Building, the eastern edge is a concrete deck on piles above the water with limited wharf usage.</p>	<p>Specific Listing: (Archaeological protection) Immediately to the east and S.E. of the MCA. Building are the footings of the c.1812 Commissariat Store and its flagged quay. Further east are various stages of retained fill, as Sydney Cove's edge was amended. There may be evidence of the changing foreshore.</p> <p>Draft SHFA Register SHI 4500323.</p>	<p>Footings A Other Elements C</p>
Substation Site	<p>Energy Australia substation unit, located below the level of the George Street footpath</p>	<p>Specific Listing: Nil</p> <p>Archaeological potential negligible</p>	F
132 George Street (Currently The Rocks Police Station)	<p>A utilitarian brick and stone four level building, of basic framed construction with masonry outer walls. Some Classical/ Georgian elements at key doors and to windows. Designed to be extended to the east. Currently used as a police station.</p>	<p>Specific listing: SHFA Draft Heritage Register (Section 170) S.H.I.45000055</p> <p>Design 5 Conservation Plan 1999.</p> <p>An innocuous structure of minor interest, currently not part of this site.</p>	E

ITEM	DESCRIPTION	HERITAGE/ARCHAEOLOGICAL SIGNIFICANCE	RATING
First Fleet Park	Once the site of various streets, buildings, Queens Wharf, and the Sydney Cove/Tank Stream confluence, in c.1986, it was levelled with fill and made into a park, with trees around its edge. Pedestrian walkways define the edge with Sydney Cove and the former road (Circular Quay West). The large circular terrazzo map of the historic Rocks area is of interest.	Specific listing: nil Archaeological protection: Well below the present park level are traces of: <ul style="list-style-type: none"> evidence of original topography early buildings and streets Queens Wharf piles related to the formation of Semi-Circular Quay other retaining wall works 	(Below Ground) A (Above Ground) E
George Street Margin	George Street has occupied this position since earliest colonial times. Its eastern edge and footpath is in part on a rock outcrop or supported by a retaining wall, as part of typical levelling up works for such roads.	Eastern road alignment and footpath. Historic Buildings forming the western edge of the street. Possible archaeological remains	E A A

3.3 HERITAGE SIGNIFICANCE OF 132 GEORGE STREET

A Conservation Plan was prepared for this building in 1999, possibly reflecting public interest in this site, its potential and the need to focus on outcomes. Built as a utilitarian government office building in the period 1923-1925, it is now a police station and related offices, recently refurbished. Its minor South Wing will be demolished as part of this exercise, and prisoner access varied along its east elevation.

The Conservation Plan includes in its executive summary:

The building at 132 George Street sits within a former dockyard precinct of national significance; however, the building itself is of lesser significance. The most significant attributes of the place lie more in its location and historic associations than in the configuration and fabric of the building itself. It is clear from this analysis that the interiors of 132 George Street are not of high cultural significant. The exterior elevations to the south and east are also of low cultural significance. The north and west elevations are of higher cultural significance but only at a local level; however, their role in defining the streetscape and their historic alignment is their primary significance. [Therefore], adaption of the north and west elevations is possible. Preferably, they should not be made higher and could, if necessary, be replaced with something of similar or lower scale, as long as they did not lose the definition of the street and the intersection, and respected the need for pedestrians and possibly related activity at the street level. The

external and internal spaces and elements of 132 George Street of varying cultural significance have been graded according to their relative significance.

Page 81 of the Conservation Plan states:

Policy:

As the primary cultural significance of 132 George Street lies more in its siting and historic associations than in its existing above ground fabric, the building could be either conserved or redeveloped in a number of ways. Development options which retain a meaningful part of the existing building in accordance with the options described in Section 5.8 are preferred to those which involve complete removal.

Given the low significance of this building (local significance) and the inconsequential nature of its interiors and east and south elevations, it would appear that its primary virtue is its role in defining the intersection of George and Argyle Streets and the fact that its street elevations are not incompatible, because of their formal and conservative (one might say dull) design, with the historic buildings across George Street.

The Conservation Plan indicates that a replacement building could similarly define the intersection, and be of a similar or lower height. It will be important that any new works in this vicinity strengthen the townscape of this section of George Street, as the non-integrated nature of both 132 George Street and the original MSB Building denies the traditional pattern of development and street frontage which is evident across George Street.

Given the greater significance of the former Maritime Services Building (now MCA) and the social significance to the citizens of an enlarged MCA facility, the removal of this building to facilitate the best possible outcome for the MCA should always be a consideration. The extension of the MCA to the north has been long accepted and while a Police presence in this Sydney precinct is important, it could be housed within a new development, or at another location nearby.

The proposed works to the MCA and its precinct, including 132 George Street, have been guided by these assessments and guidelines, as well as on-going advice from Tanner Architects, and are assessed in this Heritage Impacts Statement.

3.4 ARCHAEOLOGICAL SIGNIFICANCE OF SPECIFIC SITE FEATURES

These descriptions are extracts from Casey and Lowe's Archaeological Advice of March 2000. The specific potential impacts of the proposed scheme on the archaeological resource of the site will be addressed by Casey and Lowe P/L in a separate Archaeological Impact Assessment to be submitted in the SEE as part of the application.

Colonial Dockyards site

The area north of the MCA building contains a large section of the government dockyard. Testing in the carpark has shown that two of these docks are partially intact in this area, although the dock entrances lie east of the carpark. The southernmost dock extends under the northeastern wing of the MCA building and sections are likely to survive both under and outside the building. Twelve possible building pier locations have also been tested. Most of the locations would allow for bored piers, although locations 4 and 7 require additional archaeological work and locations 11 and 12 would impact on a dock wall (see Fig.6).

MCA Building

Monitoring of the 1991 refurbishment works in the basement of the building revealed areas of stone flagging which are likely to belong to ground floor levels of the Commissariat Stores.

George Street Margin

This part of the study area has had extensive impacts from roadway and footpath services, and modern shop additions. Casey & Lowe Associates were involved in an extensive archaeological monitoring program along George Street North in 1992/3. this work showed that little if any fabric

from earlier road surfaces survived and that numerous modern services were cut through the roadway. Sections of a c.1850 brick sewer survives along George Street North. Remains of part of the large Commissariat-period building adjacent to George Street can be expected, as well as remnant footings from the Macquarie-period Dockyard wall.

132 George Street

Situated at the corner of George and Argyle Streets, the impact of this building on the archaeological remains is unknown. While the western side of the building is likely to be cut down to bedrock, the basement level on the eastern side is higher than the carpark level, leaving the possibility that Dockyard-period remains might be present.

Sub-station

The impact by the sub-station on the Dockyard-period structures in this area is unknown, but footings and other impacts to bedrock are likely.

IMPLICATIONS OF ARCHAEOLOGICAL SITES

The findings of this review of the available sources indicate that the MCA and surrounding area retains potential remains of buildings and structures dating to the early colonial period. These archaeological remains, comprising 'remnants of the original Sydney Cove topography and physical evidence of the historical development and use of the area' from 1788, have been assessed as having outstanding cultural significance.¹

This high level of cultural significance, coupled with the provisions of the *Heritage Act 1977* (and as amended), means that any proposed sub-surface impacts in the study area should be assessed in detail. The design of any proposed development would need to have minimal impact on the sub-surface remains in those areas assessed as having very high levels of archaeological significance. Certain types of intrusive development would be precluded in these areas.

RESULTS AND RECOMMENDATIONS

Results

- Sections of the study area contain remnants of the original Sydney Cove topography and physical evidence of the historical development and use of the area. These archaeological remains are of very high cultural significance.
- Any planned development within the study area will require further archaeological input, however the colonial dockyard has recently been the subject of a detailed study undertaken by Casey and Lowe P/L on behalf of the MCA and the implications for development have been generally confirmed.

Recommendations

1. Any proposed works should minimise sub-surface impacts on the archaeological resource.
2. Proposed sub-surface impacts within the study area should be assessed in detail to determine:
 - extent of the proposed impact,
 - nature of likely archaeological remains,
 - the need for archaeological testing,
 - measures to mitigate impacts on the archaeological resource.
3. Sub-surface impacts within the study area require an excavation permit from the Heritage Council of NSW. Applications generally require four weeks to process.
4. The archaeological and historical elements within the study area provide an opportunity for the interpretation of the early development of Sydney within any development.

¹ Godden Mackay 1997, p.57.

The proposed works have been guided by these recommendations and on-going advice from Casey and Lowe P/L and are assessed in a separate Archaeological Impact Assessment.

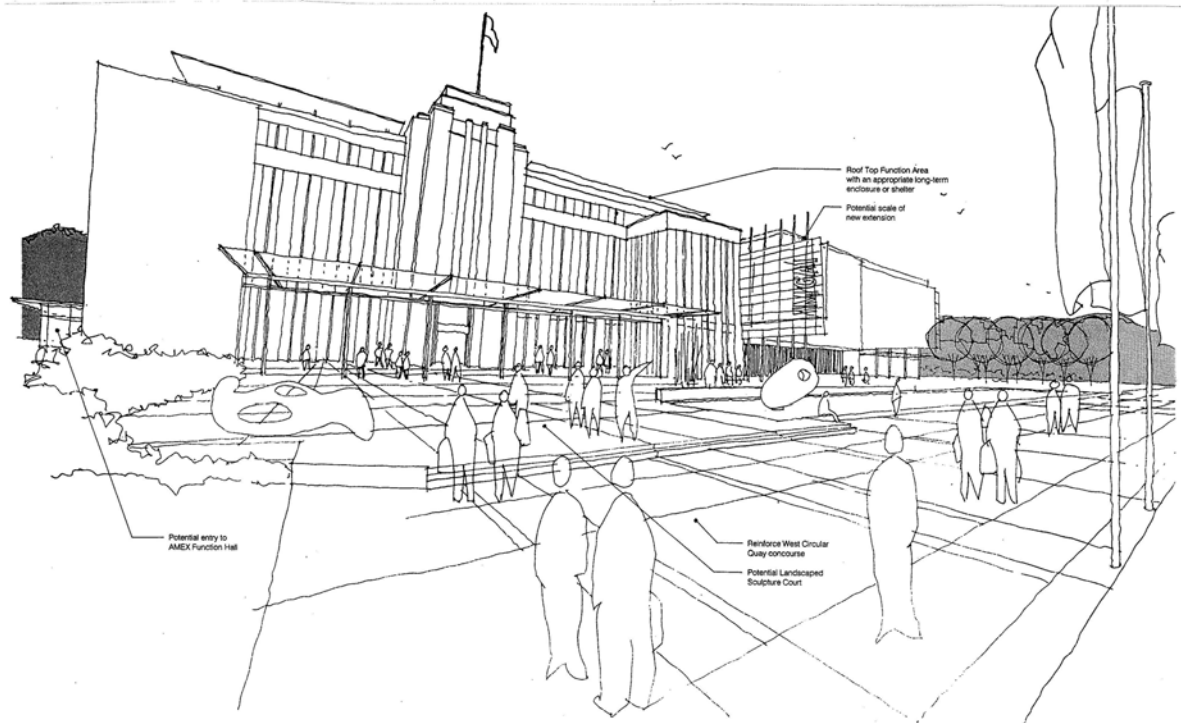
3.5 DESIGN PRINCIPLES

The Heritage and Urban Design Report for the MCA Project (2000) by Tanner Architects identified the following key heritage considerations that should inform any development of the MCA:

- Retention of grand formal cubic mass when viewed from Sydney Cove and Circular Quay, combined with yellow block sandstone walling, and the regular pattern of openings with bronze windows, in a landscaped setting.
- No significant change to impression of skyline and profile.
- Retention of the below ground remains of the Commissariat Store and the Colonial Dockyards.
- Replacement of 132 George Street with a building of equivalent or better streetscape presence as related to the intersection.
- Removal of the sub-station.
- Further adaptation of the MCA's George Street frontage and of the frontage through the Argyle Street to form a cohesive streetscape which better compliments the west side of the street.
- Retention of the key surviving MSB interiors in the MCA Building: the former Long Room/Amex Hall now called the Foundation Hall; the eastern lobby and its gallery.
- Adaptation of the other MCA interiors appears possible given the basic and robust nature of the interiors, and the fact that other original interiors of interest have been removed.
- New alterations and additions to be sympathetic to the retained heritage items.

The proposed works to the MCA and its precinct have been guided by these principles, as well as on-going advice from Tanner Architects, and are assessed in this Heritage Impacts Statement.

The illustrations from Tanner Architects Heritage and Design Report of March 2000 established design principles for acceptable development work of the MCA, along its roof top, at its eastern terrace and along George Street. Examination of Architect Marshall's photomontages of June 2007 and October 2008 shows that similar and acceptable design concepts have been followed.



Museum of Contemporary Art View from West Circular Quay

Tanner & Associates Pty. Ltd.

January 2000 Job No. 991121



Note: roof structure

Architect Marshall
June 2007

4 PROPOSAL

4.1 CLIENT REQUIREMENTS

Built as headquarters for the port authority (Maritime Services Board) the site was converted in 1991 to serve as the Museum of Contemporary Art (MCA) with upper levels used as administrative or rental offices. The Museum's requirements are at a crossroads in terms of needing new facilities, a more varied appeal, and a better income base. The existing building's very finite formality inhibits access and flexibility, and replanning of the building and the site is constrained by heritage considerations. The significance of the architecture and the place should not be diminished by change. While revitalisation of the site is a reasonable objective, it must be managed to ensure a worthwhile outcome.

The primary objectives of the MCA are:

- to provide a more open, friendlier entry to the MCA allied with a shop, and a free, welcoming introductory experience to the Museum
- to provide an attractive working forecourt to the MCA, related to Sydney Cove
- to provide more generous exhibition spaces for the MCA, with a worthwhile circulation pattern
- to ensure that surplus space in the MCA or allied buildings can be commercially let
- to increase rental shop space on the George Street frontage and to improve the retail/townscape on this frontage.
- to ensure that administration, curatorial and art store space is adequately and suitably located within the MCA framework
- to provide a theatre for lectures and the showing of films
- to provide a loading bay for both art and food deliveries and suitable separation and security related to the same
- to review extension of the MCA in particular to the north, with limited change to the east and west
- to review, research interpret and incorporate archaeological material (such as the colonial docks) in any development.

4.2 DESIGN OVERVIEW

The principal of extending the MCA to the north has been established and accepted for nearly 20 years as a logical extension of the contemporary art museum. It has always been held that the new extension and the historic building must read clearly as individual designs, with a simple glazed link connecting them together. The new proposals by Architect Marshall pursues this established objective.

4.3 DESIGN STATEMENT

The proposals for the former M.S.B. Building and the specified site include:

- Building works in the vicinity of the remains of the Commissariat Stores and the Colonial Dockyards.
- New building to the north, surrounding 132 George Street and linked to the former M.S.B. Building.

Architect Marshall's Design Statement is included as Appendix A.

Architect Marshall's proposals are generally in accord with the Tanner Architects heritage and urban design document of March 2000.

5 ASSESSMENT OF IMPACT

5.1 ENVIRONMENTAL PLANNING INSTRUMENTS

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The Sydney Regional Environmental Plan 2005 (2005) provides a planning framework for land in and around the foreshore. The subject site falls within the area that is designated as foreshore under the plan. The proposal has been assessed in this document and considered under the provisions of the plan in relation to the potential heritage impacts of the proposal.

The main aims of the plan (that are relevant to consideration of the potential heritage impacts of this project) are:

(a) to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained:

(j) as a public asset of national and heritage significance, for existing and future generations

The proposal achieves compliance with the aims of the plan by enhancing the prestige and viability of the MCA in its harbourside setting, and thereby allowing visitors and residents to enjoy the spectacular natural and built environment of the city of Sydney and harbour whilst minimising environmental impacts and maintaining the environmental quality of the area.

Section 58B of the SREP 2005 relates to the protection of the world heritage value of the Sydney Opera House. The plan includes a buffer zone around the Opera House and includes several principles that need to be considered if development is within the buffer zone. While the MCA and the site for the proposed extension, are outside the buffer zone, their proximity to the zone warrants assessment of the proposed development against these principles. These include;

(a) The objectives set out in clause 53 (2),

(b) The need for development to preserve views and vistas between the Sydney Opera House and other public places within that zone,

(c) The need for development to preserve the world heritage value of the Opera House,

(d) The need for development to avoid any diminution of the visual prominence of the Sydney Opera House when viewed from other public places within that zone.

As noted, the subject site is located adjoining the buffer zone. The location and siting of the MCA extension is not considered to detract from the visual quality of the setting and maintains key views and vistas to the Sydney Opera House from the surrounding public vantage places. The proposal is considered to enhance view opportunities to the Sydney Opera House from the new terraces of the MCA, and has the potential to enliven interest and increase the public appreciation of this historic and culturally significant public building.

Section 79C of the Environmental Planning and Assessment Act, 1979 requires numerous matters be considered in the assessment of the proposed development. Of relevance for this report is assessing the impact of the development including the environmental impact of the development on both the natural and built environment and social and economic impacts on the locality.

The proposed development will not adversely affect any element of the natural or cultural environmental heritage. The new building is subservient in height, scale and colour to the orange/gold sandstone heritage landmark that is the former MSB now MCA building. Its scale and block massing also relates to that of 132 George Street which adjoins. Accordingly it is of acceptable scale for this side of George Street in the Rocks precinct.

Clause 59 of SREP 2005 relates to development in vicinity of heritage items, and SREP 2005 also includes a number of Heritage Items within the immediate vicinity of the site. The site is located in close proximity to numerous significant heritage items including but not limited to The Rocks precinct, Sydney Opera House (World Heritage Listed), Sydney Harbour Bridge and other surrounding heritage items including Cadman's Cottage.

The proposal is considered to provide an enhanced experience of the Sydney Harbour, The Rocks, Sydney Opera House, Sydney Harbour Bridge and other surrounding heritage items including Cadman's Cottage.

The proposed extension will enhance the viability and prestige of the MCA, while providing the opportunity for greater public awareness of the harbour and surrounding environs. It will cater for more visitors, and its terraces will encourage users of the MCA to spend time viewing the spectacular site context appreciating the heritage values and cultural significance of the heritage items and their setting, in particular uninterrupted views of the world heritage listed Sydney Opera House.

The proposed building is not considered to have any detrimental physical or visual impacts to surrounding heritage items located in close proximity to the site. Within the immediate vicinity of the subject site Cadmans Cottage and Barney and Bligh Reserve are situated to the north of the site. The cottage is separated from the subject site by Argyle Street (roadway) and Bligh Park to the south of the cottage. The proposal will not affect the immediate curtilage or visual quality and scale of this building.

Other heritage items that are in the vicinity include the Sydney Harbour Bridge including approaches and viaducts (known as item No.67 in the SREP) and the Circular Quay Ferry Wharves (known as item No.1 in the SREP). Although both these items are some distance from the subject site the proposed building will encompass some of their visual catchment so it is important to consider their location, siting and context and any potential impact from the proposal.

Clause 15 of the SREP 2005 relates to heritage conservation and the main principles include;

- (a) Sydney Harbour and its islands and foreshores should be recognised and protected as places of exceptional heritage significance;
- (b) The heritage significance of particular heritage items in and around Sydney Harbour should be recognised and conserved,
- (c) An appreciation of the role of Sydney Harbour in the history of Aboriginal and European settlement should be encouraged,
- (d) The natural, scenic, environmental and cultural qualities of the Foreshores and Waterways Area should be protected,
- (e) Significant fabric, settings, relics and views associated with the heritage significance of the heritage items should be conserved,
- (f) Archeological sites and places of Aboriginal heritage significance should be conserved.

The proposal is considered to generally maintain views to associated heritage items. The introduction of the new building to the north of the MCA does prevent the establishment of a permanent physical link from George Street to the harbour in the line of the Suez Canal laneway. However, the use of extensive glazing for the link between the extension and the MCA will allow the retention of the view corridor from Suez Canal down to the harbour. The proposal is generally considered to enhance and promote the scenic quality of the harbour, and surrounding heritage items in and around Sydney Harbour. The proposal is considered to be consistent with the objectives of Clause 15 and Clause 59 of SREP 2005.

The proposal is not considered to adversely or detrimentally affect existing views or vistas from major surrounding vantage points to the Sydney Opera House. The key relevant public vantage points include views enjoyed from First Fleet Park, the lawn to the Museum of Contemporary Art (MCA), Argyle Street, Overseas Passenger Terminal Forecourt and the Sydney Opera House forecourt, as shown in the photomontages and visual analysis prepared by Architect Marshall.

The general public appreciation of the Sydney Harbour Bridge is also not affected.

In making the assessment it is important to consider whether views are obscured or not. Both the lawn to the Museum of Contemporary Art (MCA) and First Fleet park are important public open space located immediately to the south of the subject site. They are popular meeting places, areas where performances occur and are also used as exhibition space. From these spaces direct views to the Sydney Opera House are offered and these views will be maintained and unaffected by the proposal. To the north of these spaces the Overseas Passenger Terminal can be seen however this building at ground level is partially screened by the large magnolia tree.

Argyle Street is an historically important roadway and can be considered to be the heart of the Rocks Historic precinct. The roadway is relatively steep rising to the west. The subject site can only be seen on approaching the intersection with George Street from the east, with the north-west corner of 132 George Street retaining its prominence. The proposed building will not visually dominate in the immediate skyline when walking along Argyle Street eastward. Importantly the direct view to the Sydney Opera House from the eastern part of Argyle Street will be maintained.

One of the most prominent public vantage points along the harbour foreshore is the forecourt of the Sydney Opera House. This area forms an important part of the building's curtilage. From this area most of the harbour foreshore can be seen, the Harbour Bridge and northern foreshore, Circular Quay and the city skyline. A 180 degree view can be captured when standing along its western side facing west. From this viewpoint the extension of the MCA will be partially obscured by the Overseas Passenger Terminal building and the existing mature trees in the forecourt.

The new extension will be partially visible from many other surrounding public places including the Harbour Bridge, Cahill Expressway, East Circular Quay, Circular Quay Railway Station, Circular Quay, Sydney Harbour and many high rise surrounding commercial, hotel and residential buildings. However, as the new extension is subservient in height, scale and colour to the orange/gold sandstone heritage landmark that is the MCA building, there will be no appreciable impairment of visual amenity or significant view loss as a result of the proposed development.

5.1 NSW HERITAGE OFFICE'S GUIDELINES FOR ASSESSING HERITAGE IMPACTS

The heritage impact has been evaluated in detail following the NSW Heritage Office's guidelines. The Heritage Office notes on 'Statements of Heritage Impact provides a synopsis of discussion issues for new development adjacent to a heritage item. These are as follows:

- How is the impact of the new development on the heritage significance of the item or area been minimised?

The new building is subservient in height, scale and colour to the orange/gold sandstone heritage landmark that is the former MSB now MCA building. Its scale and block massing also relates to that of 132 George Street which adjoins. Accordingly it is of acceptable scale for this side of George Street in the Rocks precinct.

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

The former MSB/now MCA building has enjoyed its new public role as the Museum of Contemporary Art since 1991. The need for a larger museum with a wider range of facilities has been understood and explored for over a decade, and most proposals have presumed some alterations to the existing building, a subtle addition at its roofline, and a new building to the north connected by a glazed link. It is not logical to locate these facilities anywhere else other than adjoining the present MCA. 132 George Street is of such minor heritage and social significance, that it should not be allowed to ever inhibit any proposals for the MCA, assuming that other accommodation for the Police can be found in the area.

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

The former MSB/now MCA building has an established setting to Circular Quay (to the east) and to First Fleet Park (to the south) and an established street presence to George Street (to the west) and these open environs – in effect the building's curtilage – will not change. The building, while designed in the round, has never been able to be enjoyed from the north due to the proximity of the 'brick box' of 132 George Street, and the intrusion of a substation, a fish café, and a carpark and delivery bay. The north elevation is not clearly in the public realm.

- *The proposed design allows one to read the former MSB/now MCA building as an 'in the round' design while providing a new building convenient to its north elevation, yet separated from it and linked to it by an open space with a glazed link including a 'bridge' and stair. The link space is relatively tight due to proximity of 132 George Street. In essence, the extended MCA will read as an historic building with a new wing of contemporary and acceptable character.*

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

As is described in the previous section, the key public views to the former MSB/now MCA building will not alter. The new structure will slightly impede views from the Overseas Passenger Terminal (and thereabouts) to the north-east corner of the sandstone building. As the typical member of the public is probably proceeding south to Circular Quay, this will be a momentary event, with the full view of the building shortly coming into place. The positioning of the new building has minimised any obvious change to public view impacts on the heritage item.

The distant view of the south-west corner of 132 George Street from the eastern side of George Street looking from the Cahill Expressway will be partially obscured by the projection of the mass of the lecture theatre. As this is a vista that is not identified as having heritage or streetscape significance, it should not be considered an adverse impact. The new MCA entrance must be the key accent in this view, not 132 George St.

The introduction of the new building to the north of the MCA prevents the establishment of a permanent physical link from George Street to the harbour in the line of the Suez Canal laneway. However, the use of glazing for the link between the extension and the MCA and the creation of 'through site' pedestrian access will enable a link to be achieved.

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

The archaeological deposits, namely the Colonial Dockyards, are well known and have been studied in detail. A method of supporting the new building with minimum impact on the archaeological resource has been established. To relocate the new building/facility would mean relocation of the MCA to another location in Sydney. This is not viewed as realistic or worthwhile.

- Is the new development sympathetic to the heritage item. In what way (e.g. form, siting, proportions, design)?

Yes. The form is subservient and follows a cubic massing, like the existing building. It is sited adjoining but separate from the existing building. Given the former MSB now MCA is a bright orange colour, the brown, white and charcoal tones of the new building will have a more subdued coloured rendering.

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

No. Given the lower scale, and least obtrusive location adjoining the heritage item, the new building, while an individual and contemporary statement, will not dominate the heritage item. The heritage item is visually very robust and can hold its own.

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

Yes. It will continue to dominate Circular Quay and Sydney Cove, and retain its prominent entry, symmetry and logic to both the public and users.

With regard to new landscape works and features:

It is proposed to enlarge the entry terrace and convert various ground floor windows into doors. Carefully handled this can only improve the appearance and workability of the existing building and adjoining public domain.

A number of trees planted circa 1988 are to be removed/replaced. These are chiefly jacarandas, stunted in growth by both wind and unsuitable ground conditions, and replacement with more suitable species is recommended. Along the boundary of the existing carpark are a number of deciduous trees, planted to screen and shade the carpark. They are of no historic or heritage significance, and with the removal of the gravel carpark will have no especial relevance. Their removal is acceptable. The April 2008 Report 'Arboricultural Assessment' by Garry Clubley confirms this position.

5.2 SUMMARIES OF ASSESSED HERITAGE IMPACTS

Based on these responses, the following summaries of assessed heritage impact can be made:

The following aspects of the proposal respect or enhance the heritage significance of the item:

The proposed extension, including associated upgrade and fit-out works will contribute to providing a viable and sympathetic use for the building that ensures its on-going maintenance and conservation.

*The proposed design allows one to read the former MSB/now MCA building as an 'in the round' design while providing a new building convenient to its north elevation, yet separated from it and linked to it by an open space with a glazed link including a 'bridge' and stair
Identified spaces and fabric of heritage significance are retained and preserved as part of the works.*

The following aspects of the proposal could detrimentally impact on heritage significance (mitigating measures are noted):

The new building is subservient in height, scale and colour to the orange/gold sandstone heritage landmark that is the former MSB now MCA building. Its scale and block massing also relates to that of 131 George Street which adjoins. Accordingly it is of acceptable scale for this side of George Street in the Rocks precinct.

The introduction of the new building to the north of the MCA prevents the establishment of a permanent physical link from George Street to the harbour in the line of the Suez Canal laneway. However, the use of glazing between the extension and the MCA allows a visual connection and the lobby system also allows 'through site' link.

6 CONCLUSION

The proposed works have been designed to comply with the ICOMOS Burra Charter, the Heritage and Urban Design Report for the MCA Project (2000) by Tanner and Associates, and the Conservation Study of the Maritime Services Board Building (1985) by Public Works Department. As such, this report concludes that the proposed works documented in the Project Application drawings:

- will not have a negative impact on the appreciation of the heritage significance of the MCA or its precinct (including 132 George Street).
- will ensure that the prescribed relationships between various elements within the precinct are established and maintained.
- will ensure that the heritage significance of the MCA and its setting is preserved / interpreted and enhanced.
- will ensure that proposed works will not have a negative impact on the setting of the MCA or its precinct.
- will ensure that proposed works will not affect any significant views to or from the MCA or its precinct.
- will ensure that proposed works will not overshadow or overwhelm the MCA or its precinct, and
- will ensure that proposed works will not undermine or otherwise cause physical damage to the MCA or its precinct.