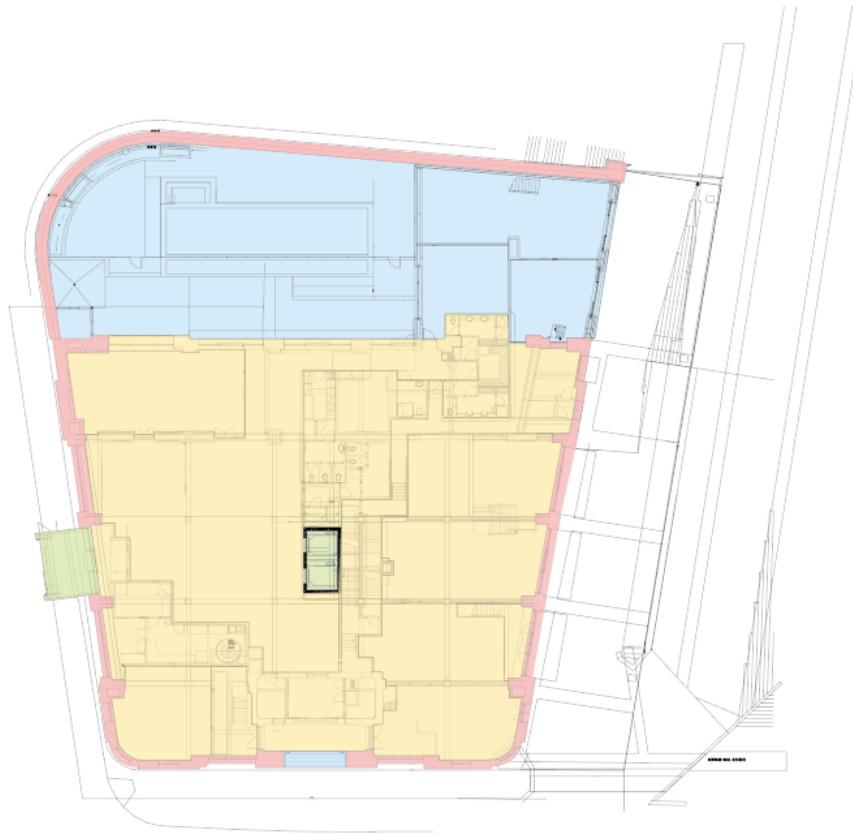


ANGEL PLACE LEVEL 8, 123 PITT STREET SYDNEY NSW 2000

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ABN 50 105 256 228

SIGNIFICANCE GRADING GROUND FLOOR

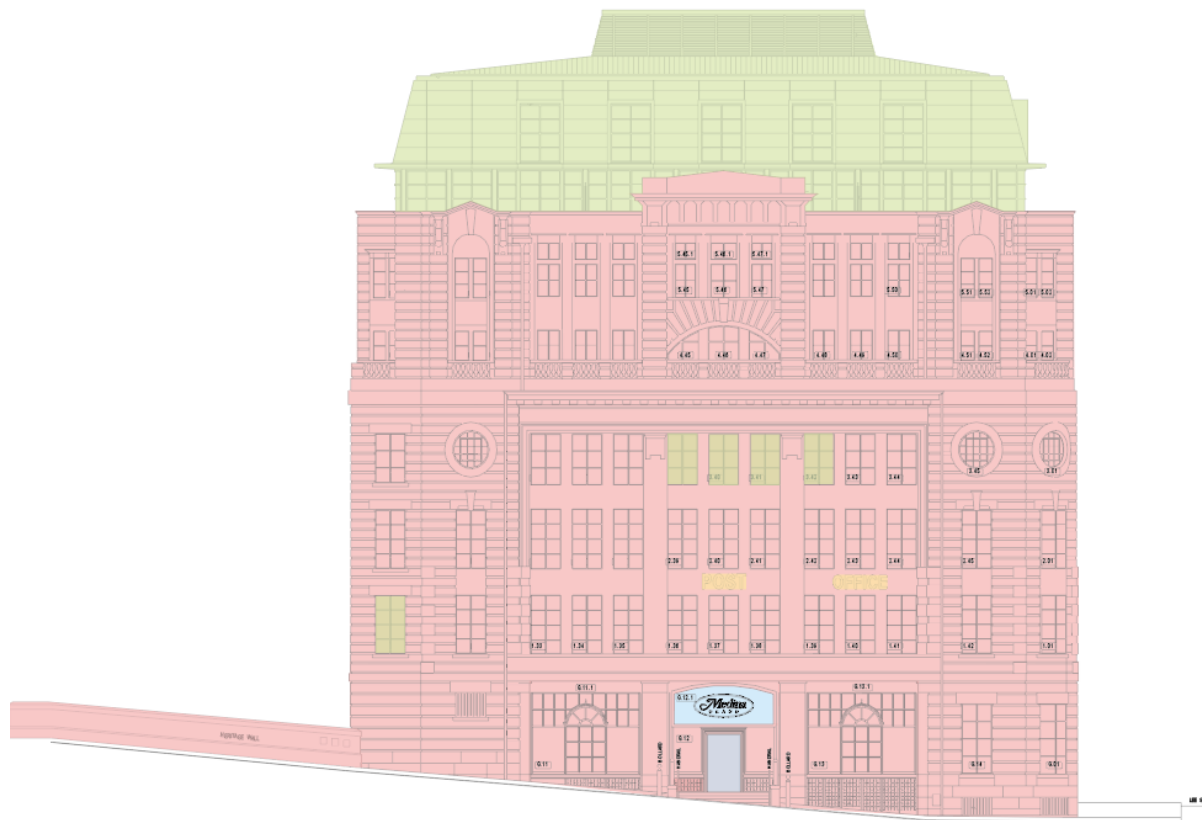


Grading refers to the significance of the overall heritage value structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Significant Elements.

- Key**
- Exceptional
 - High
 - Moderate
 - Little
 - Neutral
 - Intrusive

*Note: Structure only. Existing internal fitout associated with the hotel including accommodation, partitioning, amenities and finishes have not been graded. Brick retaining wall visible in ground floor plan.

SIGNIFICANCE GRADING NORTH ELEVATION



Grading refers to the significance of the overall heritage value structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Significant Elements.

- Key**
- Exceptional
 - High
 - Moderate
 - Little
 - Neutral
 - Intrusive

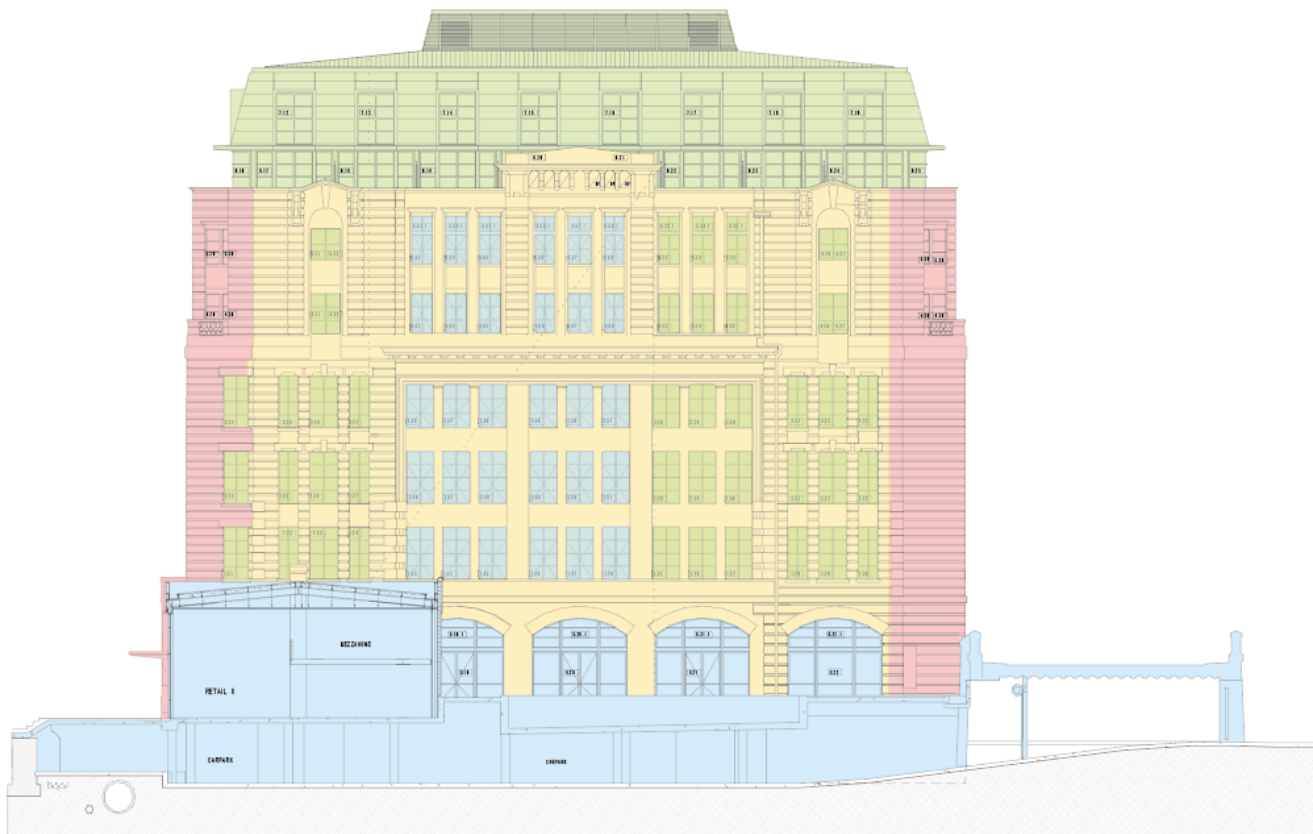
**SIGNIFICANCE
GRADING
SOUTH ELEVATION**



Grading refers to the significance of the overall heritage value structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Significant Elements.

- Key**
- Exceptional
 - High
 - Moderate
 - Little
 - Neutral
 - Intrusive

SIGNIFICANCE GRADING EAST ELEVATION



Grading refers to the significance of the overall heritage value structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Significant Elements.

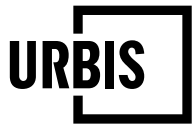
- Key**
- Exceptional
 - High
 - Moderate
 - Little
 - Neutral
 - Intrusive

**SIGNIFICANCE
GRADING
WEST ELEVATION**



Grading refers to the significance of the overall heritage value structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Significant Elements.

- Key**
- Exceptional
 - High
 - Moderate
 - Little
 - Neutral
 - Intrusive



The above Moderate grading of significance has been made to the eastern façade of the former Parcel Post Building to reflect the high volume of modification and reconstruction works undertaken, primarily between 1960 and 2000. Where windows within this space have been replaced with aluminium framing these have been identified as intrusive, whereas those that are within the modified area that have been retained are identified as having Little significance (Refer to Synman Justine Bialek Architects, 1998, Figure 12; extent of works are outlined in Section 1.1.2).

ADDITIONAL SUPPORTING INFORMATION

1.1. CONSERVATION MANAGEMENT PLAN, PREPARED BY URBIS 2019

1.1.1. Extracted from Exterior description – Pages 20-26

Façade design is generally consistent for the northern and southern facades. The façades are symmetrical, articulated into bays with pilasters, heavy rusticated masonry to the outer bays, and upper two floors, and simple English bonded brick with expressed piers to the lower first, second and third floors within the central bays. The facades are surmounted by a central classical sandstone pediment. The eastern façade is simpler, lacking the circular windows. The eastern façade has also been modified by the addition of two parcel lifts (early 20th century) and a large rear extension (c.1969), which has since been removed and the façade reconstructed similar to the original.

Large bronze windows are used on the ground floor with steel framed windows predominantly used for the remainder of the building. An exception is the east elevation where a number of window and door frames have unsympathetic aluminium frames installed (in conjunction with the removal of the 1969 addition). A wide variety of window forms has been utilised with round porthole windows to the corners at the third floor and large segmental arched openings in the centre of each façade on the fourth floor.



Figure 1 – East elevation as viewed from the YHA Railway Square. Note the brick retaining wall that defines the rear yard.

Source: Urbis, 2019



Figure 2 – The former vehicle dock openings on the east elevation have been infilled with aluminium framed glazing/ doors

Source: Urbis, 2019



Figure 3 – The contemporary addition and interface with the former vehicle dock opening

Source: Urbis, 2019



Figure 4 – The eastern façade and boundary wall as viewed from the YHA

Source: Urbis, 2019



Figure 5 – View over the rear yard from the elevated road

Source: Urbis, 2019



Figure 6 – View north showing the yard wall and evidence of the infill of the former access and level changes

Source: Urbis, 2019



Figure 7 – View to east elevation from within the railway square.

Source: Urbis, 2019



Figure 8 – View directly to the eastern elevation from within rear yard.

Source: Urbis, 2019

1.1.2. Extracted from Historical Overview – Pages 51-107

It has been difficult to locate records pertaining to the occupancy and use of the building from 1965 to the 1990s. This has been complicated by the availability and lack of access to departmental records at Commonwealth and State Government levels. In 1975, the Post-Master General’s Department (later known as Australian Postal Commission and then Australia Post) was broken up and some of its functions absorbed into the Australian Telecommunications Commission (ATC), trading as Telecom Australia. Records from this period are held in the National Australian Archives but are not available to the public owing to date restrictions. Similarly, State Government freehold ownership of the site has been variously listed under differing departments/organisations related to railways and transport. Tracing departmental records in the ‘modern era’ has not been straightforward, with missing records or files not available for public access under date restrictions.

Consequently, this section of the report has been pieced together from information gleaned from a variety of sources, including government gazettes, newspapers and annual reports. A press release dated 23 December 1969 announced a contract was awarded to Darcy Bros Pty Ltd for alterations and additions to the building comprising “alterations to the second, third and fourth floor providing offices, laboratory and photographic facilities, and lecture rooms, as well as provision of three lifts and installation of air conditioning and ventilating systems”.¹ In accordance with the Civil Works Program, during the financial year 1969/70, the Postmaster-General’s Department spent \$54,763 of a budget of \$568,987 for “alterations and additions to Chief Parcels Office (stage 2)”. By mid-1974, there was a balance of \$3,539, indicating the works had largely been completed. No plans have been located for these works.

¹ Minister for Works, “\$500,000 contract for alterations to P.M.G. Building, Sydney” [press releases], https://parlinfo.aph.gov.au/parlInfo/download/media/pressrel/807885/upload_binary/807885.pdf;fileType=application/pdf#search=%22p.m.g.%20building%20sydney%22, viewed 27 May 2019

In the 1975/76 financial year, the Department authorised a further \$124,893 to undertake alterations to the third floor. Following the dismantling of the Postmaster-General's Department, the ATC allocated \$44,000 to provision of "material testing laboratory".² In this post-1965 period, the Commonwealth of Australia Gazette contains tender notices and awards of contracts for miscellaneous building works and various maintenance activities to the building. These included "alterations and additions to 3rd floor" (31 May 1973), "provide fume controller on roof" (19/3/1975), "supply and fix mineral fibre ceiling between concrete beams and walls to lunchroom, 2nd floor" (4/12/1979), "provision of steel support structure and access platform from 3rd floor level to stone lintel at main entrance façade, etc (2/9/1980), ground floor toilet, remove urinal and repair leaks" (25/1/1983), "alterations and additions to Terc Area, 1st floor" (27/10/1984)³ and "external repairs and maintenance" (6/5/1987). No plans have been located for any of these works, though it is possible some may survive in departmental files in the National Archives of Australia...

In 1994/95, the NSW Department of Public Works (DPWS) undertook the Central 2000 Strategic Asset Plan for the State Rail Authority (SRA), "for progressive redevelopment of the Central precinct to the year 2000 and beyond...create a world class transport interchange within the heritage context of the precinct as a whole, using private sector financing for a major part of the works".⁴ The master plan contained a provision for the restoration, refurbishment and hospitality-related adaptive reuse of the Parcels Post Office building. It also formulated plans for the redevelopment of a government owned office building located slightly to the south of the subject property along Lee Street. Both buildings were to become part of what would be known as the Henry Dean Place and Western Gateway sub-precinct.

The Western Gateway plan was one part of the overall Central 2000 master plan, and it called for the creation of a series of public plazas between these two buildings. The adjoining Devonshire Street Pedestrian Tunnel and the nearby Lee Street / George Street pedestrian underpasses were also to be comprehensively upgraded, along with the Bus / Rail Interchange at Railway Square. Central Railway Station was similarly comprehensively upgraded as part of the overall Central 2000 master plan. The presence of these substantial upgrades to the immediate surrounding environment at Railway Square and Central Station constituted a considerable enhancement in the future commercial potential of the local precinct. These comprehensive Precinct proposals, plus the creation of specific guidelines by the Department of Public Works and Services for the heritage restoration of the Parcels Post Office Building, contributed significantly to Toga's decision to commit to the subject redevelopment project, according to Mr Vidor.⁵

DPWS invited private sector submissions by tender in late 1996 to develop the Former Parcels Post Office building and Western Gateway as part of the overall Central Station redevelopment project for the SRA. Simultaneously, the Heritage Group within DPWS, prepared a Conservation Management Plan (CMP) for the Former Parcels Post Office Railway Square, which was published in July 1997. Serviced apartment operator and developer, The Toga Group, submitted its preliminary development tender in December 1996. The following year, it was announced as the preferred bidder for the

² Parliamentary Paper No 172/1976 The Parliament of the Commonwealth of Australia, Australian Telecommunications Commission Service and Business Outlook for 1976-77, August 1976, p

³ TERC stands for Transport Emergency Response Centre.

⁴ DPWS, Annual Report 1994/95, p89

⁵ Dominy, Colin (New South Wales Division of the Australian Property Institute) 2001, Part B, The impacts of heritage requirements on the financial viability of individual development proposals

Western Gateway, providing for a new office development of the order of 35,000 sqm and the conversion of the Former Parcels Post Office building to a hotel or service apartments.⁶

In February 1998, Toga submitted a development application (DA) and heritage conservation management plan (based upon the guidelines contained in the DPWS CMP July 1997). The DA included an application for an award of heritage floor space (HFS). It also controversially included the addition of a two-storey mansard roofed structure atop the existing six storey building, to accommodate 20 serviced apartments and plan rooms. In March 1998, Rod Howard prepared a heritage impact statement (HIS) for the adaptive reuse of the building as the Medina Central Serviced Apartment Development. Howard concluded:

The proposal by the Toga Group to adapt the former Parcels Post Office building for use as a block of serviced apartments generally respects the established heritage qualities of the building. The scheme will allow for the external conservation of the masonry walls and windows in accordance with established conservation policies. The proposed treatment of the interior of the building and the rear yard will involve some demolition of original fabric and a substantial amount of physical change. The proposed addition at the top of the building is considered to be appropriate in both heritage and urban design terms.

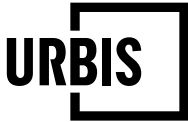
The major structural changes proposed were as follows:

- lateral extension of the basement under part of the new plaza and the consequent removal of sections of existing external wall
- partial excavation of the existing rear courtyard to enable level access to the basement for vehicles
- installation of two new lift shafts and new plant rooms
- covering over of the rear courtyard with a new slab to create an outdoor terrace/ recreation area
- removal of the existing 1960s addition at the rear
- removal of section of the rear wall at ground level
- addition of two new floors in place of the existing roof and the consequent construction of a new roof and rooftop plant room.

In addition, pedestrian access was to be from Lee Street and Ramp Road while car parking and service vehicle access would be facilitated from Ambulance Avenue, with entry through the existing tunnel at the north-western corner of the building. Car parking for 39 cars is proposed of which 14 x 2 spaces will be in a vertical stack formation and 1 space will be allocated for use by the disabled.

Toga subsequently commissioned Godden Mackay to prepare a HIS in June 1998 to accompany the DA for the refurbishment of the building as serviced apartments, in accordance with plans prepared by Synman Justin Blalek (SJB) Architects in association with SA Smits & Associates, Urban Planners. Godden Mackay generally favoured the scheme on the grounds that it was in general sympathetic to the heritage significance of the site. They acknowledged that the proposal did have some major adverse heritage impacts, but these were, in part, offset by the "generally sensitive treatment of the adaptation, the opportunity for conservation works, including the restoration of the facades and the benefits of the ultimate retention and conservation of the Parcels Post Office".

⁶ "Toga on right track for Central", *Australian Financial Review*, 29 September 1997, np



One month later, the City of Sydney issued development consent for the adaptation project and 'in principle' consent for the two-storey rooftop addition. City of Sydney Council records show that the developer withdrew their application for an award of HFS in July 1998. The DA consent also provided for a substantial retail adaptive re-use on the ground floor to complement the main serviced apartment use in the upper floors. In addition, the Council approved construction of a single storey retail addition to the rear ground floor area on the southern side of the building, which provided for the exposure of several shop tenancies directly to the refurbished Devonshire Street Pedestrian Tunnel. During this period, Toga entered into negotiations for a 99-year lease over the Former Parcels Post Office site, which was finalised in September 1998.

Project construction commenced in early 1999 and was completed in mid-2000, in time to capitalise upon the advent of the September 2000 Sydney Olympics. Throughout the project, Godden Mackay supervised conservation and restoration works and provided heritage advice to the architects and builders. This included methodologies and scope of works to significant fabric, namely:

- Stonework, including sandstone and trachyte
- Brickwork
- Steel windows
- Rainwater goods, and
- other metalwork.

... The building was opened in 2000 as the Medina Executive Sydney Central. It comprised 98 serviced apartments with 18 studio units, 58 one-bedroom units and 22 two-bedroom units, together with supporting facilities comprising bistro, function rooms, spa, sauna, gymnasium, swimming pool and basement carparking, and several retail shops. The total project cost of the Parcels Post Office redevelopment project was in the order of some \$27 million. In January 2013, Toga Hotels announced the rebranding of 187 Medina Apartment Hotels to Adina Apartment Hotels and four Medina Apartment Hotels to Medina Serviced Apartments. At this date the property was renamed Adina Apartment Hotel Sydney, Central.

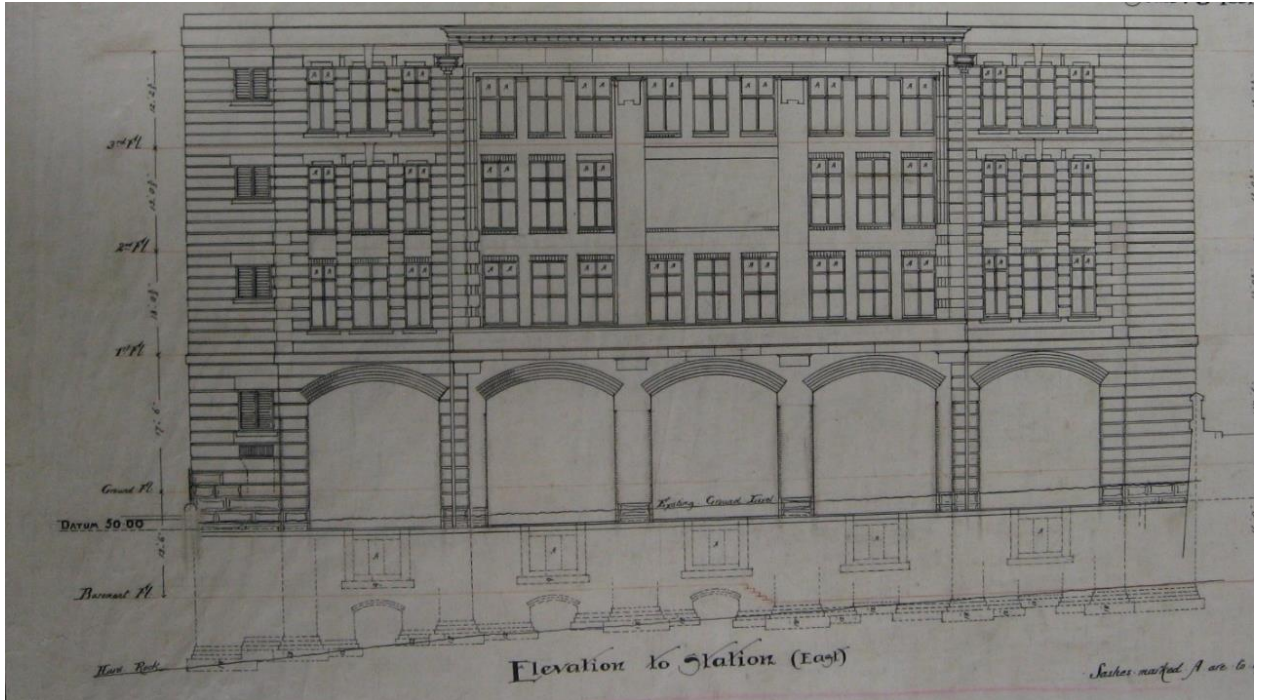


Figure 9 – New Parcels Post Office Premises at the Central Railway Station Sydney: Elevation to Station (east), 1910.

Source: NAA: SP1107/1, 362/4

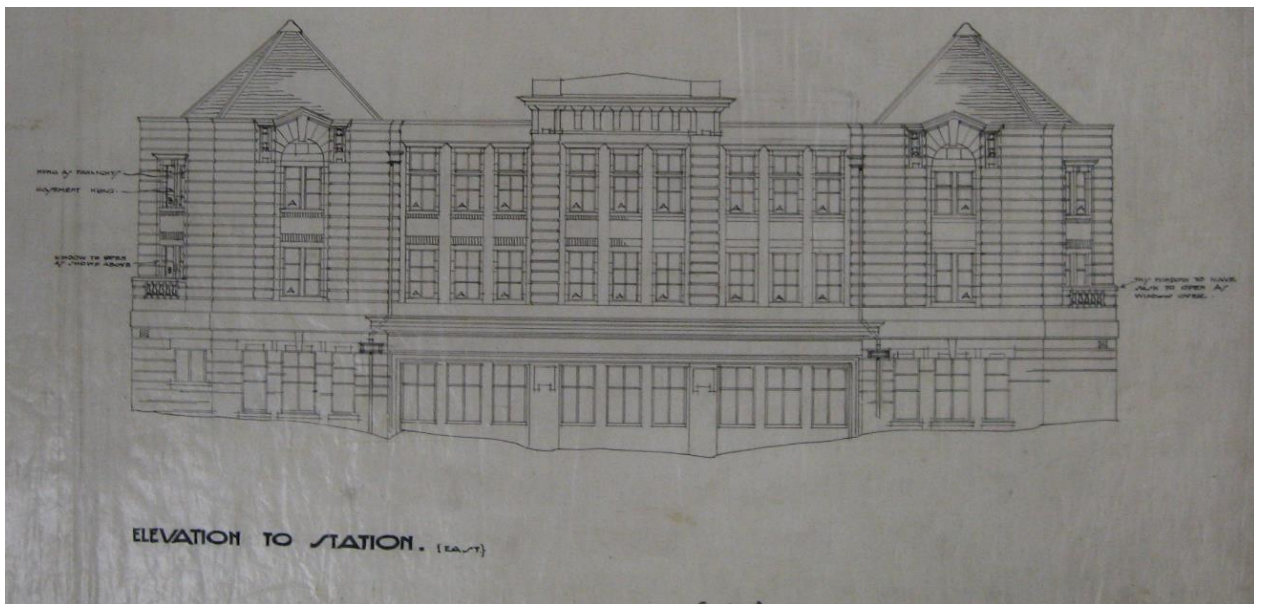


Figure 10 – Elevation to Station (east) - Parcels Post Office premises at the Central Railway Station, Sydney. Plans of additional storeys. Sheet 3, 7/5/1912.

Source: NAA: SP 1007/1, 362/11



Figure 11 – “Architectural Disfigurement, the New Parcels Post Office, at Sydney Railway Station. The above is a glaring example of the inconsistency of Government methods. A public building, having a fine stone façade, costing thousands of pounds, is turned into an eyesore by the addition of shoddy external lift construction”.

Source: Building, Vol 17 No 98, 12 October 1915, p59

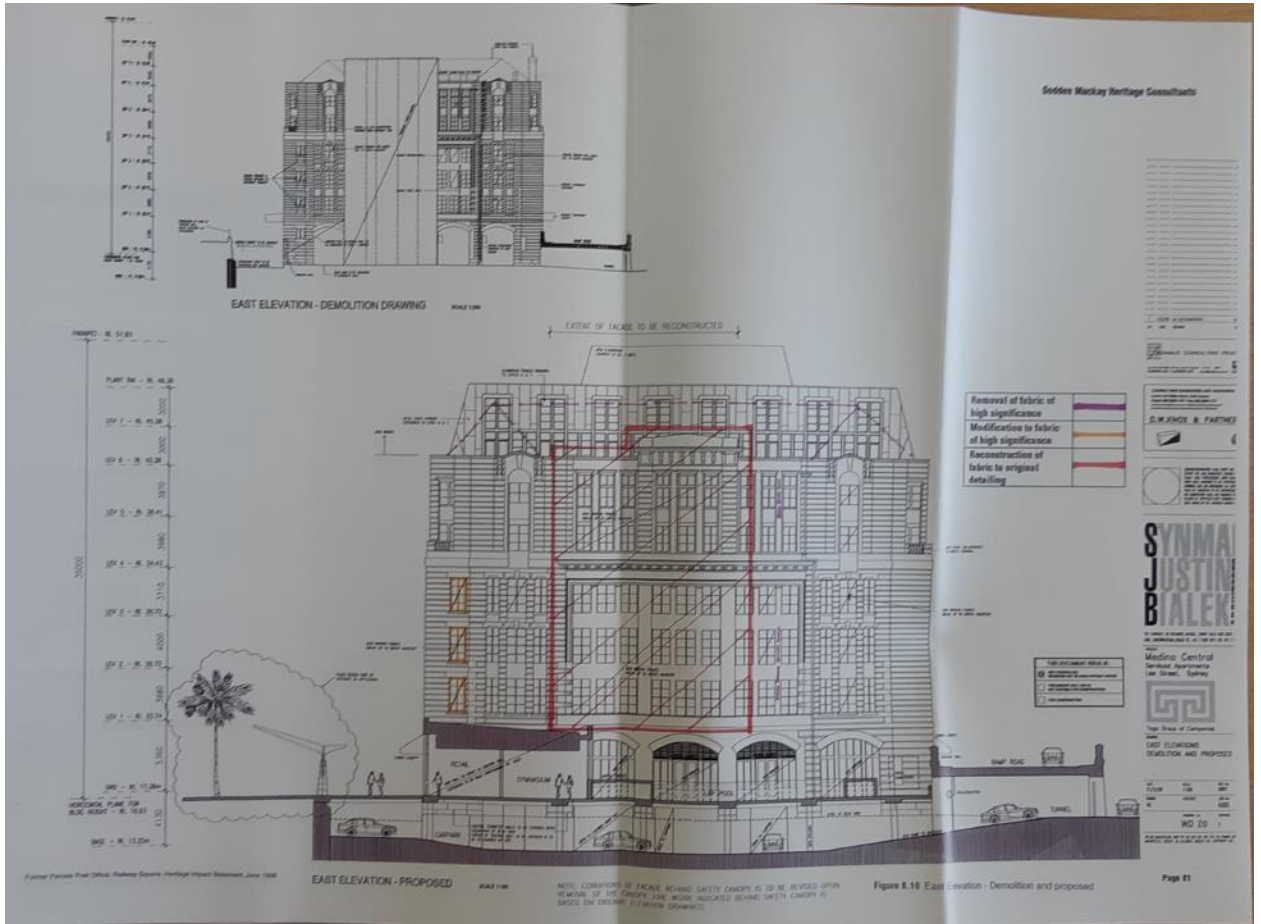


Figure 12 – Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. East Elevation – demolition and highlighting work to fabric of high significance.

Source: Reproduced in Godden Mackay Heritage Consultants 1998, Former Parcels Post Office Railway Square Heritage Impact Statement

1.1.3. Schedule of Significant Elements

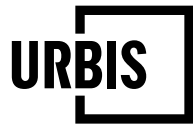
Various elements of the place have been graded below in relation to their contribution to the overall heritage significance of the place. Elements include buildings, structures, landscape and other elements that are located within the curtilage of the site.

Table 1 – Definitions of time and periods of construction and major alterations to the Parcels Post Building

Acronym	Corresponding time and period of construction
OC	Original construction phase (c.1910-1915)
TC	Twentieth Century (c. 1916-1998)
LA	Later addition and/or fit out (c. 1999)

Table 2 – Schedule of Significant Elements

Structure, space or elements	Phase	Grading
Exterior		
Overall form, composition and materiality	OC	High
Facades (north, south, west and ends of east) including stone, trachyte and brickwork	OC	High
Altered portion of east facade	TC	Moderate
Fenestration pattern and steel and bronze framed windows	OC	High
Mansard roof addition	LA	Little
Balustrade on parapet	LA	Little
Aluminium framed windows and doors (generally)	LA	Intrusive
Aluminium framed doors (east elevation)	LA	Little
Reconstructed steel framed windows	LA	Little
Bronze glazing grills	OC	High
Brick retaining wall	OC	High
'Post Office' signage	ETC	Moderate
'Adina' signage (north elevation)	LA	Intrusive
'Adina' signage (west elevation)	LA	Little



Structure, space or elements	Phase	Grading
Awnings	LA	Little
Modified components of entries/shopfronts ie. new doors (north and south elevation)	LA	Little
Landscape pool area	LA	Little
Contemporary shopfront signage	LA	Little
Lighting	LA	Little
Security cameras	LA	Little
Glass brick pavement lights/ stallboard lights	OC	High
Flag poles	LA	Little
West elevation entry	TC	Intrusive