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URBIS

HERITAGE IMPACT STATEMENT

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Prepared for
VERTICAL FIRST PTY LTD
30 September 2020

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Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices the Traditional Owners on whose land we stand.

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EXECUTIVE SUMMARY

Purpose of the Report

Urbis has been commissioned by Vertical First Pty Ltd (the Applicant) to prepare this Heritage Impact Statement report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the SSD-10405 for a commercial and hotel development above the Former Inwards Parcels Shed at 8 – 10 Lee Street, Haymarket.

Specifically, this report addresses the following SEARs:

SEARs	Report Reference
<p>11. Heritage and Archaeology</p> <p>The EIS shall include:</p> <p>a Heritage Conservation Management Plan (CMP) that includes any heritage items on the site, paying particular attention to the Former Inwards Parcel Shed and the Adina hotel as part of the State heritage listed Central Railway Station and associated buildings</p>	<p>A Conservation Management Plan has been prepared by Urbis for the Former Inwards Parcels Shed and is included with the SSD-10405 package. The proposal has been assessed against the relevant policies of this Conservation Management Plan in Section 7.2 of this report.</p> <p>Toga are currently preparing a separate Conservation Management Plan for the former Parcels Post Office (Adina Hotel) building which adjoins the subject site to the immediate west. This Conservation Management Plan is not available to the public and as such we have not included an assessment against the policies within the work in progress Conservation Management Plan.</p> <p>The impact assessment in this report has had regard to the policies in the broader Central Station Conservation Management Plan prepared in 2013, at Section 7.3. This Central Station Conservation Management Plan includes policies that relate to the Parcels Area which includes both the subject Former Inwards Parcels Shed and the former Parcels Post Office (Adina Hotel) buildings.</p>
<p>a Statement of Heritage Impact (SOHI), prepared by a suitably qualified heritage consultant in accordance with the guidelines in the NSW Heritage Manual. The SOHI is to address the impacts of the proposal on the heritage significance of the site and adjacent areas, and is to:</p>	<p>This Heritage Impact Statement report has been prepared to satisfy this SEAR. A detailed impact assessment of the potential impacts of the proposal on the subject site and adjoining sites is included at Section 2 of this report.</p>
<p>identify all heritage items (state and local and potential) and conservation areas within and near the site, including built heritage, landscapes and archaeology, include detailed mapping of these items and an assessment of why the items and site(s) are of heritage significance</p>	<p>The heritage listings which apply to the subject site and the heritage items and conservations which are located within the vicinity of the site are identified at Section 1.7 of this report.</p> <p>The significance of the Former Inwards Parcels Shed site is assessed at Section 6 of this report. The statements of significance for the heritage items and conservation areas in the vicinity of the subject site are outlined at Section 6.2 of this report.</p>

SEARs	Report Reference
<p>assess the impacts of the proposal on the heritage significance of these items and conservation areas, including visual impacts, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, setting and curtilage (as relevant)</p>	<p>A detailed impact assessment of the potential impacts of the proposal on the subject site and adjoining sites is included at Section 2 of this report.</p>
<p>o address compliance with any relevant Conservation Management Plan, particularly the Central Railway Station CMP addressing any proposed adaptive reuse and measures to minimise impacts on the building</p>	<p>As outlined above, the proposal has been assessed against the relevant policies of this Conservation Management Plan in Section 7.2 of this report.</p> <p>Toga are currently preparing a separate Conservation Management Plan for the former Parcels Post Office (Adina Hotel) building which adjoins the subject site to the immediate west. This Conservation Management Plan is not available to the public and as such we have not included an assessment against the policies within the work in progress Conservation Management Plan.</p> <p>The impact assessment in this report has had regard to the policies in the broader Central Station Conservation Management Plan prepared in 2013, at Section 7.3. This Central Station Conservation Management Plan includes policies that relate to the Parcels Area which includes both the subject Former Inwards Parcels Shed and the former Parcels Post Office (Adina Hotel) buildings.</p>
<p>demonstrate attempts to avoid and/or mitigate the impact on the heritage significance or cultural heritage values of the site and the surrounding heritage items heritage conservation areas and provide an evaluation of the effectiveness of the proposed mitigation measures</p>	<p>The mitigation measures applied throughout the proposal to avoid or mitigate the heritage impacts of the proposal are outlined in detail at Section 2 of this report.</p>
<p>include a visual analysis, including before and after perspectives, of the proposal from relevant views to provide a better understanding of the intended built form. The visual analysis should also consider how the proposal would sit within the wider visual setting of the Central Railway Workshops site, relate to heritage items within the vicinity, and the adjacent heritage conservation areas.</p>	<p>A visual analysis is included as Appendix A to this Heritage Impact Statement, and the conclusions of this analysis are summarised at Section 7.1.9 of this report.</p>
<p>demonstrate engagement with appropriate local stakeholders.</p>	<p>The stakeholder consultation program undertaken as part of this proposal is outlined at Section 7.1.10. In summary, the consultant team has consistently and collaboratively engaged with relevant heritage bodies as part of this proposal, including the Heritage Council of NSW, the Heritage NSW department and the City of Sydney.</p>

SEARs	Report Reference
<p>If the SOHI identifies a potential impact on archaeology, an historical archaeological assessment should be prepared by a suitably qualified historical archaeologist in accordance with the Heritage Council of NSW Guidelines 'Assessing Significance for Historical Archaeological Sites and 'Relics' 2009 and 'Archaeological Assessments' 1996. This assessment should identify what relics, if any, are likely to be present, assess their significance and consider the impacts from the proposal on this potential resource. Test excavation may be appropriate to inform the EIS particularly where sites of State significance are anticipated. Where harm is likely to occur, the significance of the relics must be considered in determining an appropriate mitigation strategy. In the event that harm cannot be avoided in whole or part, an appropriate Research Design and Excavation Methodology should also be prepared to guide any proposed excavations.</p>	<p>A Historical Archaeological Assessment has been prepared for the site by AMBS. The findings and recommendations of this report are summarised at Section 7.1.7 of this report.</p>

Methodology

This Heritage Impact Statement has been prepared in accordance with the Heritage NSW guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

The proposal has been assessed with reference to the guiding policies and provisions in the following documents and guidelines:

- Urbis 2020, Former Inwards Parcels Shed Conservation Management Plan
- Rappoport Pty Ltd 2013, Central Station Conservation Management Plan
- Draft Western Gateway Sub-Precinct Design Guide
- Sydney Local Environmental Plan 2012
- Sydney Development Control Plan 2012
- Heritage NSW Guidelines for Assessing Impact
- Better Placed: An Integrated Design Policy for the Built Environment of NSW

Heritage Context of the Site

The Former Inwards Parcels Shed is included within the curtilage of the State Heritage Register listed item known as the *Sydney Terminal and Central Railway Stations Group* SHR No. 01255. The site is not individually listed as a heritage item, rather, it forms part of a wider collective heritage item group / precinct.

Concluding Impact Assessment

The proposal is an ambitious response to the heritage values of the site in realising the broader strategic vision for the precinct. The proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station listed heritage item curtilage.

However, this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government's ambitions for a tech precinct at the

Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community. The following elements summarise the mitigation measures taken to minimise or avoid heritage impacts where possible.

- Urbis was engaged to prepare a Conservation Management Plan for the Former Inwards Parcels Shed to satisfy the SEARs for this project SSD-10405. This site-specific Conservation Management Plan focuses on the Former Inwards Parcels Shed only and does not include other areas within the Central Station heritage item curtilage. The Conservation Management Plan outlines the significance of the place, includes a detailed fabric analysis and provides policies for the management of the heritage values of the place. Particular regard has been had to this proposal SSD-10405 in the development of appropriate conservation policies for the protection, conservation and interpretation of significant elements throughout the site. The policies in the Conservation Management Plan have provided heritage principles to guide the design development of the proposal to ensure that the heritage significance of the place is recognised and conserved.
- The development of the proposal design was led by BVN and SHoP architecture firms with consistent and collaborative input from all consultant groups, including Urbis's heritage consultants to help guide the design and manage the significance of the site. The new development, the result of a design competition, is, in our opinion, of excellent and innovative design quality.
- Every element of the proposal has been meticulously reviewed to ensure that the final approach is the most appropriate approach after consideration of all alternative opportunities to achieve the same outcome. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Where intervention to heritage fabric and spaces is unavoidable, all efforts have been made to minimise the impact and utilise salvage, reconstruction or interpretation to mitigate the impacts.
- The Former Inwards Parcels Shed while being part of the broader Central Station precinct and listed heritage item, is not in itself a highly significant component of the broader railway group. The Former Inwards Parcels Shed is of Moderate significance to the broader group and is a modest example of an industrial vernacular parcel distribution shed. Its significance is primarily vested in its historical function and association with the broader mail distribution operations of Central Station and the rail network. While the proposal provides for major change to this building, it does not have any adverse impacts on the principal elements within the Central Station precinct including the main terminal and platforms.
- The design of the large vertical tower extension to the building has been designed with a sizable gap between the shed roof and the tower soffit such that the historic shed retains a sense of its own legibility and setting.
- The proposal provides for extensive intervention into the fabric of the Former Inwards Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse. The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. Some elements of 'Moderate' and 'Little' significance will be removed to facilitate the new building, and where possible this fabric will be reused elsewhere within the proposal or salvaged for potential future use.
- The proposed design for the Former Inwards Parcels Shed adopts sympathetic and innovative design solutions to achieve the desired outcome for the building through this adaptive reuse process. The reconstructed Former Inwards Parcels Shed will incorporate reeded / ribbed glass cladding along the western elevation to interpret the corrugated metal cladding which will be removed to allow for natural light and ventilation into the space. The corrugated metal cladding is an intrinsic element to the vernacular industrial style of the shed, and this interpretation of fabric is a sympathetic response to allow the former industrial character of the place to be understood. Despite the proposal for a landscaped and trafficable rooftop on the shed, a perimeter border of corrugated metal roof sheeting will be retained to interpret the vernacular industrial character of the place.
- The proponent and its consultants have consulted with the relevant heritage-related Government agencies to ensure that feedback on the heritage aspects of the design was received and integrated into the proposal as the design progressed. Throughout the design development phase of this transformational project, we have consistently and collaboratively engaged with the Heritage Council of

NSW, the Heritage NSW team and the City of Sydney's heritage team. Feedback has been iteratively received throughout design development and integrated into the proposal.

- The project consultant team has proactively engaged with Kevin O'Brien at BVN and Cox Inall Ridgeway to explore an integrate a meaningful Designing with Country framework into the proposal. This framework provides guidance for the meaningful and tangible interpretation and reflection of Aboriginal cultural heritage values of the place into the proposal. The adoption of such a framework has enormous heritage benefit for a project like this, for the City and it's Aboriginal and non-Aboriginal communities. A respectful consultation process has been initiated that shall continue beyond the SSDA with a view to achieving an informed position from the Community and imbuing the project with a sense of cultural authenticity and relevance.
- Detailed analysis of the historical archaeological and Aboriginal archaeological values of the place have been undertaken in a separate Historical Archaeological Assessment and Aboriginal Cultural Heritage Assessment prepared for the proposal. Management of the potential historical archaeological resource and potential Aboriginal archaeological resource on the site is being undertaken through the adoption of a consolidated test excavation program to confirm the presence or absence of archaeological artefacts and deposits. Test excavation will be monitored by suitably qualified archaeologists who will provide advice and guidance on the management of any artefacts or archaeological deposits discovered during excavation. Adoption of the above archaeological management strategy is considered to sufficiently and appropriately manage and mitigate the potential impacts of the proposal.
- In recognition of the rich layering of heritage values associated with the site and in anticipation of the SSD-10405 conditions of consent, Freeman Ryan Design has been engaged as a key member of the consultant team for the project to provide a comprehensive heritage interpretation strategy for the place. Freeman Ryan Design is developing their heritage interpretation strategy concurrently with the design development and determination period of the proposal, and is working closely with Emma McDaniel the Art Consultant on the project and Aspect Studios the landscape designers, to provide a holistic and meaningful interpretation strategy for the place. While the strategy is still being developed, site investigations and opportunities for robust interpretation installations are being considered in collaboration with BVN and SHoP with regard to the final design. The interpretation strategies which will be outlined herein will enable the continued interpretation and celebration of the many and varied layers of history and cultural heritage on the site, and this strategy will be important to ensure the recognition and conservation of the identified heritage values of the place.
- The Urbis visual analysis has demonstrated an acceptable visual impact on the wider Central Station precinct. It concludes that the proposed development is spatially well separated from immediate surrounding heritage items, and in particular is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually document public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower.
- The new use of the place will allow for greater public accessibility to the subject site and Central Station precinct. The amendments to the ground plane of the subject site support the historic and significant use of the Central Station precinct as a rail transport interchange.
- The heritage impacts of the proposal must be considered in the context of the broader strategic vision for the precinct. The improvement to the site interface Henry Dean Plaza and the broader Central Station precinct demonstrates a public benefit that will contribute to the ongoing vitality and vibrancy of the Western Gateway Sub-precinct and broader Central Station precinct. The delivery of this activation is achieved through architectural and urban design strategies including siting of retail uses along the proposed 'Link Zone' and an increase in the permeability through the Site. This similarly enables opportunities for passive surveillance, improving the amenity and safety of the adjacent pedestrian and street network. The greater public benefits that will be provided by the proposal outweigh the heritage impacts to the Former Inwards Parcels Shed and forecourt and retaining wall.

Urbis have reviewed the heritage impacts of this transformational project, and for the reasons outlined above we consider that the heritage impacts are acceptable. We have included key recommendations below which should be adopted and integrated into conditions of consent.

Urbis Heritage support this project and recommend that it is approved from a heritage perspective.

Recommendations

The following recommendations should be adopted to ensure that the heritage values of the place are appropriately managed within the context of this proposal.

- A comprehensive archival recording must be undertaken prior to any works being undertaken. The archival recording should include all elements of the building, the site, the retaining wall and Upper Carriage Lane, significant views and the setting of the place. Copies of the archival recording should be retained on site and provided to the relevant consent authorities (City of Sydney and Heritage NSW). This should include photography and / or measured drawings as deemed necessary. Archival recordings should be undertaken in accordance with the former NSW OEH Heritage Division's Guidelines for 'Photographic Recording of Heritage Items Using Film or Digital Capture'.
- A schedule of conservation works should be prepared for the site and identify priority and longer-term maintenance conservation works for the significant fabric being retained and reconstructed on the site. Particular attention should be given to the conservation of sandstone embellishments, masonry elements and the timber structure and sliding doors being salvaged and reconstructed as part of the proposal. Conservation works should be undertaken by a specialist conservator with demonstrated experience in heritage fabric and should be undertaken following dismantling and before reconstruction.
- The interpretation strategy being prepared by Freeman Ryan Design should be developed into a heritage interpretation strategy prior to Construction Certificate to identify preferred interpretation media and content in conjunction with the finalised approved design for the proposal. Interpretation must be implemented as per the plan prior to obtaining an Occupation Certificate.
- The archaeological management recommendations outlined in both the Historical Archaeological Assessment (AMBS, 2020) and the Aboriginal Cultural Heritage Assessment Report (Urbis, 2020) must be implemented to appropriately manage the potential archaeological values of the place.

1. INTRODUCTION

1.1. PURPOSE OF THE REPORT

Urbis has been commissioned by Vertical First Pty Ltd (the Applicant) to prepare this Heritage Impact Statement report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the SSD-10405 for a commercial and hotel development above the Former Inwards Parcels Shed at 8 – 10 Lee Street, Haymarket.

Specifically, this report addresses the following SEARs:

SEARs	Report Reference
<p>11. Heritage and Archaeology</p> <p>The EIS shall include:</p> <p>a Heritage Conservation Management Plan (CMP) that includes any heritage items on the site, paying particular attention to the Former Inwards Parcel Shed and the Adina hotel as part of the State heritage listed Central Railway Station and associated buildings</p>	<p>A Conservation Management Plan has been prepared by Urbis for the Former Inwards Parcels Shed and is included with the SSD-10405 package. The proposal has been assessed against the relevant policies of this Conservation Management Plan in Section 7.2 of this report.</p> <p>Toga are currently preparing a separate Conservation Management Plan for the former Parcels Post Office (Adina Hotel) building which adjoins the subject site to the immediate west. This Conservation Management Plan is not available to the public and as such we have not included an assessment against the policies within the work in progress Conservation Management Plan.</p> <p>The impact assessment in this report has had regard to the policies in the broader Central Station Conservation Management Plan prepared in 2013, at Section 7.3. This Central Station Conservation Management Plan includes policies that relate to the Parcels Area which includes both the subject Former Inwards Parcels Shed and the former Parcels Post Office (Adina Hotel) buildings.</p>
<p>a Statement of Heritage Impact (SOHI), prepared by a suitably qualified heritage consultant in accordance with the guidelines in the NSW Heritage Manual. The SOHI is to address the impacts of the proposal on the heritage significance of the site and adjacent areas, and is to:</p>	<p>This Heritage Impact Statement report has been prepared to satisfy this SEAR. A detailed impact assessment of the potential impacts of the proposal on the subject site and adjoining sites is included at Section 2 of this report.</p>
<p>identify all heritage items (state and local and potential) and conservation areas within and near the site, including built heritage, landscapes and archaeology, include detailed mapping of these items and an assessment of why the items and site(s) are of heritage significance</p>	<p>The heritage listings which apply to the subject site and the heritage items and conservations which are located within the vicinity of the site are identified at Section 1.7 of this report.</p> <p>The significance of the Former Inwards Parcels Shed site is assessed at Section 6 of this report. The statements of significance for the heritage items and conservation areas in the vicinity of the subject site are outlined at Section 6.2 of this report.</p>

SEARs	Report Reference
<p>assess the impacts of the proposal on the heritage significance of these items and conservation areas, including visual impacts, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, setting and curtilage (as relevant)</p>	<p>A detailed impact assessment of the potential impacts of the proposal on the subject site and adjoining sites is included at Section 2 of this report.</p>
<p>o address compliance with any relevant Conservation Management Plan, particularly the Central Railway Station CMP addressing any proposed adaptive reuse and measures to minimise impacts on the building</p>	<p>As outlined above, the proposal has been assessed against the relevant policies of this Conservation Management Plan in Section 7.2 of this report.</p> <p>Toga are currently preparing a separate Conservation Management Plan for the former Parcels Post Office (Adina Hotel) building which adjoins the subject site to the immediate west. This Conservation Management Plan is not available to the public and as such we have not included an assessment against the policies within the work in progress Conservation Management Plan.</p> <p>The impact assessment in this report has had regard to the policies in the broader Central Station Conservation Management Plan prepared in 2013, at Section 7.3. This Central Station Conservation Management Plan includes policies that relate to the Parcels Area which includes both the subject Former Inwards Parcels Shed and the former Parcels Post Office (Adina Hotel) buildings.</p>
<p>demonstrate attempts to avoid and/or mitigate the impact on the heritage significance or cultural heritage values of the site and the surrounding heritage items heritage conservation areas and provide an evaluation of the effectiveness of the proposed mitigation measures</p>	<p>The mitigation measures applied throughout the proposal to avoid or mitigate the heritage impacts of the proposal are outlined in detail at Section 2 of this report.</p>
<p>include a visual analysis, including before and after perspectives, of the proposal from relevant views to provide a better understanding of the intended built form. The visual analysis should also consider how the proposal would sit within the wider visual setting of the Central Railway Workshops site, relate to heritage items within the vicinity, and the adjacent heritage conservation areas.</p>	<p>A visual analysis is included as Appendix A to this Heritage Impact Statement, and the conclusions of this analysis are summarised at Section 7.1.9 of this report.</p>
<p>demonstrate engagement with appropriate local stakeholders.</p>	<p>The stakeholder consultation program undertaken as part of this proposal is outlined at Section 7.1.10. In summary, the consultant team has consistently and collaboratively engaged with relevant heritage bodies as part of this proposal, including the Heritage Council of NSW, the Heritage NSW department and the City of Sydney.</p>
<p>If the SOHI identifies a potential impact on archaeology, an historical archaeological assessment should be</p>	<p>A Historical Archaeological Assessment has been prepared for the site by AMBS. The findings and</p>

SEARs	Report Reference
<p>prepared by a suitably qualified historical archaeologist in accordance with the Heritage Council of NSW Guidelines 'Assessing Significance for Historical Archaeological Sites and 'Relics' 2009 and 'Archaeological Assessments' 1996. This assessment should identify what relics, if any, are likely to be present, assess their significance and consider the impacts from the proposal on this potential resource. Test excavation may be appropriate to inform the EIS particularly where sites of State significance are anticipated. Where harm is likely to occur, the significance of the relics must be considered in determining an appropriate mitigation strategy. In the event that harm cannot be avoided in whole or part, an appropriate Research Design and Excavation Methodology should also be prepared to guide any proposed excavations.</p>	<p>recommendations of this report are summarised at Section 7.1.7 of this report.</p>

1.2. METHODOLOGY

This Heritage Impact Statement has been prepared in accordance with the Heritage NSW guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

The proposal has been assessed with reference to the guiding policies and provisions in the following documents and guidelines:

- Urbis 2020, Former Inwards Parcels Shed Conservation Management Plan
- Rappoport Pty Ltd 2013, Central Station Conservation Management Plan
- Draft Western Gateway Sub-Precinct Design Guide
- Sydney Local Environmental Plan 2012
- Sydney Development Control Plan 2012
- Heritage NSW Guidelines for Assessing Impact
- Better Placed: An Integrated Design Policy for the Built Environment of NSW

1.3. LIMITATIONS AND EXCLUSIONS

Due to the COVID-19 pandemic, access to some research resources has been limited. All files accessed to prepare the historical overview of the subject site has been based on resources that could be readily accessed online. Some physical documents were unable to be inspected. Digital versions of these documents have been included where they have been made available by various authorities or are present in previous historical research.

1.4. AUTHOR IDENTIFICATION & ACKNOWLEDGMENTS

The following report has been prepared by the following Urbis personnel:

- Jonathan Bryant (Director, Heritage) – overall report direction and review.
- Balazs Hansel (Associate Director / Archaeologist) – Aboriginal cultural heritage direction and review.
- Jane Maze Riley (Associate Director, Design) – heritage view analysis.

- Ashleigh Persian (Senior Heritage Consultant) – built heritage analysis, report preparation and delivery.
- Andrew Crisp (Senior Archaeologist) – Aboriginal cultural heritage content preparation.
- Keira Kucharska (Heritage Consultant) – built heritage analysis and report preparation.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

The Historical Archaeological overview contained in this Heritage Impact Statement has been drawn directly from the Historical Archaeological Assessment prepared for the SSD-10405 by Jennie Lindbergh (Director Historic Heritage) and Lian Ramage (Senior Historic Heritage Consultant) at AMBS Consulting. Discussion regarding heritage interpretation in this Heritage Impact Statement has been drawn from the draft Heritage Interpretation Plan prepared by Susan Freeman (Director) at Freeman Ryan Design, which has been prepared in anticipation of the SSD-10405 conditions of consent.

1.5. SITE AND SURROUNDING CONTEXT

The Site is directly adjacent to the Western Wing Extension of Central Station, and forms part of the 'Western Gateway Sub-precinct' of the Central Railway Station lands. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (former Parcel Post Office) to the west.

Existing vehicle access to the Site is via Lee Street, however the Lee Street frontage of the Site is only the width of the access handle.

Current improvements on the Site include the Parcels Shed, which operated in association with the former Parcels Post Office (now the Adina Hotel). The Site is currently used as the Railway Square YHA. The Site also includes the western entryway to the Devonshire Street Pedestrian, which runs east-west through Central Station under the existing railway lines.

The Site is situated in one of the most well-connected locations in Sydney. It is directly adjacent to Central Station Railway which provides rail connections across metropolitan Sydney, as well as regional and interstate connections and a direct rail link to Sydney Airport. The Site is also within close proximity to several educational institutes and is a city fringe location which provides access to key support services.

Central Railway Station is currently undergoing rapid transformation to allow for integration of rail, metro and light rail transport infrastructure. This will elevate the role of Central Station not only for transport but also enhance opportunities for urban renewal and revitalisation of the surrounding precinct. This is one of the key drivers for the identification of the Central SSP and the Western Gateway Sub-precinct to accommodate a new innovation and technology precinct.

The proximity of the Western Gateway Sub-precinct to the city, while still being located outside the core Sydney CBD, provides opportunity for it to evolve to attract technology and innovation companies. It has access to all required services while being sufficiently separate to the CBD to establish a distinct technology industry ecosystem. Its CBD fringe location will provide affordable commercial rents which will support Startups and entrepreneurs which are a key component of an innovation precinct.

Figure 1 – Site Location and Dimensions

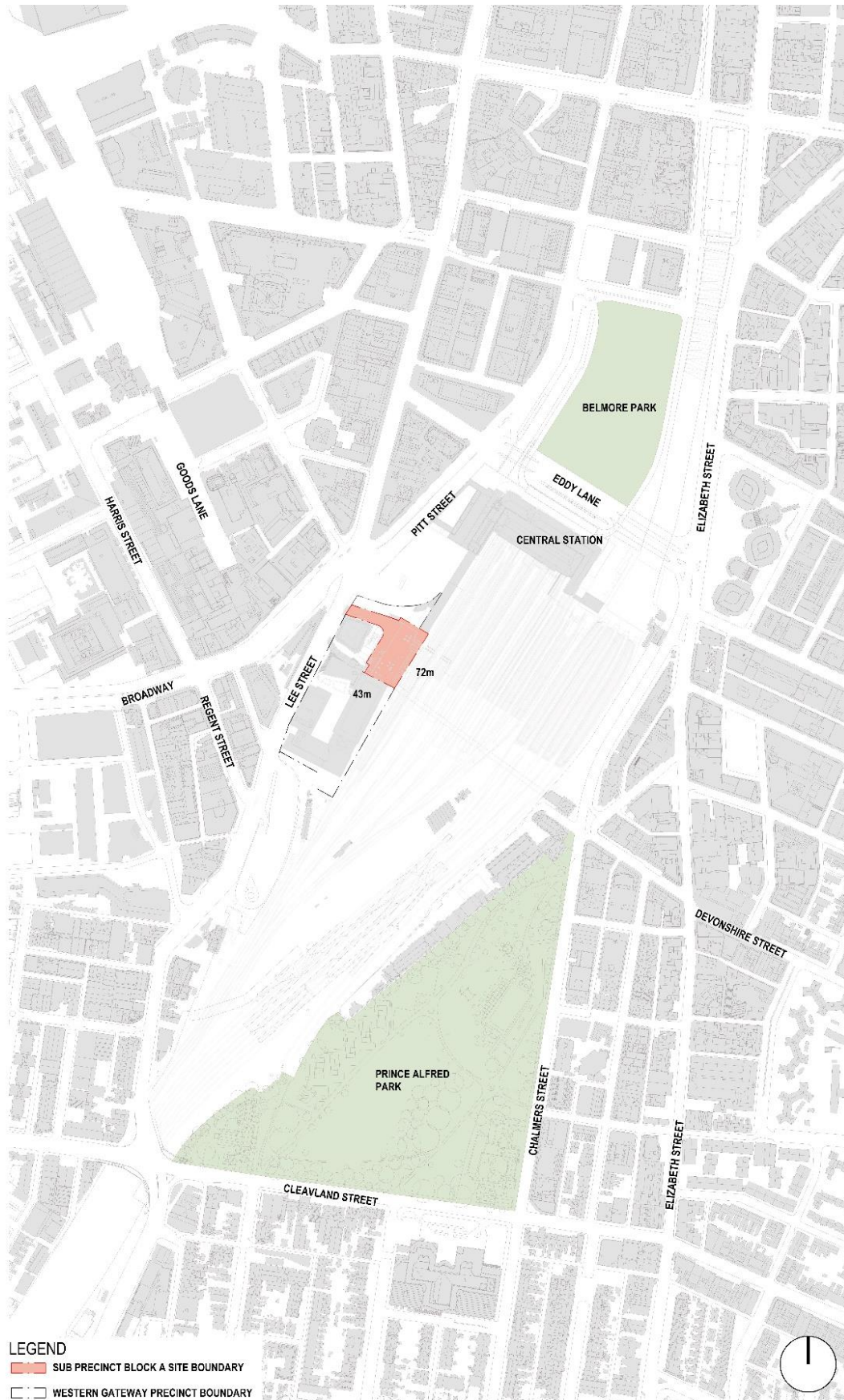


Image Source: BVN / SHoP

1.6. DESCRIPTION OF THE SITE

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various stratum. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

Lot 116 in DP 1078271: YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.

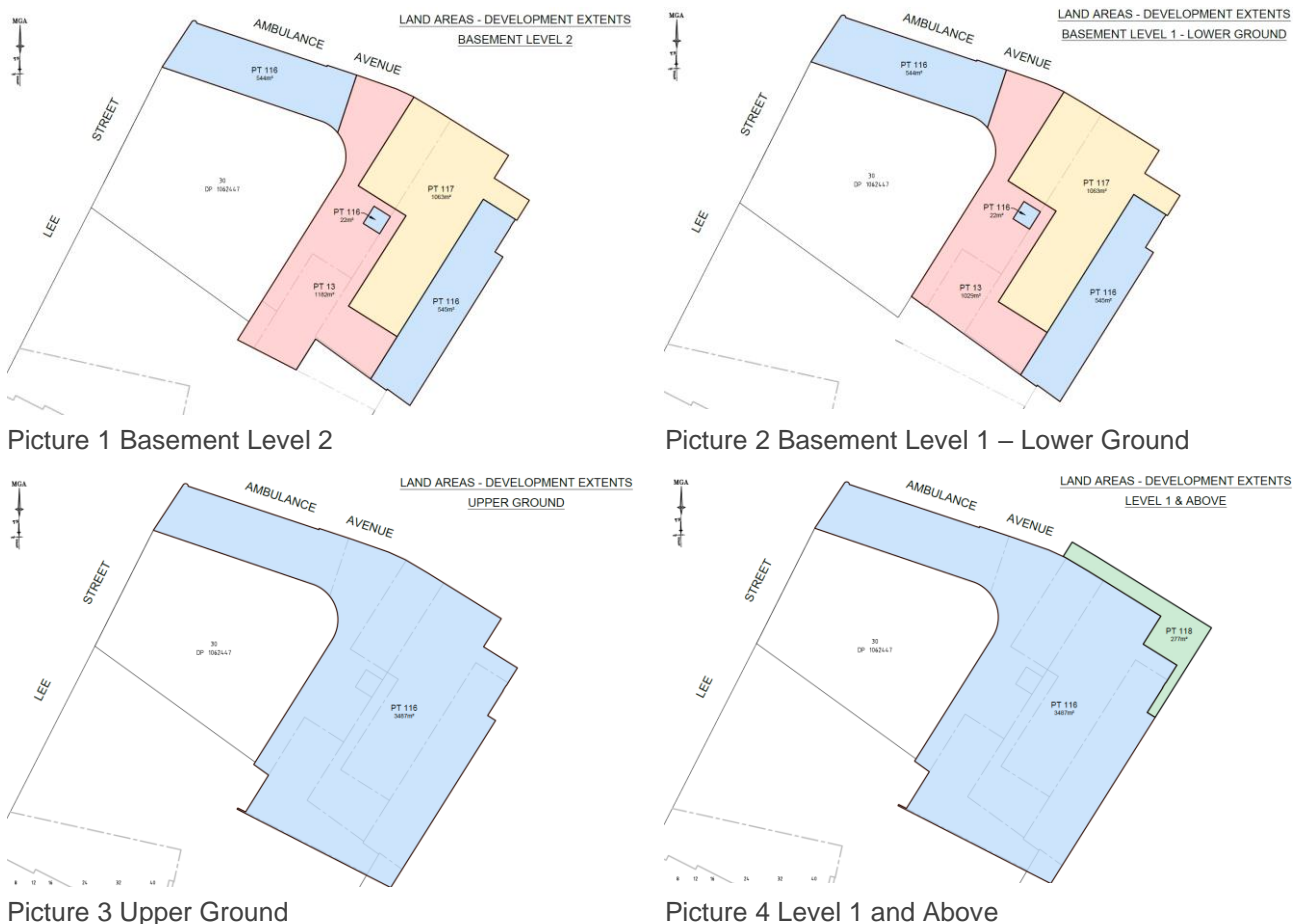
Lot 117 in DP 1078271: This is currently in the ownership of TNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimise basement and servicing outcome for the Site.

Lot 118 in DP 1078271: This is currently in the ownership of TNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 bike access, secondary pedestrian access and fire service vehicle access.

Lot 13 in DP 1062447: This is currently in the ownership of TNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,764sqm which includes 277sqm of air rights that apply from RL 40.

Figure 2 Existing Land Titles and Air Rights



Source: LTS

1.7. HERITAGE CONTEXT OF THE SITE

The following tables summaries the relevant heritage listings, statutory and non-statutory, applicable to the Former Inwards Parcels Shed.

Table 1 - Heritage Listings

Heritage List	Details
<p>World Heritage List</p> <p>Under the World Heritage Convention (places of outstanding universal values)</p>	Not listed
<p>National Heritage List</p> <p>Under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (natural and cultural places of outstanding value to the nation)</p>	Not listed
<p>Indigenous Heritage</p> <p>Under the <i>Aboriginal Cultural Heritage Act 2003</i> (places that hold great meaning and significance to Indigenous people)</p>	Not listed
<p>Commonwealth Heritage Listing</p> <p>under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (natural, Indigenous and historic heritage places on Commonwealth lands and waters or under Australian Government control)</p>	Not listed
<p>State Heritage Register (SHR)</p> <p>Under the <i>Heritage Act 1977</i> (items of state significance)</p>	<p><i>Sydney Terminal and Central Railway Stations Group</i> SHR No. 01255</p> <p>The Former Inwards Parcels Shed is included within the curtilage of the above-mentioned listing. The site is not individually listed as a heritage item, rather, it forms part of a wider site.</p>
<p>State Agency Section 170 Heritage and Conservation Register</p> <p>Under the <i>Heritage Act 1977</i></p>	<p><i>Central Railway Station and Sydney Terminal Group</i> SHI No. 4801296</p> <p>The Former Inwards Parcels Shed is included within the curtilage of the above-mentioned listing. The site is not individually listed as a heritage item, rather, it forms part of a wider site.</p>

Heritage List	Details
<p>Sydney Local Environmental Plan 2012</p> <p>Schedule 5 Environmental Heritage, Part 1 Heritage items</p> <p>(items of local significance)</p>	<p><i>Central Railway Station group including buildings, station yard, viaducts and building interiors</i></p> <p>LEP Item No. I824</p> <p>The Former Inwards Parcels Shed is included within the curtilage of the above listing. The site is not individually listed as a heritage item, rather, it forms part of a wider site.</p>
<p>Movable Cultural Heritage</p> <p>under the Protection of Movable Cultural Heritage Act 1986</p> <p>(objects that people create/collect that forms an important part of Australia's nation's identity)</p>	<p>Not listed and none observed</p>
<p>Register of the National Estate (not operational)</p> <p>Under the Environment Protection and Biodiversity Conservation Act 1999</p> <p>(items of local, state or national significance)</p>	<p><i>Central Railway Station, Eddy Av, Haymarket, NSW Australia</i></p> <p>Place ID 2196</p> <p>The Former Inwards Parcels Shed is presumed to be include within the curtilage of the above listing, which describes the location of the listing as including 'building, ramp and bridges, Pitt Street, Railway Square and Eddy Avenue, Sydney</p>
<p>National Trust of Australia</p> <p>(items of local, state or national significance)</p>	<p>Central Station/Haymarket Urban Conservation Area ID.6613</p> <p>The Former Inwards Parcels Shed is located within the Urban Conservation Area. The site is not individually listed as an item, rather it forms part of the area.</p>
<p>Australian Institute of Architects Register of Significant Architecture</p> <p>Institution of Engineers Australia</p> <p>(no official register by informal list of buildings that have heritage value)</p>	<p>Central Railway Station Terminal and Viaduct No. 4700667</p> <p>Not listed</p>
<p>Sydney Development Control Plan 2012</p>	<p>Located in Railway Square/Central Station Special Character Area</p>

In addition, the Former Inwards Parcels Shed is also located adjacent to and in close proximity of a number of other heritage items under the *Sydney LEP 2012* and the *Heritage Act 1977*.

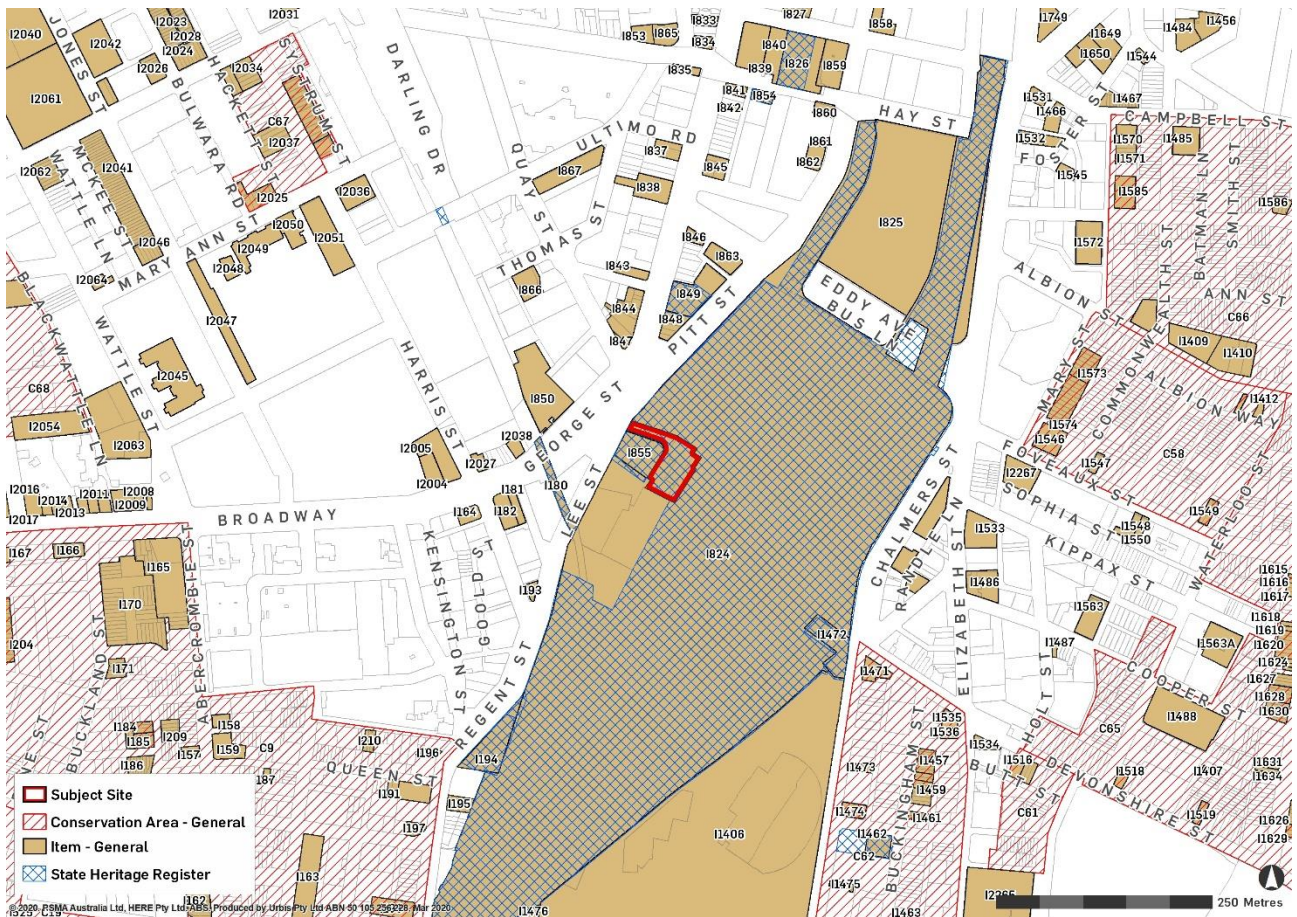


Figure 3 – Existing heritage listings under the Sydney LEP 2012 and the State Heritage Register

1.8. PROJECT DESCRIPTION

The proposed SSDA will facilitate the development of a new mixed-use development comprising ‘tourist and visitor accommodation’ (in the form of a ‘backpackers’) and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker’s accommodation, in addition to commercial floorspace to support Tech Start-ups.

The new development is to be built over the existing heritage former Inwards Parcels Shed (the Parcels Shed) located on the western boundary of Central Station with the Adina hotel to the west. The works includes a 38-storey mixed-use tower with basement loading dock facilities and end of trip (EOT) facilities accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TfNSW.

The building design has been conceived to support the delivery of a site plan designed to connect with future developments to both the south and east and integrate with a cohesive public realm for the broader Sydney community in accordance with NSW government strategic planning.

The tower design is a demonstration project for Atlassian, representing their commitment to environmental sustainability and contemporary workplace settings through tower form and construction systems along with a set of emblematic outdoor workplaces stacked in the tower form.

The existing Parcels Shed will be adaptively re-used in accordance with best practice heritage process and form the upper level of a 2-storey entry volume that connects visually with the 2 level Link Zone. Over the roof of the Parcels Shed, a new privately owned but publicly accessible landscaped area will be created as

the first part of a new upper level public realm that may extend to connect to a future Central Station concourse or future Over Station Development.

The proposed mixed use tower directly adjoins a live rail environment to the east and public domain to the north, west and south. These works will consider these rail environments and have been designed to ensure that all TfNSW external development standards are achieved. This ensures there is no impact to the operation or safety of these TfNSW assets.

Interfaces from the overall site and especially the State works Link Zone have been designed in consultation with the adjoining stakeholders. These stakeholders include TfNSW to the north and south, Toga and the Adina Hotel operator to the west and the Dexu Fraser's site to the south. Connections via the Link Zone, through the basements, and off the proposed new Link Zone dive ramp will be designed to enable existing and future developments to function in both the day 1 scenario and end state when all developers have completed their works.

The overall project aspiration is to create a world class tech precinct with effective pedestrian links through the Atlassian site to the Central Station western forecourt to Central Walk west and adjoining stakeholder's sites.

2. DESCRIPTION OF THE EXISTING BUILDING AND SITE

2.1. SITE DESCRIPTION

As noted previously, the subject site is located in south-western corner of Precinct 3 – Sydney Terminal, lying directly adjacent to Lower Carriage Lane and the West Wing Extension to the north, the country and interstate platforms to the east, Devonshire Street Tunnel and Henry Dean Plaza to the south and the former Parcels Post Office to the west. The subject site can be divided into three main components, including:

- Former Inwards Parcels Shed;
- Gate Gourmet (former Small Parcels Bagging Room); and
- Upper Carriage Lane.
- These site components are described in detail in the follow sub-sections.

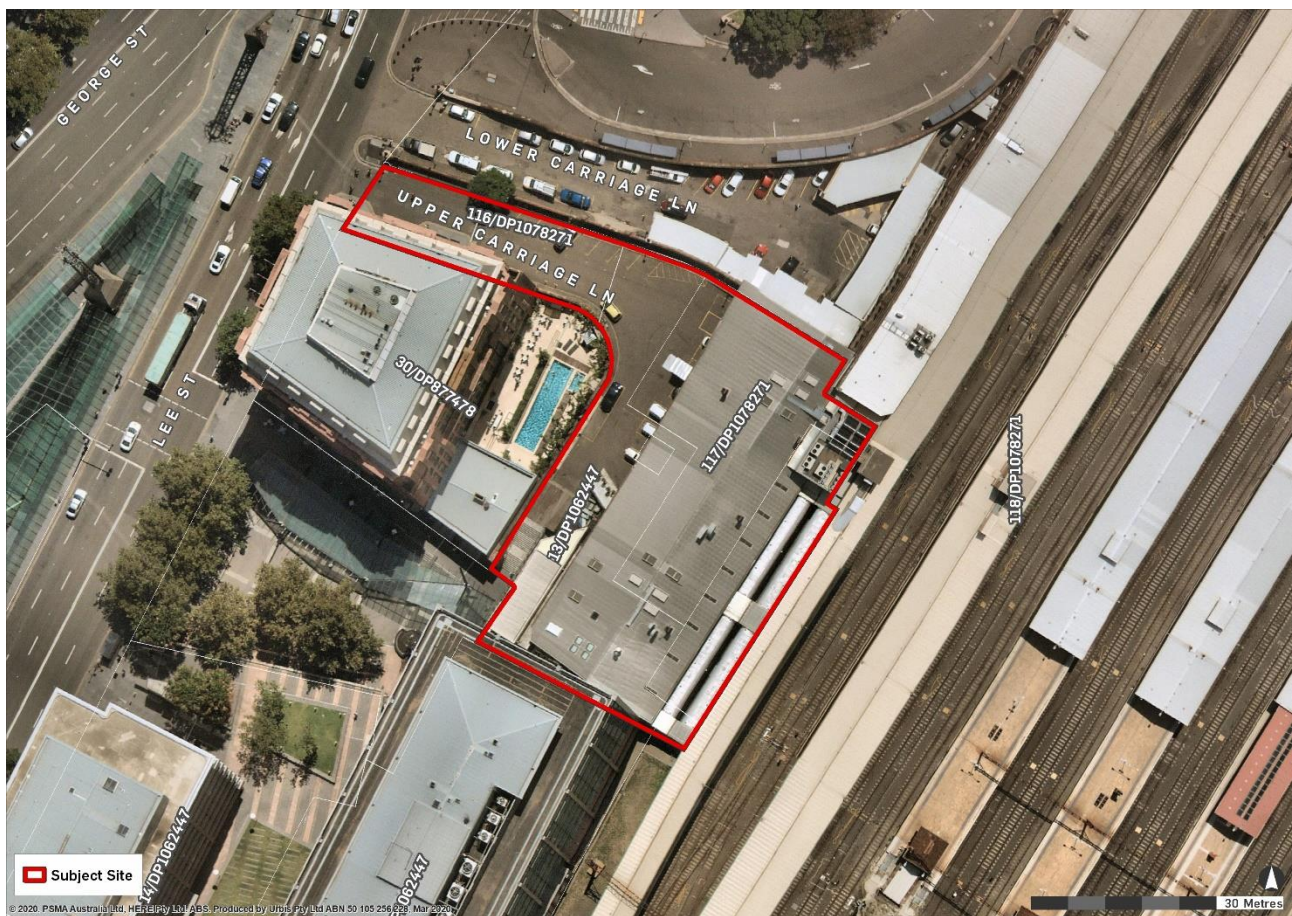


Figure 4 – Aerial image with the subject site outlined in red.

2.1.1. Former Inwards Parcels Shed

The Former Inwards Parcels Shed is a large hipped roof, double-height, rectangular building sitting on a concrete platform with a basement below. The roof of the building extends past the building line to create awnings over the former loading platforms to the west and to the former parcels platform to the east. The building is physically attached to the south end of the West Wing of the main terminal building. The former basement of the Former Inwards Parcels Shed was once directly accessible from within the shed. Access to the Former Inwards Parcels Shed is via Upper Carriage Lane, accessed off Lee Street to the west of the site. Upper Carriage Lane is an asphalt paved roadway that historically way the entrance for the loop road that provide access to the Former Inwards Parcels Shed. It is defined to the north by brick and sandstone retaining wall that forms the southern border of Lower Carriage Lane. Refer to Section 2.1.2 for a description of the retaining wall that define Upper and Lower Carriage Lanes.

2.1.1.1. Architectural Style

The Former Inwards Parcels Shed was purpose built and designed as a working building by Gorrie McLeish Blair under the supervision of Walter Liberty Vernon. It was designed and associated with the transportation of freight, not passengers, unlike the grand main terminal buildings which differ in architectural style and materials.

The Former Inwards Parcels Shed is a corrugated iron clad building with an externally expressed timber frame. Although unusual in the Sydney Terminals buildings, the use of lightweight material was typical of an industrial, rail vernacular style that was used for many rail buildings across New South Wales. The Former Inwards Parcels Shed formed one of numerous working buildings located to the south-west of the main terminal building, including the Inwards Parcels Dock, West Carriage Shed, Support Offices and Store, all of which were demolished during the late 1990s and early 2000s. The Former Inwards Parcels Shed was converted into the existing Sydney Railway Square YHA in 2003-2004. The works undertaken to the shed substantially retained and repaired the original exterior and interior structure.

2.1.1.2. Structure

The Former Inwards Parcels Shed is supported on four rows of timber posts. Of these four rows, two are incorporated into the structure of the walls at the building's east and west and the other two rows freestanding which create a central nave which runs north-south along the full length of the building.

At the top of each of the freestanding timber posts are timber struts that branch out to support the roof structure. They are fixed in place by bolted steel plates and straps. The roof is of corrugated iron sheeting fixed to timber purlins on rafters supported by the strutted timber columns. Louvered skylights are also incorporated into the roof allowing additional light internally.



Figure 5 – Detail of timber post and struts

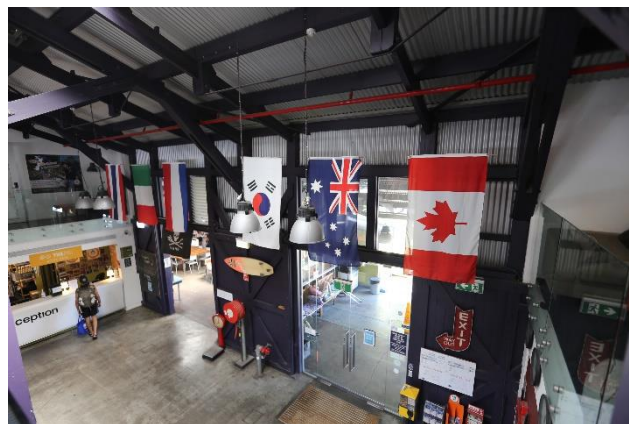


Figure 6 – Exposed timber structure and retained original timber sliding doors.

The floor of the Former Inwards Parcels Shed is a structural concrete slab supported by steel columns and masonry pillars located in the basement below (refer to Section 2.1.2). The concrete was poured into arched corrugated iron sheeting framework that runs east-west.

2.1.1.3. Exterior

The timber-framed, hipped roof of the Former Inwards Parcels Shed is clad with corrugated iron sheeting which extends down past the building line on both the east and west side to form awnings over the former loading dock at the east and platform at the west. The heavy timber constructions of the awning are strong visual components of the former platform spaces. Along the edge of the west awning at its north are reconstructed scalloped edged vertical boards. The northern elevation is distinguished by corrugated metal cladding, with two multi-pane windows which were extended during the 2003/4 conversion. The southern elevation also features corrugated metal cladding and is not visible due to the proximity of the development to the south of the site.



Figure 7 – North elevation of the Former Inwards Parcels Shed.

Protruding through the roof are four corbelled chimneys, three of which are located on the east side and one on the west. They are of face brick construction with sandstone detailing.

The external walls of the Former Inwards Parcels Shed feature a timber frame construction with corrugated iron sheeting placed between timber posts. Masonry piers that correspond to the location of the chimneys above, are located in three positions along the east elevation and in one place on the west elevation. The brickwork which sits on a sandstone plinth extends up through the roof to become corbelled chimneys.

Regularly set along each of the east and west elevations in between the expressed timber frame are aluminium framed doors and windows, which were all installed during the building's conversion into backpacker accommodation in 2003/4. Originally, these openings featured large timber sliding doors, however only four have been retained and are located on the interior of the main foyer space of hotel. The original triptych highlights have remained in their original positions, but new aluminium frames have been inserted.



Figure 8 – East elevation of the shed, with the timber expressed frame and masonry and sandstone piers.



Figure 9 – West elevation of the shed, with the timber expressed frame and new aluminium windows



Figure 10 – Masonry piers on sandstone plinth at western elevation.



Figure 11 – Brick and sandstone corbelled chimney at west side of shed.

Two later extensions which were added in 2003/4 are located at the north-west and south-east of the building. To the north-east is a two-storey amenities addition with which is covered with wall cladding in light green. To the south-west is a single storey dining and lounge addition constructed with a steel frame and coloured wall cladding. A timber deck area is located to the north of the dining extension.



Figure 12 – Dining and lounge addition at south-west of building



Figure 13 – Open deck area to the north of the dining and lounge addition



Figure 14 – Open deck area to the north of the dining and lounge extension



Figure 15 – Southern elevation of amenities addition to the east of the shed.

At the east of the building is the former platform which originally continued further to the south linking with the Parcels Dock, however today only extends the length of the building. The platform is constructed of concrete and was refinished in 2003/4. An early/original timber sign reading 'No Thoroughfare Public Not Allowed on this Platform' is hung from the underside of the east platform awning. The platform is constructed on brick piers. From this platform, access to the four reproduction train dormitories are accessed via three timber boarded platforms. Frosted glass screens shield views to the walkways from Platform 1 located directly to the east of the train dormitories.



Figure 16 – Concrete platform at the east of the building, looking north.



Figure 17 – Concrete platform at the east of the building, looking south.



Figure 18 – View in between the reproduction train carriages.

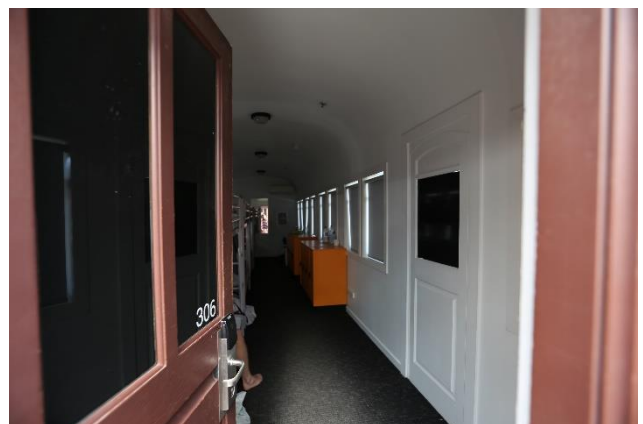


Figure 19 – Interior of train dormitory



Figure 20 – Timber boarded platform and frosted glass screen.



Figure 21 – Early/original 'No Thoroughfare' sign under east awning

To the west of the building is the original loading platform. The southern extent of the platform has been enclosed as part of the communal living and dining extension constructed in 2003/4. A concrete ramp, north-south axis, also adjoins the dock to the north of the extension and features a rendered blockwork balustrade. The edge of the loading dock that remains exposed at the north features the original large timber sleeper edging. Another ramp, east-west axis is located at the very northern extent of the loading dock, along with a small set of stairs. Below the loading dock are the original basement skylights. They are situated between the structural concrete piers that support the platform. The original glazing has been removed and replaced with corrugated iron panels. glazing is set back into the openings with sandstone sills.



Figure 22 – Loading dock at east of building



Figure 23 – Skylights under Loading dock and timber sleeper edging.

2.1.1.4. Interior

The interior of the Former Inwards Parcels Shed was originally primarily an open double height space, with office and strong rooms located in the north portion of the shed which were separated from the open space of the shed by partitioning. Since the conversion of the shed into backpacker accommodation in 2003/4 the interior of the shed has been divided into numerous spaces. A mezzanine level has been created throughout the whole of the space, with two open atriums featuring double height spaces at the north and south of shed. Staircases are also located within these spaces to access the mezzanine level. The division of space follows the rhythm of the timber structural members. The spaces within the shed are divided by partition walls. The underside of the roof and timber structure is visible throughout the shed. There is no lining to the underside of the corrugated iron roof.

At the ground floor, the central and northern portion of the shed is divided into dormitories, all accessed off a central hallway and atrium. At the southern end of the ground floor, is the reception area and service rooms and offices. The dormitory areas feature carpeted floors, while the reception area feature an exposed concrete finish. Within the reception area are four of the original timber sliding doors of the Former Inwards Parcels Shed. The exposed timber columns located in the reception area are visible and show signs of their wear from shed original use. Located to the west of the reception area and service area are the communal living and dining areas of one of the 2003/4 extensions.

At the first floor, the layout is largely the same as the ground floor, with dormitory rooms accessed off a central hallway and atrium in the north and a central portion, while at the southern end of the shed are a laundry room and further dormitory rooms. The amenities extension at the north-east of the shed is accessed off a hallway from the northern atrium.



Figure 24 – Central hallway, ground floor

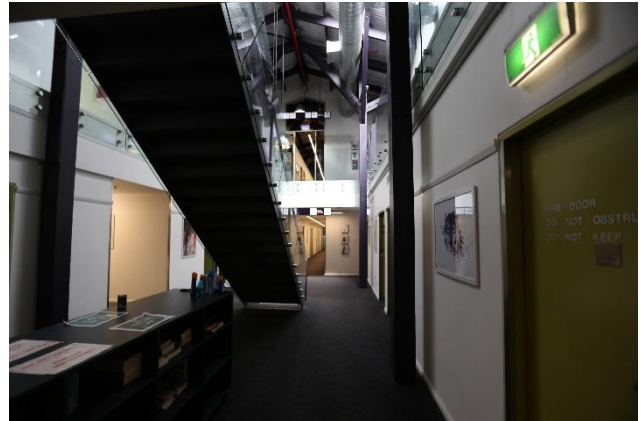


Figure 25 – Atrium area with staircase in north of ground floor

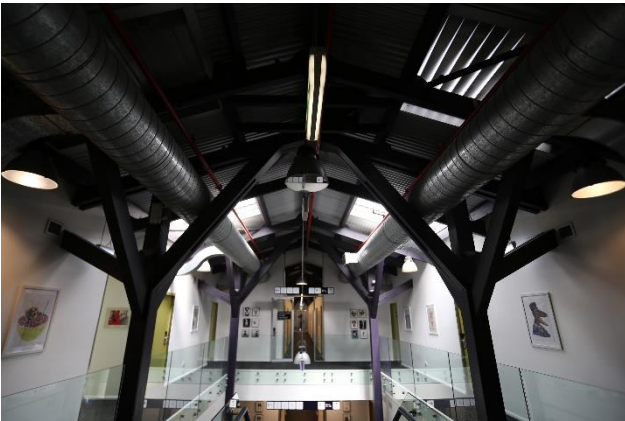


Figure 26 – Atrium at north of shed, first floor

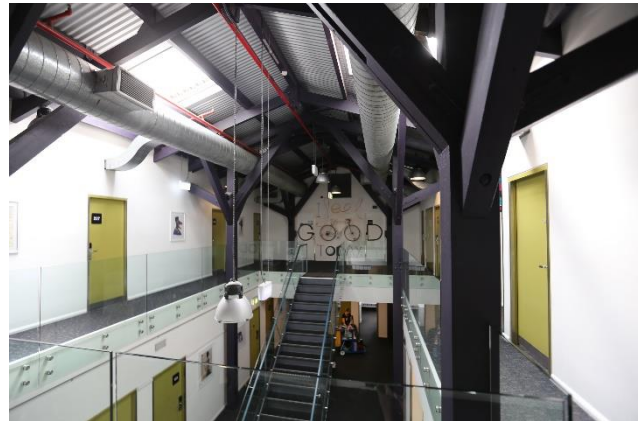


Figure 27 – Atrium at north of shed, first floor



Figure 28 – Typical 6 bed dormitory room, ground floor

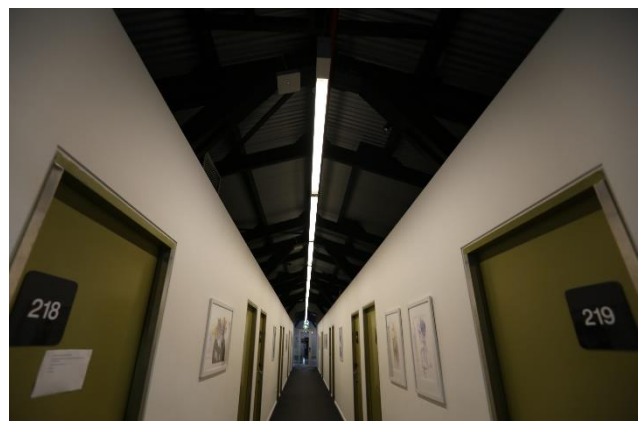


Figure 29 – Hallway to dormitories at first floor

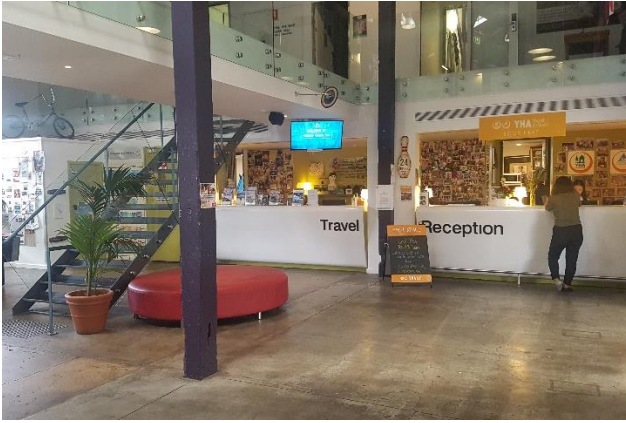


Figure 30 – Reception area, ground floor



Figure 31 – Communal living and dining area, ground floor



Figure 32 – Detail of timber column with signs of wear from original use

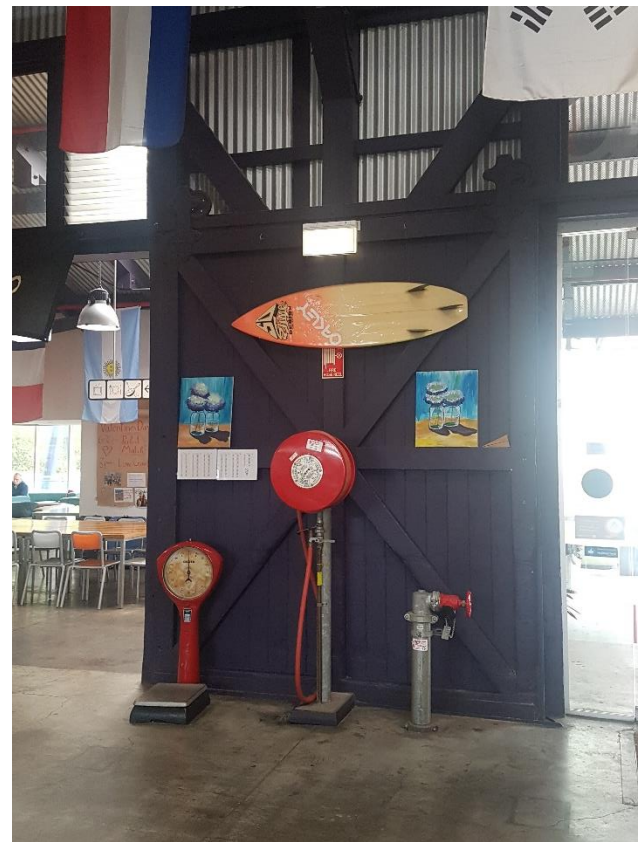


Figure 33 – Detail of original timber sliding door in reception area, ground floor



Figure 34 – Reception area, viewed from first floor



Figure 35 – Communal living and dining area, ground floor



Figure 36 – Kitchen and service area at south of ground floor



Figure 37 – Hallway to amenities extension, ground floor.



Figure 38 – Amenities extension, first floor

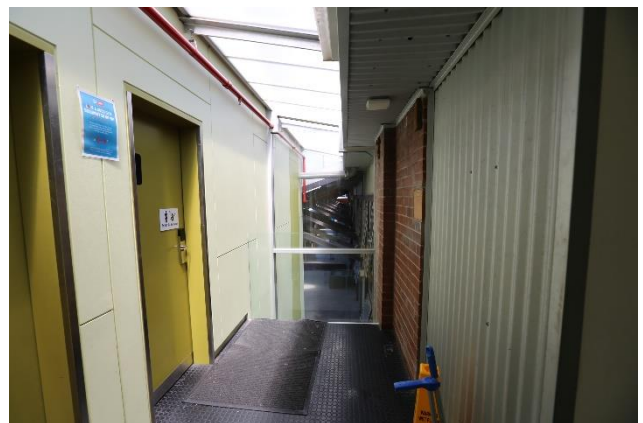


Figure 39 – Amenities block (left) and exterior of Inwards Parcels Shed (right).

2.1.2. Former Small Parcels Bagging Room

The Former Small Parcels Bagging Room, currently occupied as the Gate Gourmet tenancy, is located directly underneath the Former Inwards Parcels Shed. The space is defined by Lower Carriage Lane to the north, a fire escape passage to the south, the Devonshire Street tunnel to the south and access tunnels through to Central Station platforms to the east.

The Parcels area is defined by Lower Carriage Lane, a street wedged between the retaining wall of the Western Forecourt to the north and the retaining wall of the Upper Carriage Lane to the south. The Former Small Parcels Bagging Room was once internally linked with the Former Inwards Parcels Shed by way of lifts, staircase and conveyor belts. These connections have been severed since the late twentieth century with no access between the lower ground floor and ground floor existing today.

The Former Small Parcels Bagging Room is accessed from Lower Carriage Lane, from Lee Street. Lower Carriage Lane also provide vehicular and pedestrian access to the base of the West Wing, to the north-east of the subject site, and functions as a yard for the rooms in the West Wing basement.

2.1.2.1. Exterior

The exterior of the Former Small Parcels Bagging Room is defined by the retaining wall to the south of Lower Carriage Lane. The retaining wall is constructed of red brick, laid out in English bond, and the brick parapet is surmounted by a sandstone saddle coping. The retaining wall also continues up to the Former Inwards Parcels Shed and features a moulded brick string course, an elaborate sandstone and arched entranceway. One of the two c1906 rounded sandstone piers that mark the entrance to Lower Carriage Lane at Lee Street is featured at the western end of the retaining wall, with a mid-twentieth century light pole set within the pier. The second forms part of the northern retaining wall of Lower Carriage Lane and the Western Forecourt.

Entrances to the Former Small Bagging Room are defined by a series of arched openings. The five easternmost arched openings lead into the space. Each of the arched openings have been infilled with later roller doors, windows and doors. The three western arched opening provide access to the fire escape corridor which runs along the western side of the subject site, and the entrance to the Adina Hotel (Former Parcels Post Office) carpark. Extending across the façade of the retaining wall is an early twentieth century corrugated metal awning structure with timber fascia board that is support by wrought iron brackets set on elaborate sandstone corbels. The awnings appear to have been modified over time.



Figure 40 – Entrances to Lower (left) and Upper (right) Carriage Lanes and rounded sandstone piers.



Figure 41 – Upper Carriage Lane, with the southern side of the Lower Carriage Lane retaining wall at left and the Former Parcels Post Office at the right.



Figure 42 – View looking north-east across Lower Carriage Lane



Figure 43 – View looking south-west across Lower Carriage Lane



Figure 44 – Two eastern most arched entrance to the Former Small Parcels Bagging Room

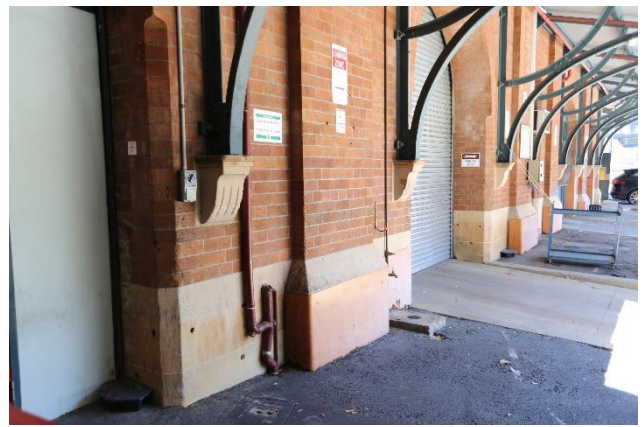


Figure 45 – Detail of sandstone plinths and corbels



Figure 46 – Three arched openings that give access to the Former Small Parcels Bagging Room

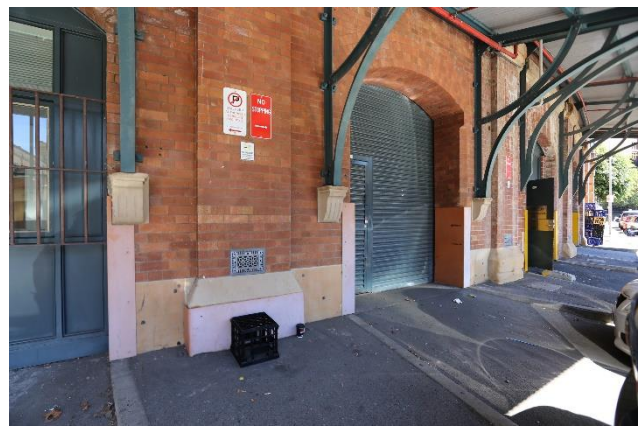


Figure 47 – Arched openings and intact metal wall vents.

2.1.2.2. Interior

Internally, the Former Small Parcels Bagging Room is an 'L' shaped space, which is divided into bays by concrete and iron columns. The whole of this area is used by Gate Gourmet, which services catering for the trains of Central Station. The spaces within the Former Small Parcel Bagging area are divided into warehouse, cool room, office and kitchen/lunch room.

The northern portion of the space is defined by concrete columns, which follows the pattern of bays as above in the Former Inwards Parcels Shed set into rows of four. The area is primarily used as a warehouse. The northern most space features concrete floors and suspended panel ceilings. A kitchen and lunch room has been created in the north-western corner of the space by lightweight partition walls. Adjacent to this space is the entrance to one of the many underground tunnels that traverses Central Station. Concrete block walls have been inserted to create a division between the Former Small Parcels Bagging Room and the tunnels. The original curved arches of the tunnels are mostly obscured by later suspended ceilings. The remaining portion of the northern section of the Former Small Parcels Bagging Room is occupied by cool rooms and a disused staircase (formerly leading into the Former Inwards Parcels Shed). The western wall adjacent to the cool rooms is punctuated by large blind arches. Ducting and services line the concrete ceilings.

The southern portion of the area is defined by three rows of four steel columns, with ceiling featuring arched corrugated iron sheeting framework that runs east to west. The columns and ceilings are located directly underneath Upper Carriage Lane. The basement lights which are visible under the eastern loading dock of the Former Inwards Parcels Shed are visible in the ceiling. The space is used for storage for the tenant Gate Gourmet. The floors are concrete and the southern wall is defined by concrete block walls. At the northern end of the space is a small office space which is divided from the warehouse space by lightweight partition walls.



Figure 48 – Tunnel at north-east

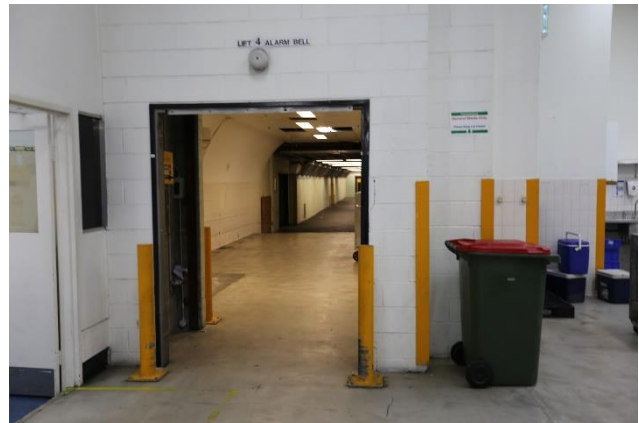


Figure 49 – View from eastern warehouse space into tunnel



Figure 50 – Eastern warehouse space



Figure 51 – View from eastern warehouse space to western warehouse space.



Figure 52 – Blind arches to the west of the coolrooms

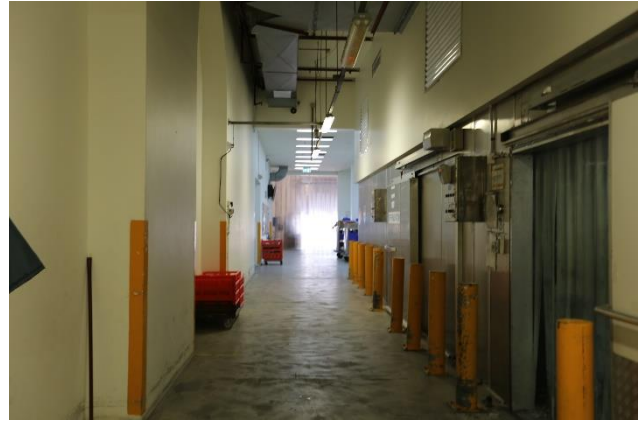


Figure 53 – Hallway to west of coolrooms



Figure 54 – Western warehouse space



Figure 55 – Western warehouse space



Figure 56 – Basement lights, with early bars and glazing still intact



Figure 57 – Detail of steel column and arched corrugated iron sheeting.

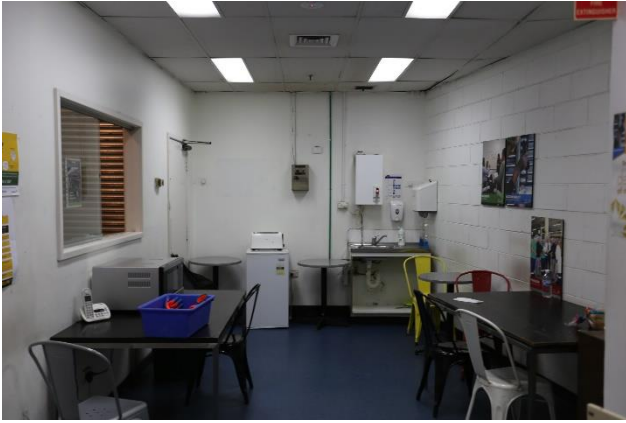


Figure 58 – Kitchen and lunch room



Figure 59 – Office space.

2.2. SIGNIFICANT VIEWS

Urbis has undertaken a heritage views analysis of the place in response to the SEARs requirement. This separate report is appended to the EIS for SSD-10405. Extracts of this heritage view analysis are included below.

2.2.1. What is a Heritage View?

There is no acknowledged means or best practice guidelines used in NSW to determine whether or not a view has been historically intentionally designed and therefore whether any particular heritage significance or values should be attached to it. This report considers the assessment criteria and methodology for determining the historic legitimacy of a documented view which may be thought to have heritage significance or value, developed by Dr Richard Lamb. Urbis note that the criteria and ratings developed have been accepted by the Land and Environment Court of New South Wales in relation to heritage views assessments.

Views are rated at five different levels, Level 1 being a documented view that is considered as being most likely to be a deliberately designed view and therefore assumes the most significance or greatest value. A Level 5 view is the lowest rating assigned, based on evidence found, and refers to a view is most unlikely to have been historically designed or intended as a visual link between items of features.

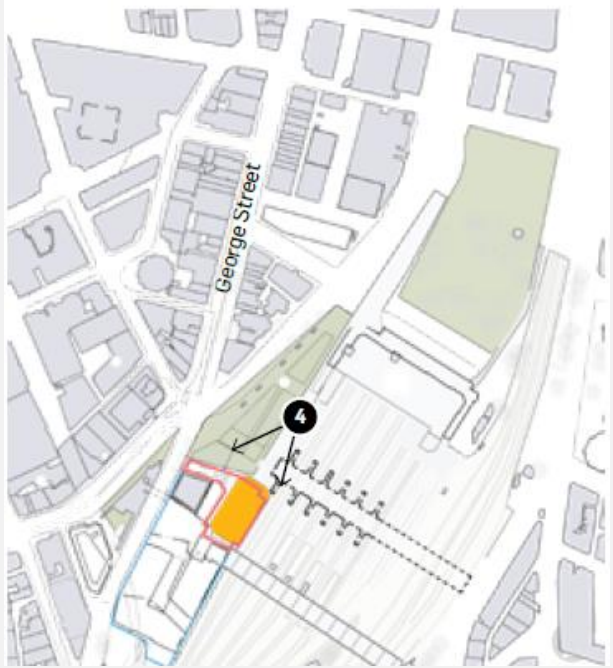
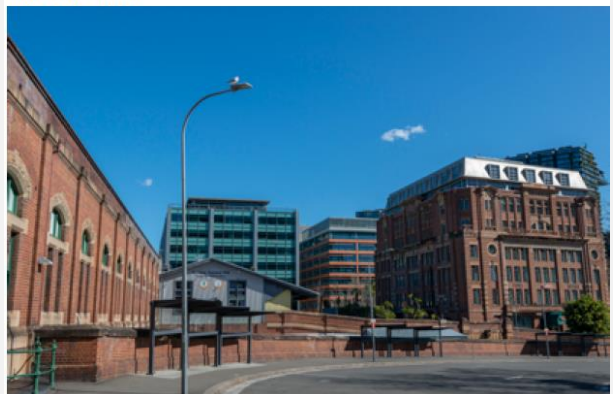
At a lower level still, on the hierarchy of views that might be claimed to be heritage views, are views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible. Simply being able to see a heritage item, place or setting does not make the view a heritage view. By the same token, being able to see a new, different or novel item of no current significance, in the context of a heritage item, does not create an impact on heritage values, unless it can be demonstrated that the acknowledged authentic heritage values of the item would be impaired to the detriment of interpretation of the heritage values of the item (level 5 L5).

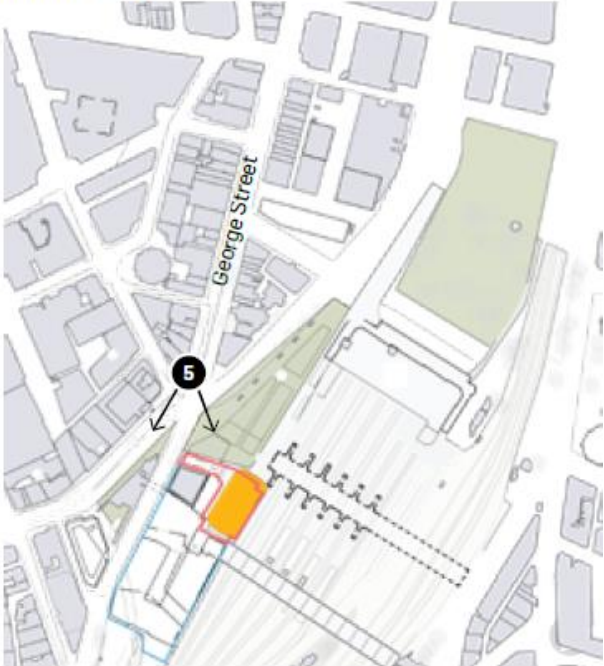

No documented historic views were discovered during our desktop review or fieldwork. If any of the 5 views selected for analysis were subsequently found to be documented 'historic' views in our opinion they would be rated at the lowest level 'L5' given that they appear to be incidental views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible.

2.2.2. Analysis of Existing Views

The following views of the subject site have been analysed in the heritage views analysis.

Table 2 Existing views of the Former Inwards Parcels Shed

View Description	Location and View
<p>RAILWAY SQUARE FROM CENTRAL STATION WEST ENTRY</p> <p>This is a close feature focal view along the western vehicle entry to Central Station including part of Railway Square, approximately 100m from the subject site. The Square forms a major visual and functional space between the subject site and the Main Terminal Building and Clock Tower. This view includes the subject site and existing Parcels Shed building adjacent to the Adina Building above which the composition includes eight to nine storey commercial buildings that are located in Henry Deane Plaza.</p> <p>The foreground composition predominantly includes buildings of low and medium height that are relatively uniform scale and form. The existing view composition is terminated by part of the Adina building, adjacent low, bulky commercial towers and vegetation that is present with Railway Square.</p> <p>There is no access to scenic views or highly valued scenic resources beyond the subject site.</p> <p><u>Significance: Moderate</u></p>	<p>KEY PLAN</p>  <p>EXISTING VIEW</p> 

View Description	Location and View
<p>APEX INTERSECTION OF PITT AND GEORGE STREET</p> <p>This is a direct view to the subject site including the Adina Hotel. The foreground composition includes low-height built forms above the wide Pitt Street road corridor and southern end of the sandstone finished colonnade of Central Stations' frontage to Pitt Street.</p> <p>The south-western corner of the precinct is defined by the former Parcels Post Office (Adina Hotel) a six-storey Federation Free Classical style building designed by Gorrie McLeish Blair. The building occupies a prominent position in the context of open space and low and medium height buildings.</p> <p><u>Significance: Moderate</u></p>	<p>KEY PLAN</p>  <p>EXISTING VIEW</p> 

The conclusions and findings of this heritage views analysis are included below for reference.

- The Former Inwards Parcels Shed form on the site is low in height so that its potential visual catchment is limited to close neighbouring locations.
- The subject site sits within a unique visual context adjacent to heritage items and within a wider visual context is that is predominantly characterised by low-height built form and relatively uniform street frontage heights. Streetscapes immediately surrounding the subject site include visually significant heritage items including Central Station and Clock Tower, the Adina Hotel building and others that are located north-west of the subject site.
- The site is considered, in isolation and within its visual setting, as generally having medium-high scenic quality with regard to the opportunity for views. This is because it is a heritage item of unique form and character, adjacent public spaces that appear to be visually connected to it for example parts of Henry Deane Plaza and Railway Square which contribute positively to the visual amenity of the site and increase its rating of scenic quality.
- No views analysed were found to be designed or documented 'historic views'. No historic documented views to or from the Parcels Shed in relation to surrounding heritage items are included in previous CMPs for the building. Following a review of photographs included in the CMP's, Urbis has determined that the views shown were likely to have been provided as a record of the building fabric, designed to

capture the architecture of the Parcels Shed. Other historic photographs reviewed which capture the vicinity of the subject site, appear to be focussed on the grand elevations of the adjacent Central Station rather than representing a designed visual link or view between the Parcels Shed and adjacent heritage items or from sensitive view locations or public places.

- The Former Inwards Parcels Shed was never intended to be seen in the round and this is demonstrated in its vernacular style of architecture in comparison to the dominant Central Station terminus, as well as its back of house operational location as part of the Parcels distribution area.

3. HISTORICAL OVERVIEW

This historical overview has been generally based on the histories prepared in the following reports:

- Heritage Group State Projects, Sydney/Central Station, Conservation Management Plan (March 1996).
- Godden Mackay Logan, Inwards Parcels Shed, Sydney Terminal, Conservation Management Plan (September 1999).
- Railcorp, Central Station Conservation Management Plan (June 2013).
- Weir Phillips Heritage and Planning, Heritage Impact Statement, Former Inwards Parcels Shed (December 2018).

These histories have been further supplied by additional photographs, plans, maps and information through additional historic research sources from the City of Sydney Archives, the National Australian Archives, State Archives and Records, NSW State Library and National Library of Australia (via Trove).

3.1. HISTORY OF THE PLACE

3.1.1. Indigenous History of Sydney

Aboriginal people have inhabited the Sydney Basin region since at least 30,735+ BP, with some evidence of potential occupation as early as 40,000 years ago.¹ Due to the absence of written records, it is difficult to infer what life was like prior to the arrival of European settlers. Much of our understanding of Indigenous life pre-colonisation is informed by the histories documented in the late eighteenth and early nineteenth century by European observers. These histories provide an inherently biased interpretation of Aboriginal life, but when combined with archaeological evidence can provide a general understanding of the customs, social structure, languages, beliefs and general culture of the Aboriginal inhabitants of the Sydney Basin. However, the changing belief systems, social organisation and ritual are difficult to fully understand, as behaviours recorded by Europeans may have been impacted by the presence of those same Europeans.²

The Aboriginal population around Sydney at time of first contact has been estimated at between 2000 and 3000 people, with the greater Sydney region estimated at somewhere between 4000 and 8000. The social structure of Aboriginal groups is well documented, with the division of tribes into two moieties within which intermarriage is common.³ Clan descent is usually patrilineal. Marriages were not restricted to monogamous relationships, with polyamory common. An observation from Collins acknowledges both the occurrence of polyamory and the intermarriage between different groups. Collins describes Bennelong, of the Wanegal Clan, as married to both a woman of Kameraigal descent and a woman of Gweagal descent simultaneously.⁴

Given the early contact with Aboriginal tribes in the Sydney region, more is known about these groups than those which inhabited regional areas. In the general Sydney area, the land was occupied by the clans of the Eora tribe. The meaning of 'Eora' is unknown, but their land is documented to extend from the Hawkesbury River plateau margins in the north to Botany Bay and the Georges River in the south. There is some controversy regarding the linguistic origins of the Eora People. Some argue that the Eora People were a part of the Darug language group.⁵ Others suggest the Eora People formed a distinct and separate language group.⁶ The various clans of the Eora people include the Kameraigal, Wanegal, Borogegal and Gadigal. The Gadigal, also known as Cadigal, were believed to occupy the south side of Port Jackson, from South Head to Long Cove (now Darling Harbour).⁷ This area incorporates the Eastern Suburbs, Central Business District and some of the Inner West.

¹ Jo McDonald Cultural Heritage Management, *Archaeological testing and salvage excavation at Discovery Point, Site #45-5-2737, in the former grounds of Tempe House* (2005)

² V. Attenbrow, *Sydney's Aboriginal Past* (2002), p. 17.

³ A.W. Howitt, *The Native Tribes of South-East Australia* (1996)

⁴ D. Collins, 1798 in Fletcher, Cadell and Davies, (1975) *An Account of the English Colony New South Wales, Vol 1.* (2002)

⁵ J. Kohen, *The Darug and their neighbours: the traditional Aboriginal owners of the Sydney region* (1993)

⁶ R. Hughes, *The fatal shore: the epic of Australia's founding* (1987)

⁷ N. Tindale, *Aboriginal Tribes of Australia. Their Terrain, Environmental Controls, Distribution, Limits and Proper Names* (1974); and P. Turbett, *The Aborigines of the Sydney district before 1788* (1989)

Prior to European colonisation and development, the lands of the Gadigal people were abundant in resources. The Kangaroo Grounds (around present-day Summer Hill) were on the western border of their land, a border shared with the Wanegal. This was a hunting ground abundant with macropods, which could be used not only for food but also for their hides.⁸ To the east, north and south of the Gadigal lands is the coastline. Not only were the rivers and streams which provided freshwater critical to Aboriginal groups, but the edible resources of these watercourses, including the sea, were of high importance. The diet of the Gadigal people comprised primarily of fish, shellfish and other aquatic animals. They also sourced roots and foraged for food within the Lachlan Swamplands, now Centennial Park.⁹ The importance of aquatic resources is attested to in the archaeological record, with middens providing evidence of dietary practices located along the coast and streams.

The archaeological record also provides evidence for the exploitation of stone materials to create tools and weapons, with high density artefact scatters located across the region. At Bondi Beach, situated in the former sandhills now covered by Campbell Parade, with the centre near what is now the North Bondi Surf Life Saving Club, a large artefact scatter was registered on AHIMS in 1990. This was located in the 1900s following a series of gales which exposed thousands of stone flakes and other tools, with local knowledge suggesting the whole of the back of the beach was covered in stone artefacts accumulated over thousands of years (AHIMS site card #45-6-2169). The distinctive 'backed' points collected from this extensive scatter have since become the type-name for this artefact type, which is located across sites throughout south-eastern Australia – the Bondi Point.

The Bondi Point is the second phase in the Eastern Regional Sequence, an early typology of stone technology from Eastern New South Wales. The first phase is identified as the Capertian Phase, the second is the Bondaian phase and the third is the Eloueran Phase. These phases were identified by McCarthy from excavations at Lapstone Creek and Capertee. McCarthy identified three distinct types of artefact distinguished by age, with Bondi Points (giving the name for Bondaian) restricted to the lower levels, and Elouera increasing in the upper levels.¹⁰ Subsequent excavations within the Sydney Basin confirmed the sequence but also identified regional variations. These variations were condensed to include the Capertian and then Early, Middle and Late Bondaian, with Late Bondaian equivalent to Eloueran.¹¹

There is abundant evidence throughout the Sydney area of contact between the local Gadigal people and European settlers. This evidence exists in the form of contact sites, with material remains including knapped ceramic and glass, European materials in middens, and rock engravings depicting European arrival. A contact period Aboriginal archaeological deposit was recently located during the CSELR works, within the Randwick Racecourse Stabling Yards. This deposit included flint artefacts, with scientific analysis demonstrating that this flint was sourced from the banks of the River Thames in London and transported to Sydney as ships ballast. This archaeological assemblage sheds light on the dynamic relationship between Europeans and Aboriginal groups, the differential assignment of value to material culture (flint ballast and bottle glass) and the spatial distribution of Aboriginal communities during the early years of colonisation (GML, in prep). There is also evidence for ceramic located within Aboriginal middens, for example in excavations undertaken in 1985 at Millers Point where four sherds of blue and white transfer ware were located within a midden.¹²

In general however, the impacts of colonisation were devastating for all Aboriginal people, but particularly for those groups living around the coast and Sydney Cove. With colonisation, Aboriginal people were forced away from their lands and the resources they relied upon. Settlement around the coast drove faunal resources further inland, reducing the traditional hunting grounds of local Aboriginal groups.¹³ Further to this, diseases including smallpox and conflicts between local Aboriginals and colonisers decimated their population. Rather than accepting fault for this, some colonisers attributed this population decline to the introduction of alcohol and other vices.¹⁴ In 1789, an epidemic believed to be smallpox and called gal-galla

⁸ Ashfield & District Historical Society, 'A Short Walk Through Ashfield's Past' (1996)

⁹ W. Tench, *A Narrative of the Expedition to Botany Bay* (1789) p. 53. cited in Flannery, *Watkin Tench: 1788* (2012)

¹⁰ McCarthy, *Aboriginal Australian material culture: causative factors in its composition*, Presidential Address to the Anthropological Society of New South Wales, October 1939 Part 1, *Mankind* 2(8), (1940) pp. 241-69; and McCarthy, 1940b. *Aboriginal Australian material culture: causative factors in its composition*, Presidential Address to the Anthropological Society of New South Wales, October 1939 Part 2, *Mankind* 2(8) and *Mankind* 2(9) (1940) pp. 294-320.

¹¹ V. Attenbrow, *Sydney's Aboriginal Past* (2002)

¹² Lampert, *Excavation Report on Marty Bond Store* (1985)

¹³ *Evidence before the Select Committee on Aborigines* (1835) B.P.P Vol. VII, p. 17.

¹⁴ J. Dredge, *Brief Notices of the Aborigines of New South Wales* (1845)

by the local Aboriginal people resulted in great population decrease.¹⁵ Historic accounts of the epidemic state that it resulted in the near complete decimation of the Gadigal clan, with only three people reportedly remaining – two of which were Colbee and Nanbaree.¹⁶

3.1.2. Early Land Use

In the early days of the colony, the study area was in the outskirts of the city, the eastern portion of Sydney developed as the administration centre while the western portion was developed by the convicts, sailors and soldiers; however, there was little order to the development. The area surrounding the site of Central Station appears undeveloped in the 1807 Plan of Sydney; however, the area immediately to the north was the location of the brickfields.

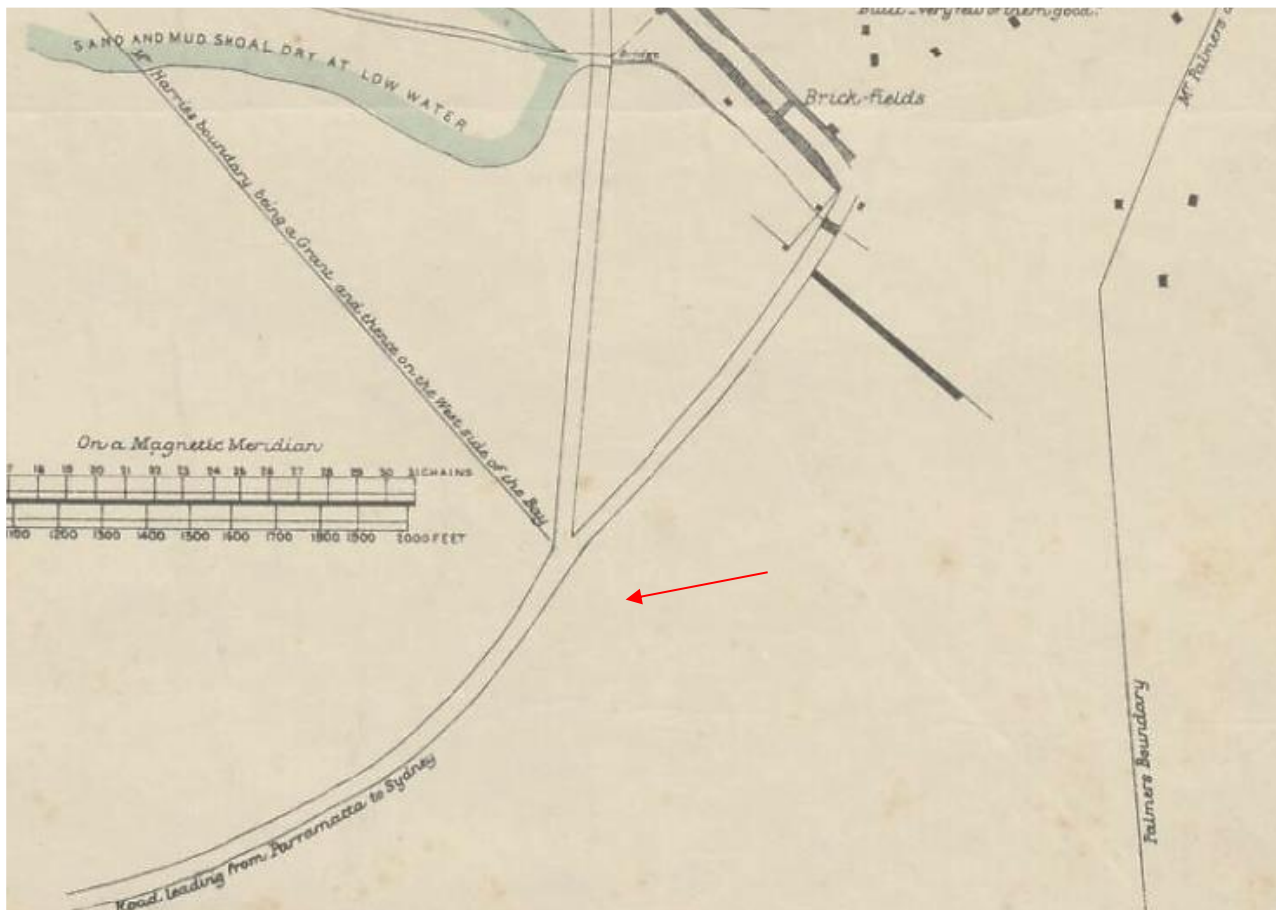


Figure 60 – 1807 Plan of the town of Sydney in New South Wales, by Jas. Meehan, assistant surveyor of Lands, approximate location of study area arrowed.

Source: National Library of Australia

With the arrival of Governor Macquarie, the future site of Central Station began to be developed with the construction of the Carters Barracks (1820), the Benevolent Asylum (1819-1820) and the establishment of the Devonshire Street Cemetery (1820). Carters Barracks were built in 1819-1820 with the purpose of housing convict boys who were then taught a trade and given schooling and to house male prisoners who were sent out each day to work.¹⁷ The barracks were described by Macquarie as being at the “Brick Fields” with a barrack for 200 male convicts and another barrack for 100 convict boys, separated by a High Party-Wall.¹⁸ The barracks appeared to form a single building from the street. The cemetery, set behind the Asylum and Carters Barracks, was established in 1820 to replace the old burial grounds near present Town Hall.

¹⁵ V. Attenbrow, *Sydney's Aboriginal Past* (2002)

¹⁶ D. Collins, 1798 in Fletcher, Cadell and Davies, (1975) *An Account of the English Colony New South Wales, Vol 1.* (2002)

¹⁷ R. Annable, *Historical Notes on Central, Town Hall Square, Martin Place, Barangaroo-Wynyard, Pyrmont, Rozelle Stations.* Appendix 1 in Casey & Lowe (2009) *CBD Metro Environmental Assessment Technical Paper 4 – Non-Indigenous Archaeology* (2009), p. 1.

¹⁸ *Ibid.*

Construction of the Benevolent Asylum began in late 1820 by the Benevolent Society, a charitable organisation which was first began in 1813 as The NSW Society for Promoting Christian Knowledge and Benevolence.¹⁹ The Society was changed to The Benevolent Society of NSW in 1818 with the purpose to 'relieve the poor, the distressed, the aged, and the infirm'.²⁰ The Asylum was built at the government's expense with the intention to house 50 to 60 infirm aged, blind, lame, poor persons and encouraged industrious habits whereby the inmates would provide in industries where they could learn skills to be able to support themselves. The Asylum was officially opened on 12 October 1821.²¹

The main building of the Asylum was a pseudo-classical, two-storey brick building that measured ninety-seven feet long and twenty-five feet wide; it faced Pitt Street and included a central staircase separating the men's dining room from the women's accommodation on the ground floor and providing access to the men's accommodation above.²² A smaller building was situated behind the main building which housed the kitchen and Superintendent with a separate outhouse (Figure 61).²³

The 1830s saw a number of additions constructed as the Asylum exceeded its maximum capacity; by this time, the Asylum housed 144 inmates; this was more than double the number it was built to house (Figure 62 and Figure 63).²⁴ In c.1830, a north wing was added by the society and in 1839 a south wing was built with government funding, providing hospital facilities and additional accommodation.²⁵ In 1839, the building was described as "one of the handsomest public edifices in Sydney.... in an airy and agreeable situation" and, with the extensions, allowed for the accommodation of 200 people.²⁶ By the 1850s, additions were made to the east of the kitchen wing and the southern wing was further extended (Figure 64).²⁷

¹⁹ Wendy Thorp, *Historical Analysis Henry Deane Park, Lee Street, Sydney* (1998), p. 16.

²⁰ Benevolent Society, *Our History*, accessed via <https://www.benevolent.org.au/about-us/our-history> on 25 February 2020.

²¹ Annable, *Historical Notes on Central* (2009), p. 19; Thorp, *Historical Analysis Henry Deane Park* (1998), p. 12; and R. Rathbone, *A Very Present Help, Caring for Australians Since 1813. The History of the Benevolent Society of New South Wales* (1994), p. 22.

²² Rathbone, *A Very Present Help, Caring for Australians Since 1813* (1994), p. 22.

²³ Annable, *Historical Notes on Central* (2009), p. 20.; and Thorp, *Historical Analysis Henry Deane Park* (1998), p. 12

²⁴ Rathbone, *A Very Present Help, Caring for Australians Since 1813* (1994), p. 28.

²⁵ *Ibid.*, p. 27.

²⁶ Thorp, *Historical Analysis Henry Deane Park* (1998), p. 12.

²⁷ Annable, *Historical Notes on Central* (2009), p. 20.

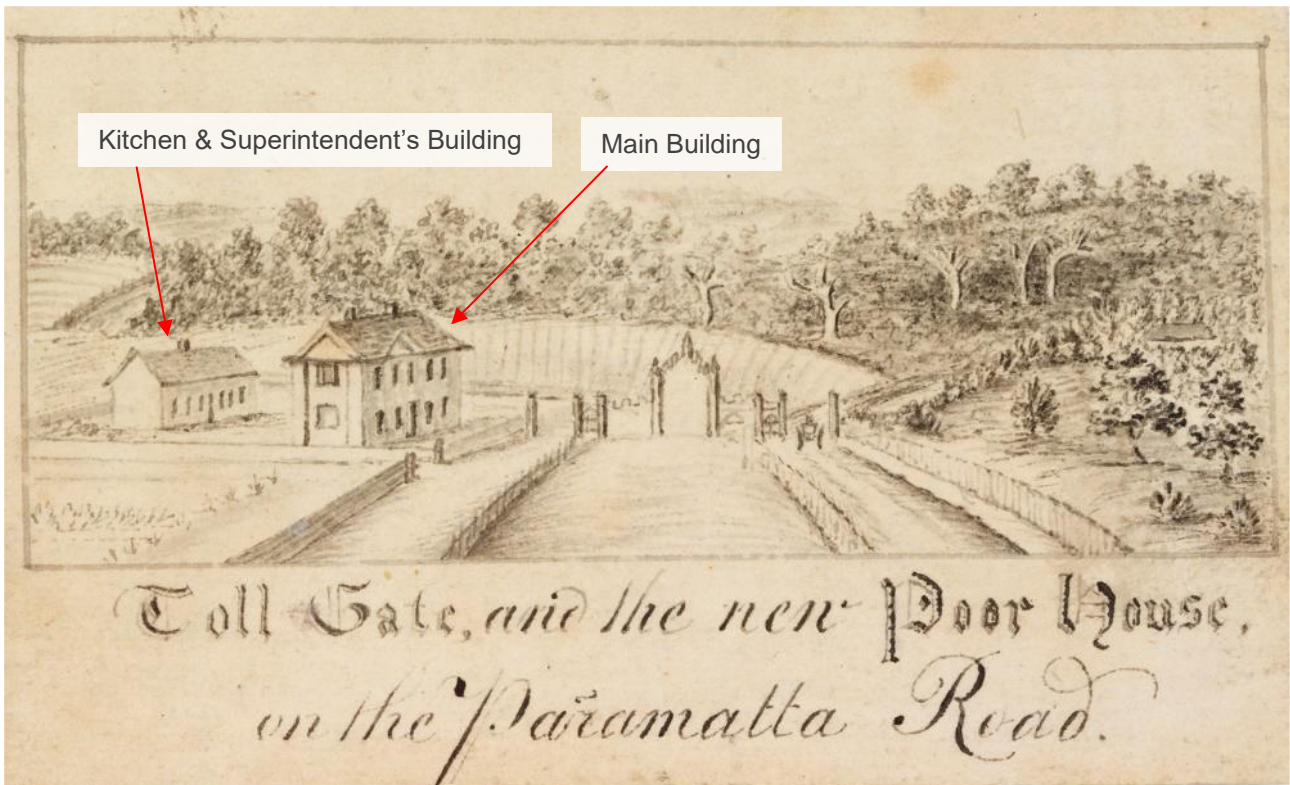


Figure 61 – Sketch of the Benevolent Asylum and Toll Gate pre 1830
 Source: State Library of NSW, IE1130728, Views of Sydney and Surrounding District).

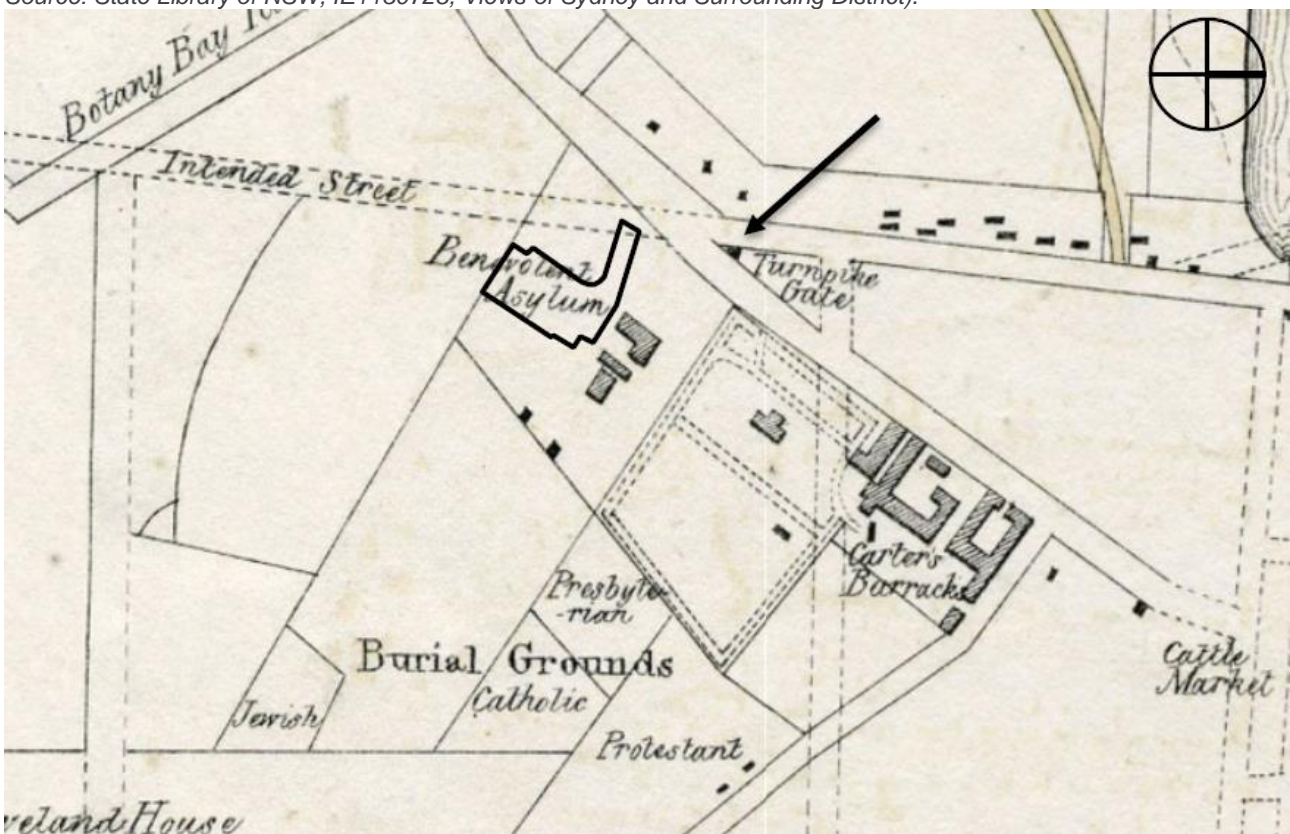


Figure 62 – 'Plan of Sydney with Pyrmont New South Wales: the latter the property of Edwn Macarthur Esqre, divided into allotments for building 1836'. The approximate location of the study area has been indicated. The Turnpike Gate has been arrowed.
 Source: National Library of Australia, Map T 1551, <http://nla.gov.au/nla.obj-232683131> with AMBS, Former Inwards Parcels Office Historical Archaeological Assessment and Research Design (April 2020) overlay.

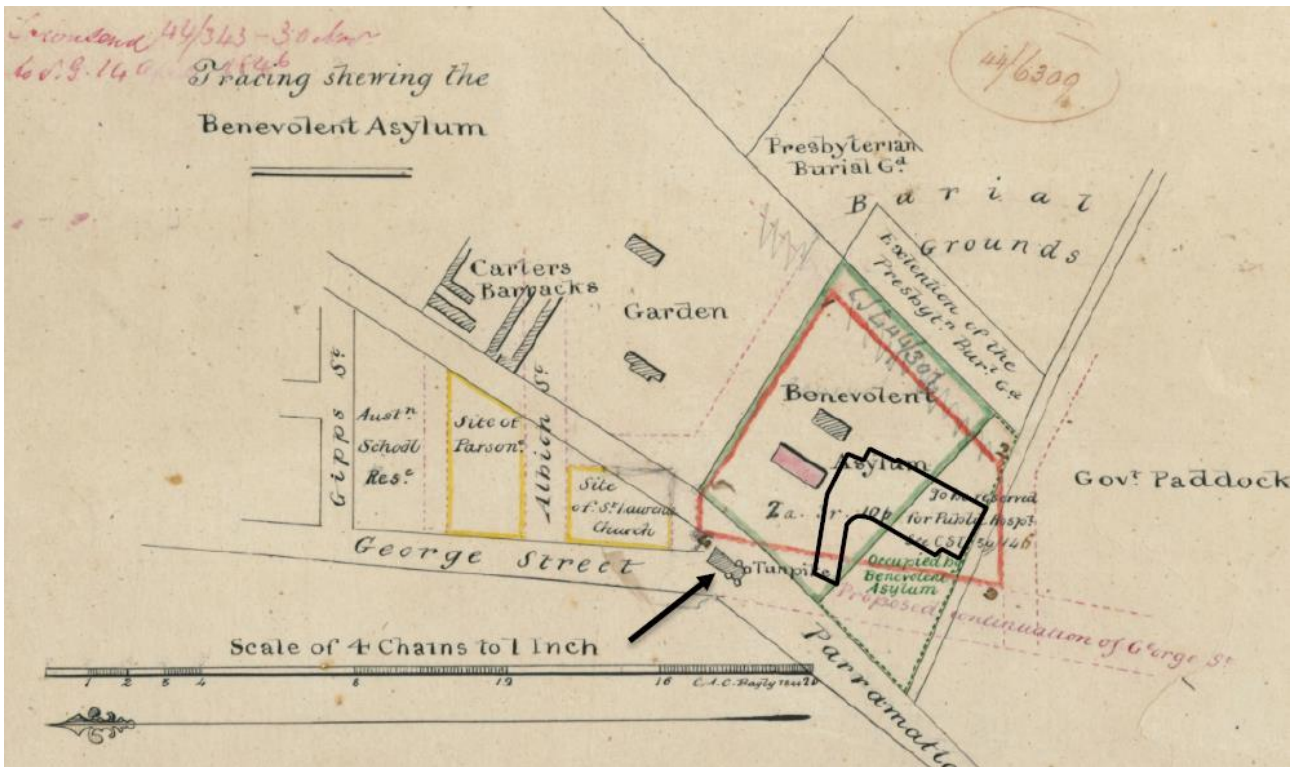


Figure 63 – ‘Tracing Showing the Benevolent Asylum’, Surveyor General Sketch Book 5 Folio 2 dated 1844 (approximate location of study area overlaid). Note: Turnpike is arrowed
 Source: State Library of NSW, IE195860, with AMBS 2020 overlay.

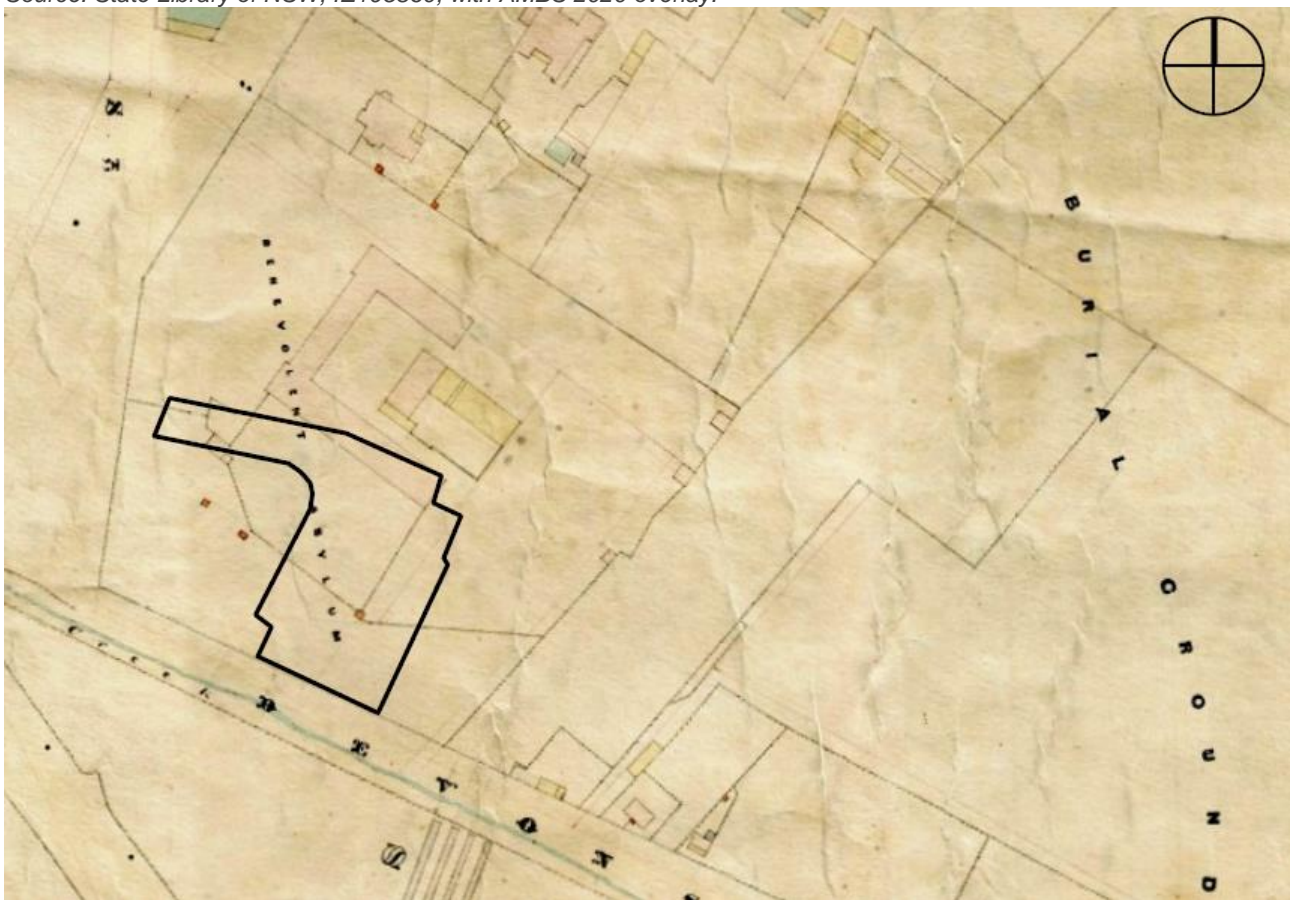


Figure 64 – 1855 Plan with Benevolent Asylum (approximate location of study area overlaid)
 Source: City of Sydney Archives, Detail Plans, 1855: Sheet 23,
<https://archives.cityofsydney.nsw.gov.au/nodes/view/1709095>, with AMBS 2020 overlay.

Despite the extensions made in the 1830s, the Asylum suffered from extreme overcrowding, housing almost 500 inmates by 1849.²⁸ In 1851, male inmates were transferred to the Liverpool Hospital which had recently been converted after ceasing as a convict hospital.²⁹ The Benevolent Asylum then devoted its efforts to the relief of poor and needy women and abandoned children. With the Benevolent Asylum, House of the Good Shepherd and the Sydney Female Refuge, the area became devoted to the care of women and children.³⁰ In 1862, 150 women were transferred to the Hyde Park Barracks Asylum for the Infirm and Destitute which had recently been established.³¹

In 1874, the Benevolent Asylum was refurbished, including some minor alterations to the exterior, the removal of outbuildings, the replacement of the boundary fence and landscaping works to the front (demonstrated by a comparison of Figure 65 and Figure 66).³² In c.1860s water was reticulated in the area and by the late 1870s it had been connected to the sewer (Figure 67).³³ The Benevolent Asylum continued operating, with no further alterations, until it was resumed for the construction of Central Station in 1901 (Figure 68).

The land from the north of Devonshire Street to the south of Garden Road (now Eddy Avenue) and across to Elizabeth Street was resumed for the purposes of constructing Central Station in 1901. This included the demolition of all buildings within this area and the reinterment of the graves from within the cemetery. The buildings were demolished by day labour and the materials that were salvaged were sold (Figure 69, Figure 70 and Figure 71).

²⁸ P. Davies, P. Crook, & T. Murray, 'An Archaeology of Institutional Confinement, The Hyde Park Barracks, 1848-1886'. *Studies in Australasian Historical Archaeology, Volume 4* (2013), p. 24.

²⁹ *Ibid.*, p. 24.

³⁰ Annable, *Historical Notes on Central* (2009), p. 20.

³¹ Davies et al, 'Hyde Park Barracks' (2013), p. 24.

³² Thorp, *Historical Analysis Henry Deane Park* (1998), p. 12.

³³ W.V. Aird, *The Water Supply, Sewerage and Drainage of Sydney* (1961), p. 11; F.J.J., *The Water Supply and Sewerage of Sydney* (1939), p. 157.



Figure 65 – Benevolent Asylum, 1871
Source: *State Library of NSW, IE232164*



Figure 66 – Benevolent Asylum c.1892-1900
Source: *State Library of NSW, IE3326895*

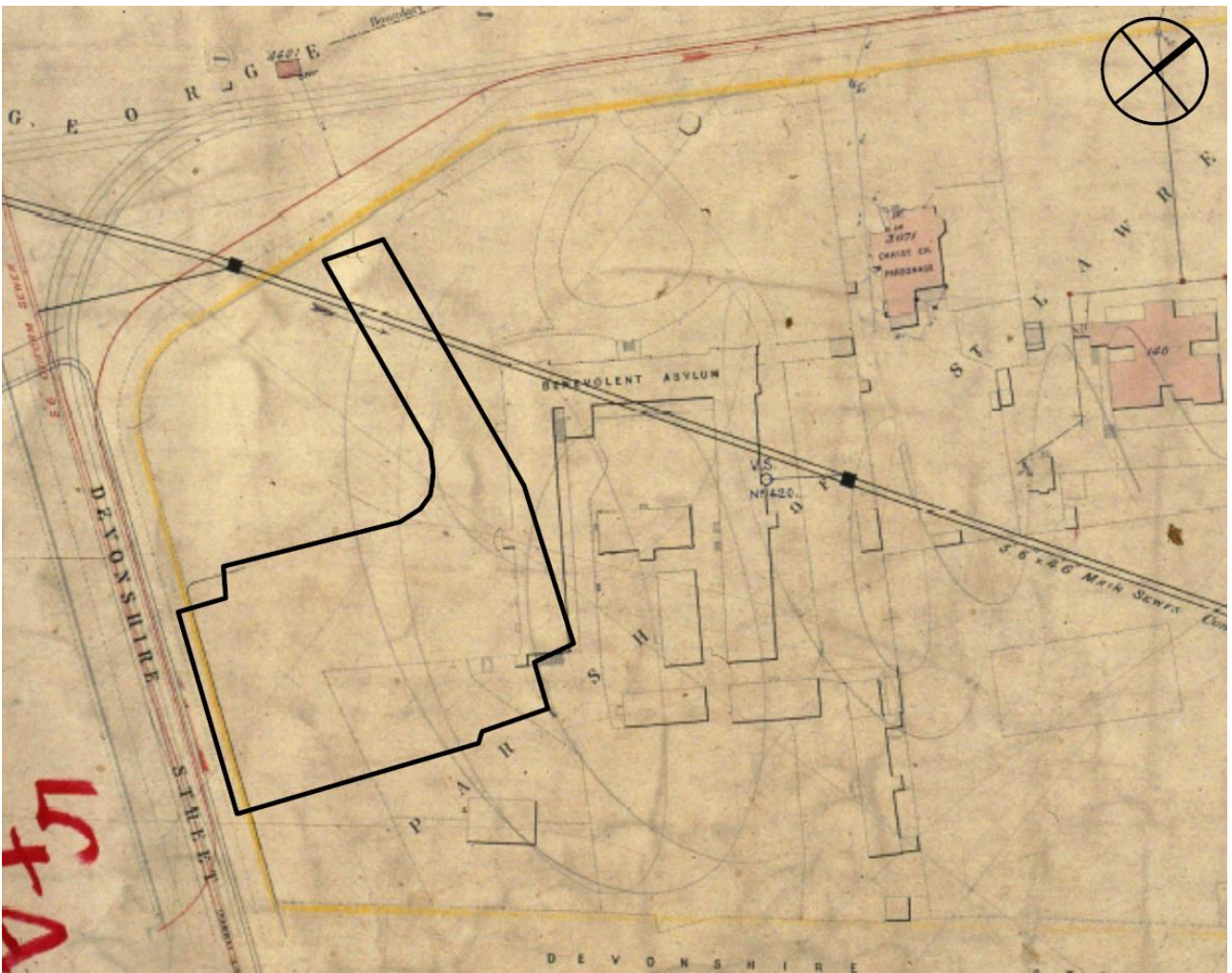


Figure 67 – Detail of Sydney Water Archive Plan, BLKWTL3845, dated March 1888. The main sewer runs north-east to south-west across the Benevolent Asylum and the subject site (the approximate location of study area is overlaid)
 Source: Sydney Water Archives, with AMBS 2020 overlay.



Figure 68 – Rygate & West Plan of Sydney, Sheet 43, dated August 1888, showing the study area (approximate location overlaid).

Source: City of Sydney Archives, A00880458, <https://archives.cityofsydney.nsw.gov.au/nodes/view/1709385>, with AMBS 2020 overlay.



Figure 69 – Benevolent Asylum on Pitt Street, sign for the auction of building material in forefront in preparation for the demolition and construction of Central Station. Note the slight uphill incline

Source: State Library NSW, IE8546525, *Glass Negatives of Sydney and Suburbs ca.1900-1914*).



Figure 70 – 1901-1902 Benevolent Asylum after demolition, looking towards Pitt Street
Source: State Library of NSW, IE8952327, Royal Australian Historical Society photonegatives



Figure 71 – 1901-1902 Benevolent Asylum looking West from Pitt Street South
Source: State Library of NSW, IE8952327, Royal Australian Historical Society photonegatives).

3.1.3. Sydney Railway Stations

Proposals for a public railway began in the 1840s. In 1846 a public meeting resulted in the commissioning of a feasibility report for a railway between Sydney and Goulburn. By 1848, the Legislative Council had made a series of resolutions providing for the construction of a railway via private enterprise with some government support. The following year, the Sydney Railway Company was formed. The area between Devonshire and Hay Streets was first considered for the new railway terminus; however, the Cleveland Paddocks, between Devonshire and Cleveland Streets, was already available and provided a cheaper alternative.³⁴ The paddocks were a large undeveloped area of land used to rest livestock which transported goods to and from the city.

The first Sydney station, known as Redfern, was constructed by the Sydney Railway Company in 1855. It was located close to the current Central Station, to the south of the Devonshire Street subway in the Cleveland (or 'Government') Paddocks. This first station comprised of a single timber platform with and Down track covered with a corrugated iron shed and an iron building with a lean-to roof containing public rooms and offices. On 26 September 1855, the first timetabled train departed for Parramatta, the line was double track until Newtown and then a single track to Parramatta; however, the line was soon duplicated all the way to Parramatta. By 1856, a line to Liverpool had also been completed. At this time, it was proposed to connect the railway to the rest of the city; the costs of the project were deemed too excessive and instead, a horse tramway was built to Circular Quay. The tram was opened in 1861 and timetabled to coincide with the trains; however, was replaced in 1866 by horse drawn omnibuses. The eastern portion of the paddocks was dedicated as a reserve for public recreation and named Prince Alfred Park in 1865. The first station was intended to be temporary, however remained in use until 1874 when a more permanent structure was opened.

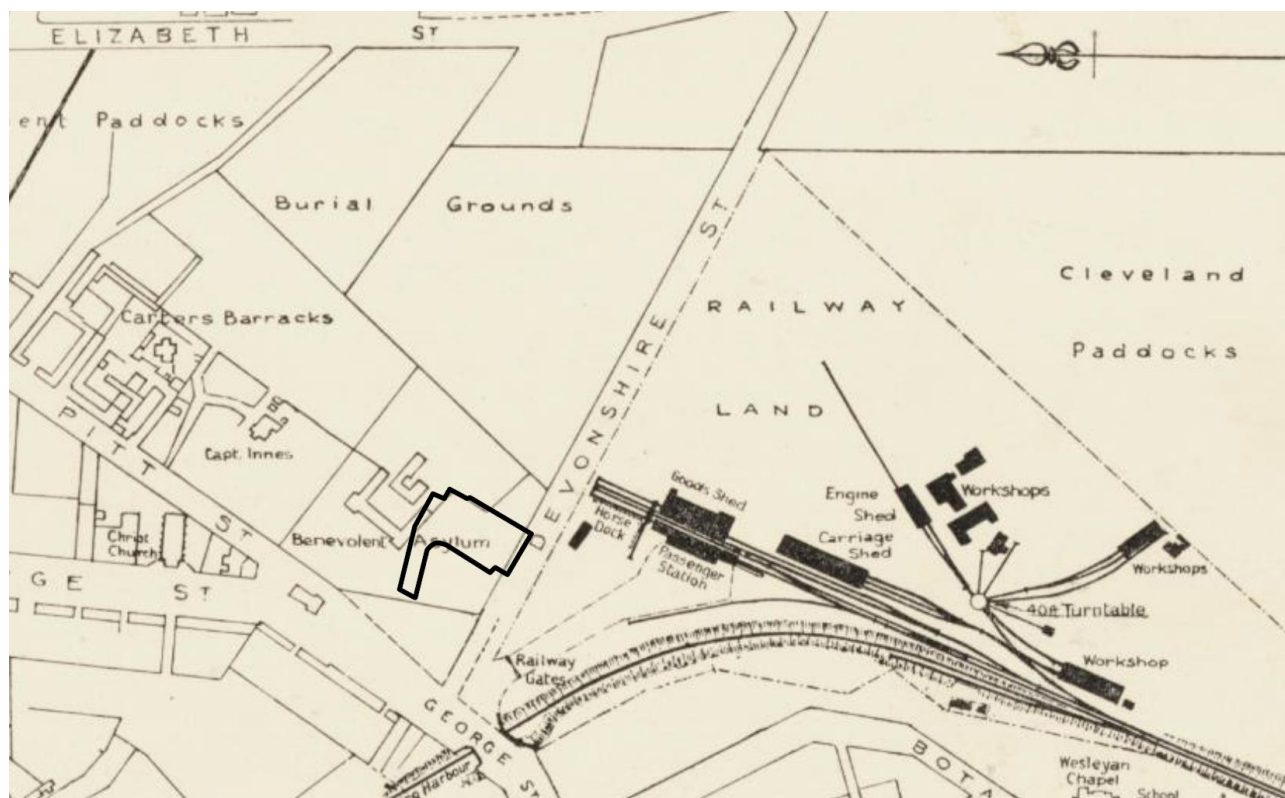


Figure 72 – The extent of the Sydney Railway Yard in 1855.
Source: NSW State Library, IE8790300, with AMBS 2020 overlay.

³⁴ Thorp, *Historical Analysis Henry Deane Park* (1998), p. 17.



RAILWAY STATION, SYDNEY
MAY 1871

Figure 73 – First Sydney Station, May 1871.
Source: *State Library of NSW, IE1229095*

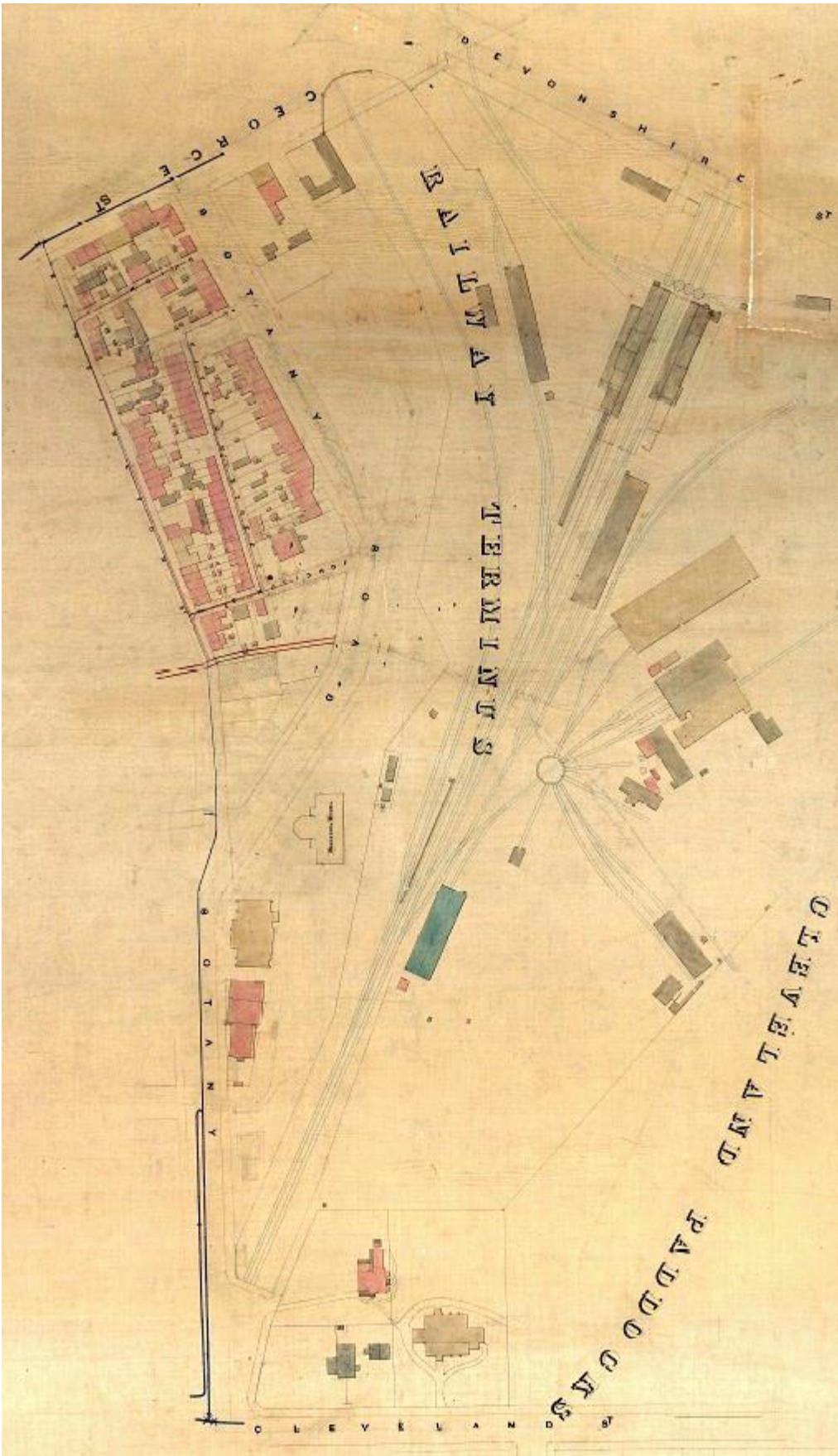


Figure 74 – 1865 Trigonometrical Survey – First Sydney Station, south of Devonshire Street.
Source: City of Sydney Archives, City of Sydney Trigonometrical Survey, 1855-1865: Block S2, [A-00880408].
<<https://archives.cityofsydney.nsw.gov.au/nodes/view/1709335>>

As a result of public pressure for a permanent station, a new station was built in the same location in 1871 and opened in 1874. The new station building was a neo-classical brick construction with two platforms. A third platform was constructed in 1878 to meet the demands of the increasing number of passengers.³⁵ Additional carriage sheds, good sheds, workshops, siding and other infrastructure were also constructed. The number of platforms were eventually increased to 13, with the original platforms becoming platforms five and six.

The increase of inland railway construction began to put pressure on Sydney station, in 1884, to deal with the increased traffic, the lines were quadrupled. It soon became clear that there was not sufficient space in Sydney yard to maintain the servicing needs of the rail network. Plans were made in 1871 to build railway workshops at Eveleigh which was completed in 1887. A temporary steam tram was established to connect the station to the city ahead of the International Exhibition in 1879; however, it was extended into the suburbs in the 1880s due to its popularity. The late 1880s and 1890s saw the increased development of the suburban network.



Figure 75 – Sydney's Second Station on Devonshire Street, ca.1882-1900
Source: State Library of NSW, IE3326895

In 1891, Edward Eddy submitted proposals to build a large terminus for country trains at the present site of Central Station. With the economic downturn of the 1890s, the project was not reconsidered until 1897. In June 1900, the Parliamentary Standing Committee on Public works adopted the Devonshire Street proposal after also considering Hyde Park. The Benevolent Asylum, Christ Church Parsonage, Police Barracks, steam tram depot, Police Superintendent's residence, Carters Barracks and Devonshire Street Cemetery were all resumed slated for demolition to make way for Central Station in 1901 and 1902. There is little evidence of materials being reused for the new station; however, many materials had been auctioned as could be seen

³⁵ Thorp, *Historical Analysis Henry Deane Park* (1998), p. 17.

in the advertisement outside of the Benevolent Asylum. One example of materials being reused is the cast iron columns from the old station being used in the awning over the parcels dock.³⁶

Walter Liberty Vernon, the first NSW Government Architect, along with an advisory board designed the main building after an Act of Parliament enabled the construction of the new station in 1900. The terminus was built in two stages due to funding issues, the first stage, including the Inwards Parcels Shed, was completed by 1906 and the second stage between 1915 and 1921. By mid-1902 it was reported that “all the old buildings and the human remains have been removed from the site... the levelling of the whole site is practically finished...”.³⁷ The earth works included the excavation and levelling of the area on the eastern side of the block, on the Devonshire Street Cemetery side, and building up areas in the north-west along Lee Street to make Central Station level with the old station. Edward O’Sullivan, Minister of Public Works, laid the Foundation stone near the corner of Eddy Avenue and Pitt Street in 1902.



Figure 76 – Looking back towards Redfern Station, cleared land for Central Station
Source: State Library of NSW, IE11306447

³⁶ Thorp, *Historical Analysis Henry Deane Park* (1998), p. 20.

³⁷ *Ibid*, p. 20.



Figure 77 – Eddy Avenue, levelled site with tramline stanchions in place, before paving. Looking southeast, cleared land for Central Station

Source: State Library of NSW, Box 14: Royal Australian Historical Society: photonegatives, ca. 1900-1925, IE8952327



Figure 78 – Excavations looking towards Elizabeth Street

Source: State Library of NSW, Box 14: Royal Australian Historical Society: photonegatives, ca. 1900-1925, IE8952327

During the first construction stage, the Main Concourse, Booking Hall, Waiting Rooms, Dining and Refreshment Rooms, Cloak Rooms, Barbers Saloon, parcels dock and the rail sidings and yard in the

Western Yard Precinct were all completed. Pedestrian and passenger movement was separated from other movement around the station to avoid conflicts. Road traffic entered from the corner of Hay and Pitt Streets, travelling along a ramp parallel to the tram lines and left via Railway Square. Vehicles entering the parcels offices followed a one-way route with a separate entrance and exit in Pitt Street.

The Sydney Terminus building was opened in August 1906 with the first train leaving from Platform 12. Soon eight platforms were in operation and the old station was demolished. By October 1906, all 15 platforms were operating.

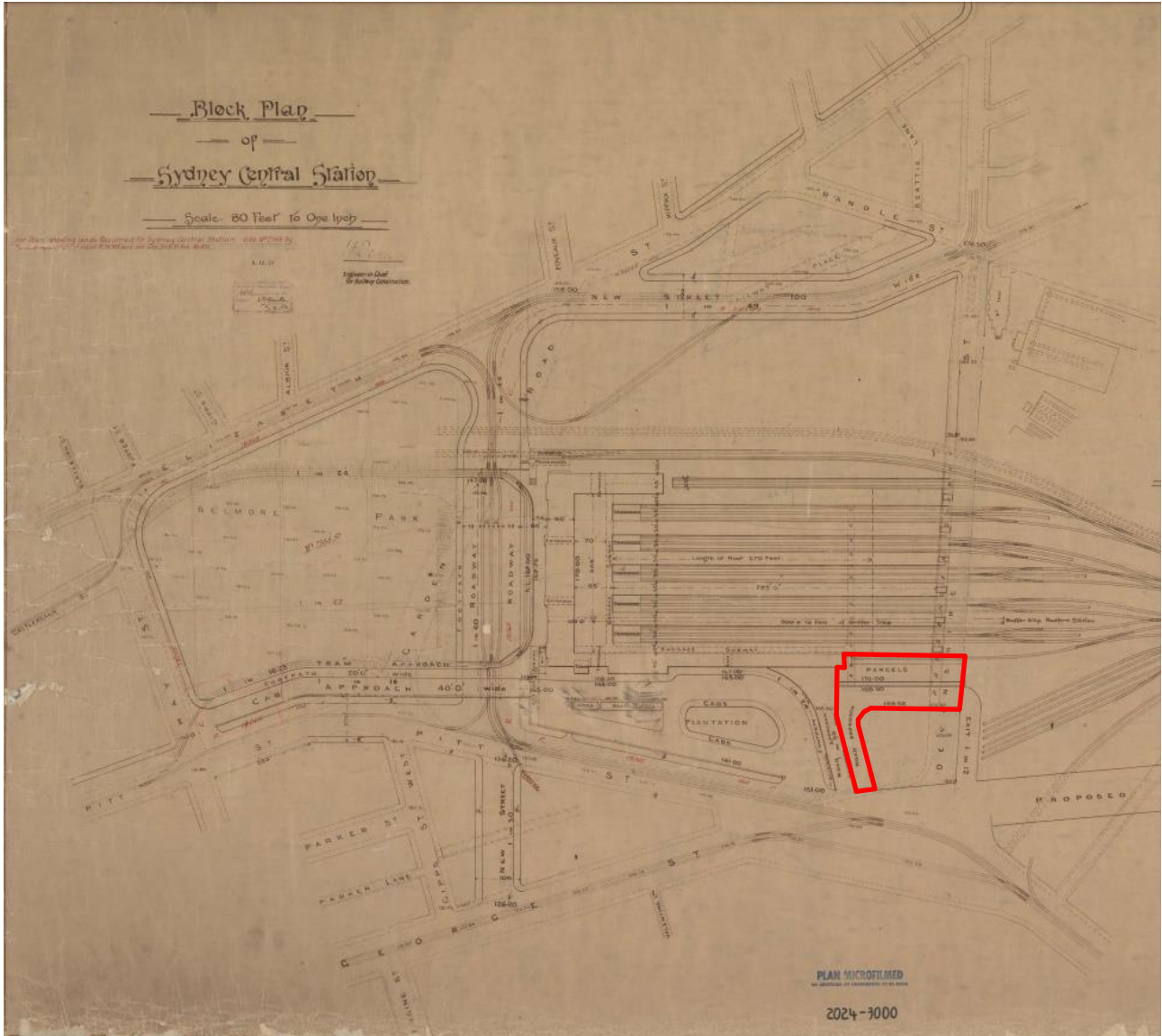


Figure 79 – Block plan of Sydney Central Station, 1903, with approximate location outlined in red.
Source: NSW LRS, Crown Plan 2024-3000

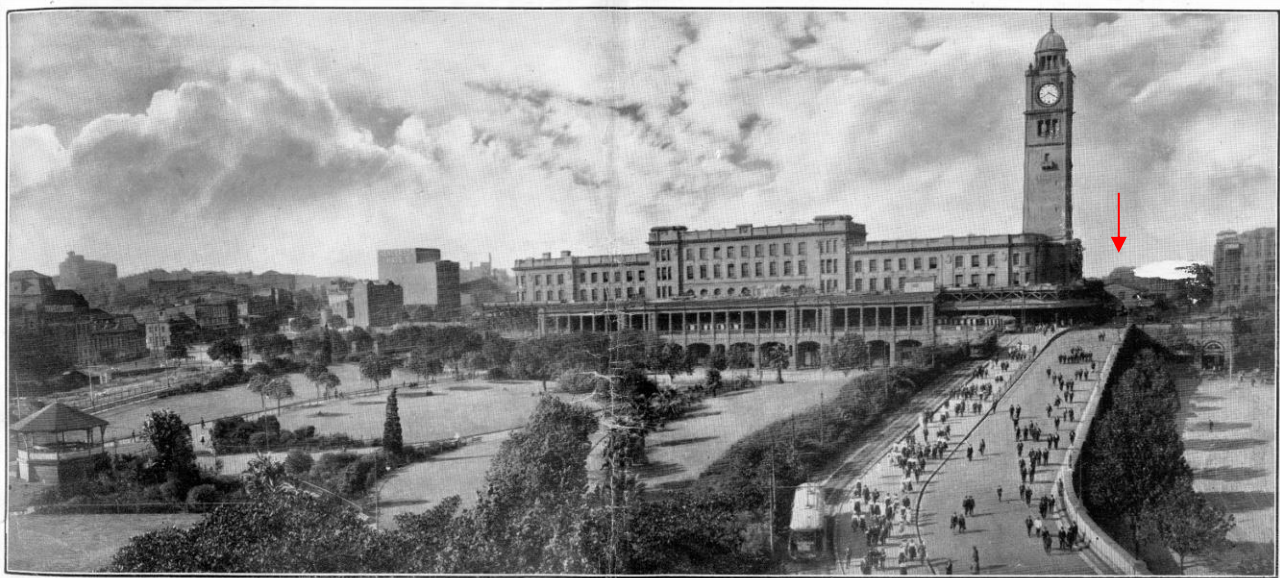


Figure 80 – Looking south over Belmore Park towards the Central Railway Station, with buildings along Elizabeth Street and Surry Hills visible, 1910. The Former Inwards Parcels Shed is indicated by the red arrow.

Source: City of Sydney Archives, Sydney Reference Collection, A-00006694.

3.1.4. Inwards Parcels Shed

As noted above, the Inwards Parcels Shed was constructed during the first phase of the new Sydney Terminus. General earthworks for the new station were generally complete by mid-1903. By mid-1904, many of the new terminal's associated buildings were complete, including the new Inwards Parcels Shed. A tender for a 'Left Luggage and Inwards Parcels Offices and Fittings, Central Railway Station' was advertised in April 1906.³⁸ The tender was awarded to the Baldwin Brothers, Sydney for 10 weeks at a cost of 679.³⁹ However, all of the stage one buildings of the new Central Railway Station would not open until late 1906.

The Inwards Parcels Shed served as a clearing shed for parcels which were dispatched all over NSW. Located on west end of Platform 1, the shed was likely designed by Gorrie McLeish Blair principal design architect of the Government Architect's Office under Walter Liberty Vernon's design. The building comprised of a corrugated metal shed with a loading dock and yard situated on its western side. Original plans of the layout of the shed and details are detailed in Figure 86 and Figure 87. The Inwards Parcels Shed was supplemented by an Inwards Parcels Dock located to the south accessed from Pitt Street near the corner of Eddy Avenue. Some previous reports noted that elements of the demolished Redfern Station were relocated and reused in the Inwards Parcels Shed, however, the reused elements, which included cast-iron trusses and columns were instead reused in the now demolished Inwards Parcels Dock.

At the opening of the new Central Railway Station, the Daily Telegraph announced:

In the basement, starting from the Redfern end of the western wing, the visitor finds first the lower inwards parcels office, combined with the mail-room, both of great and lofty extent, and covering together an area of 15,000 superficial feet.⁴⁰

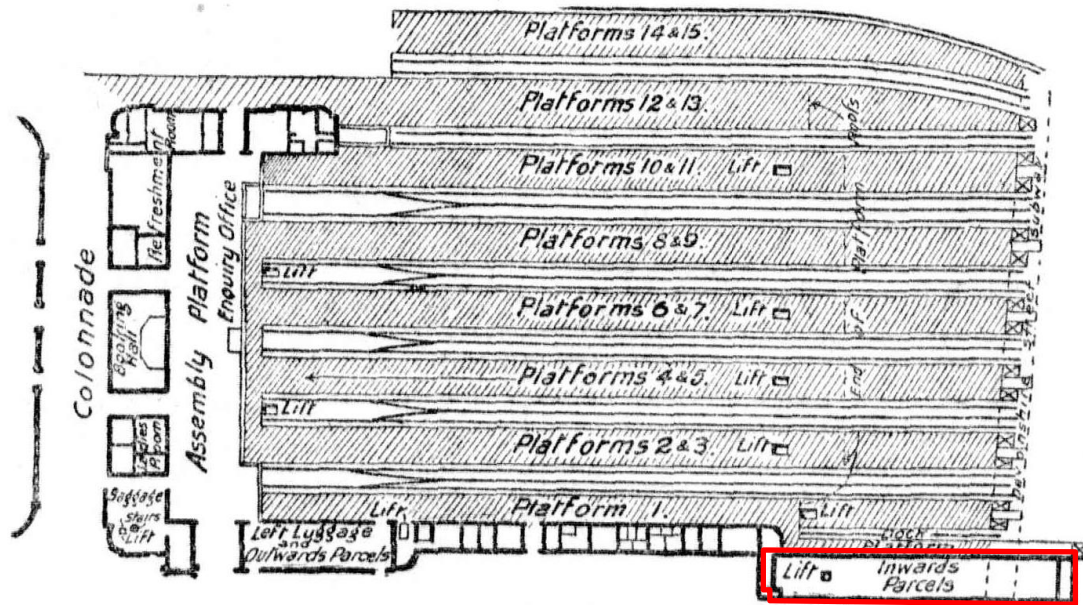
The inwards parcels office is a commodious building 216ft x 40ft situated at the southern end of the station, the entrance to which is from George-street, near the old station... Parcels needing carting for delivery after reaching the inwards parcels office will be taken by an electric lift to the contractors Messrs Whitehead and Co. room, immediately under the inwards parcels office, and promptly despatched to the city and suburban addresses by the company's vans.⁴¹

³⁸ Government Gazette of the State of New South Wales, 25 April 1906, p. 2551, <http://nla.gov.au/nla.news-page13303864>

³⁹ Evening News, 14 May 1906, p. 3. <http://nla.gov.au/nla.news-article114326085>

⁴⁰ The Daily Telegraph, 2 August 1906, p.4.

⁴¹ The Sydney Morning Herald, 2 August 1906, p. 8. <http://nla.gov.au/nla.news-article14790533>



NEW CENTRAL RAILWAY STATION—GROUND PLAN.

Figure 81 – The ground plan of the new Central Railway Station, with the Inwards Parcels Shed outlined.
 Source: *The Daily Telegraph*, 2 August 1906, p.4.

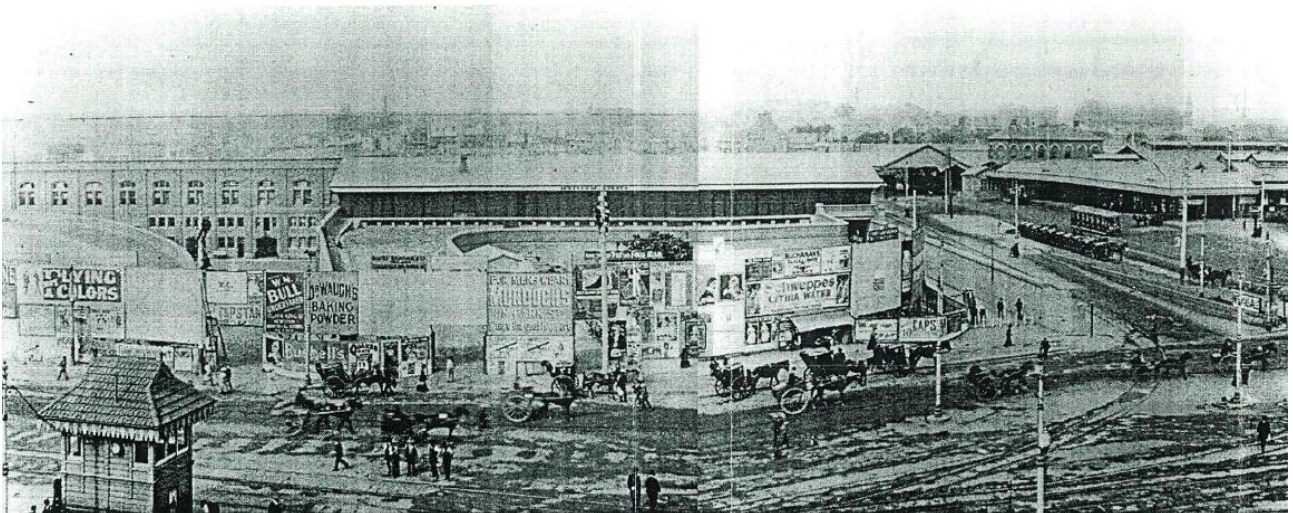


Figure 82 – c1906, of the new Railway Station showing the former terminal still in use on the southern boundary of the new station.
 Source: *GML CMP 1999, Figure 2.2, via ML GPO 10616*



Figure 83 – Sydney Central Railway Station site, during the construction of the Parcels Post Office, c.1906-1913. The location of the Inwards Parcels Shed is indicated by the red arrow.
Source: National Archives of Australia, Series No. C4076, Control symbol, HN16075B



Figure 84 – Sydney Central Railway Station site, during the construction of the Parcels Post Office, c.1906-1913. The location of the Inwards Parcels Shed is indicated by the red arrow.
Source: National Archives of Australia, Series No. C4076, Control symbol, HN16075A



Figure 85 – c. 1906-1913 view of Railway Square, with the Inwards Parcels Shed indicated by the red arrow at the right.
 Source: Flickr



Figure 86 – Original architectural detail drawings for the Inwards Parcels Shed signed by the Government Architect, W.L. Vernon, likely detailed by G. M. Blair
 Source: GML CMP 1999

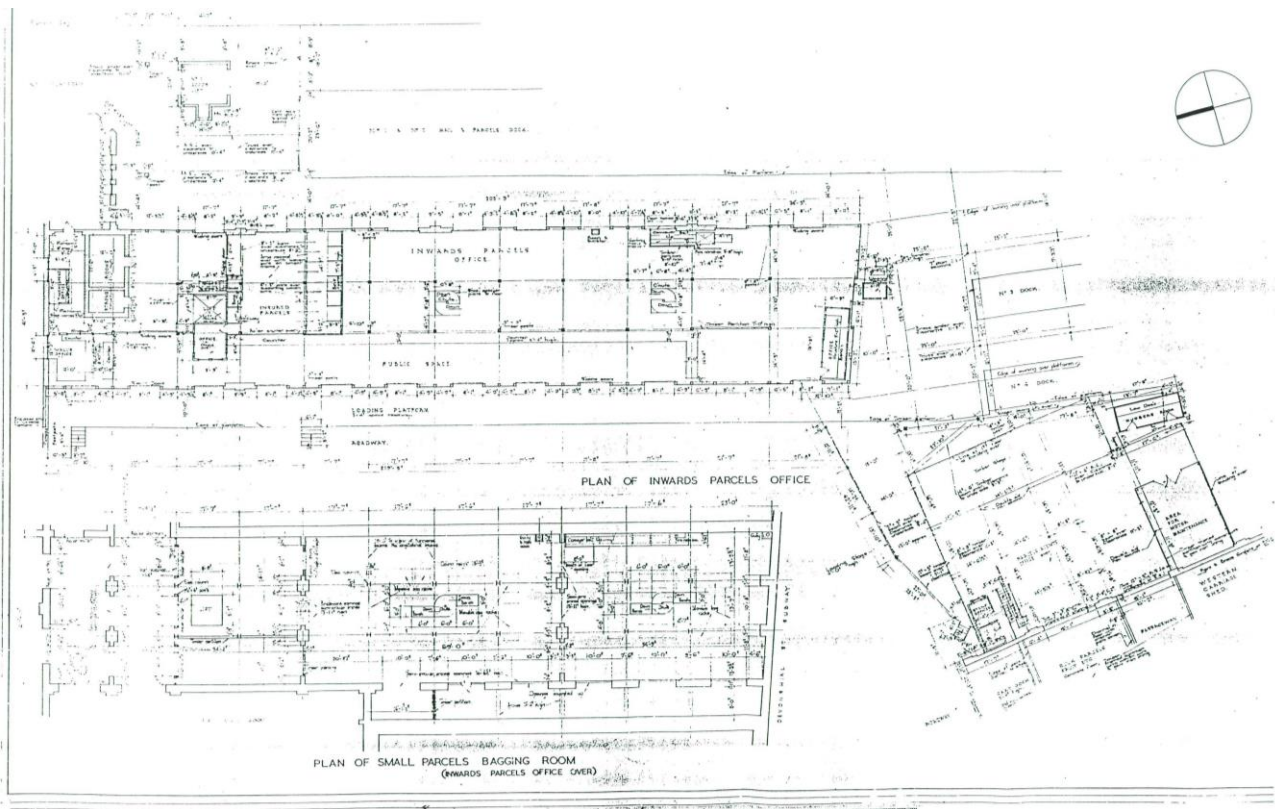


Figure 87 – Plan of the Inwards Parcels Office (Shed). Note the open plan space of the main body of the building with the administration offices concentrated at the north end. Chutes, a conveyor belt and a goods lift provided internal access to the network of tunnels for freight beneath the building. Both the main walls are punctured by a series of sliding doors allowing access to the Station on the east and the roadway on the western side.

Source: GML CMP 1999, Figure 2.4, via SRA Archives

Initially, the parcels area at Central Station was designed for the collection and assortment of incoming and outgoing mail that would then be sent to its appropriate destination. The inward flow of parcels used the ramp to the north of the future site of the Parcels Post Office and delivered to the Inwards Parcels Shed at the southern end of Platform 1. Following delivery, vehicles would continue around the Parcels Post Office site and exit back onto Lee Street. Parcels were delivered to the loading dock on the western side of the shed, where there was a series of sliding doors. Similar doors were also in place on the eastern side of the shed, opening onto a platform to the west of Platform 1, allowing parcels to move easily onto the trains. Parcels to other lines were delivered to their platforms via network of tunnels beneath the terminal. Internally, the shed was an open plan timber-framed structure. The north end of the building was occupied by offices, two strong rooms and an insured parcels section. The roof of the shed extended to form a canopy over the platform spaces on either side. In the basement of the Inwards Parcels Shed was the Small Parcels Bagging Room. Both shed and room were connected via a lift at the north end of the buildings. Direct access to the Small Parcels Bagging Room was also accessed via Ambulance Avenue.

The Inwards Parcels Shed was part of a complex of buildings and functions within and around Ambulance Avenue. In c. 1910 – 1913, the Parcels Post Office (the Adina Hotel) was constructed immediately to the south of the Inwards Parcels Shed. The Parcels Post Office was connected to the Central Railway Station via a number of tunnels that ran under the Inwards Parcels Shed, allowing for the delivery of the mail directly to the waiting trains. Many of the parcels that were handled through the Inwards Parcels Shed were generated from a flourishing mail order system that was employed by Sydney's department stores to distribute their products beyond the metropolitan area.



Figure 88 – Photograph of Central Station showing Inwards Parcels Shed, c. 1910s. The Parcels Post Office is located immediately on its right
 Source: OCP Architects, *Heritage Report – Atlassian YHA, Railway Square (2017)*, p. 15

The early years operation for the Inwards Parcels Shed were noted to be slow. Following the completion of the Parcels Post Office in 1913, it was noted that “some time ago, the interior of the inwards parcels office was entirely reconstructed, so as to facilitate quick delivery and provide increased storage accommodation”.⁴² The nature of these works to the interior of the Inwards Parcels Shed is, however, unknown.

Despite the improvements made in the early 1910s, the function of the Inwards Parcels Shed continued to face scrutiny for its inattentive service of staff, spartan interiors, and awful odours:

[A] nasty, draughty [sic], dingy corrugated-iron shed... you will see any number of people leaning wearily over the dirty counter waiting for the attention which never comes... the seating accommodation consists of two or three narrow, dusty wooden seats, capable of holding no more than four people each⁴³

Many people who dwell in and around Sydney have friends and relations in the country. Consequently, many perishable goods are constantly arriving at the inwards parcels office at the Central Station... in the shape of fat turkeys, prime ducks, luscious geese, and spring chickens. Also, it is a lamentable fact that very many people neglect to collect these perishable dainties until the odor [sic] of the inwards parcels becomes intolerable... a calamity to the railway community and the visitors to that end of No. 1 platform.⁴⁴

The ongoing delay of services prompted the railway authorities to make further structural alterations to the Inwards Parcels Office to expediate the delivery of parcels in 1920.⁴⁵ The details of these

⁴² The Sun, 5 January 1914, p. 5.

⁴³ Sunday Time, ‘Sydney Railway Parcels Office is Draughty, Dusty and Badly Run’, 9 May 1926.

⁴⁴ The Sun, ‘Nuisance at the Central, Conditions in Parcels Office, Valuable Food Wasted’, 21 November 1917, p. 3, <http://nla.gov.au/nla.news-page24418335>

⁴⁵ The Sun, ‘Railway Parcels Office’, 25 Feb 1920, p.2. <http://nla.gov.au/nla.news-article221380805>

changes as well, are unknown. Due to limited historical resources, the exact function of the Inwards Parcels Shed and the Small Parcels Bagging Room over its years is difficult to determine. In December 1931, it appears that a change was again made to the Inwards Parcels Shed. A *Sydney Morning Herald* article stated that:

On and after Sunday next parcels received at Sydney from other stations will be delivered from the present outwards parcels depot at Central Station, and parcels for despatch at Central Station, and parcels for despatch by rail from Sydney will be accepted at the existing inwards parcels office. The present "inwards" will then be known as the "outwards" depot, and the existing "outwards" will be called the "inwards" depot.⁴⁶



Figure 89 – c1920-1938
Source: SLNSW c11119008

⁴⁶ The Sydney Morning Herald, 5 December 1930, p. 17. <http://nla.gov.au/nla.news-article16736010>

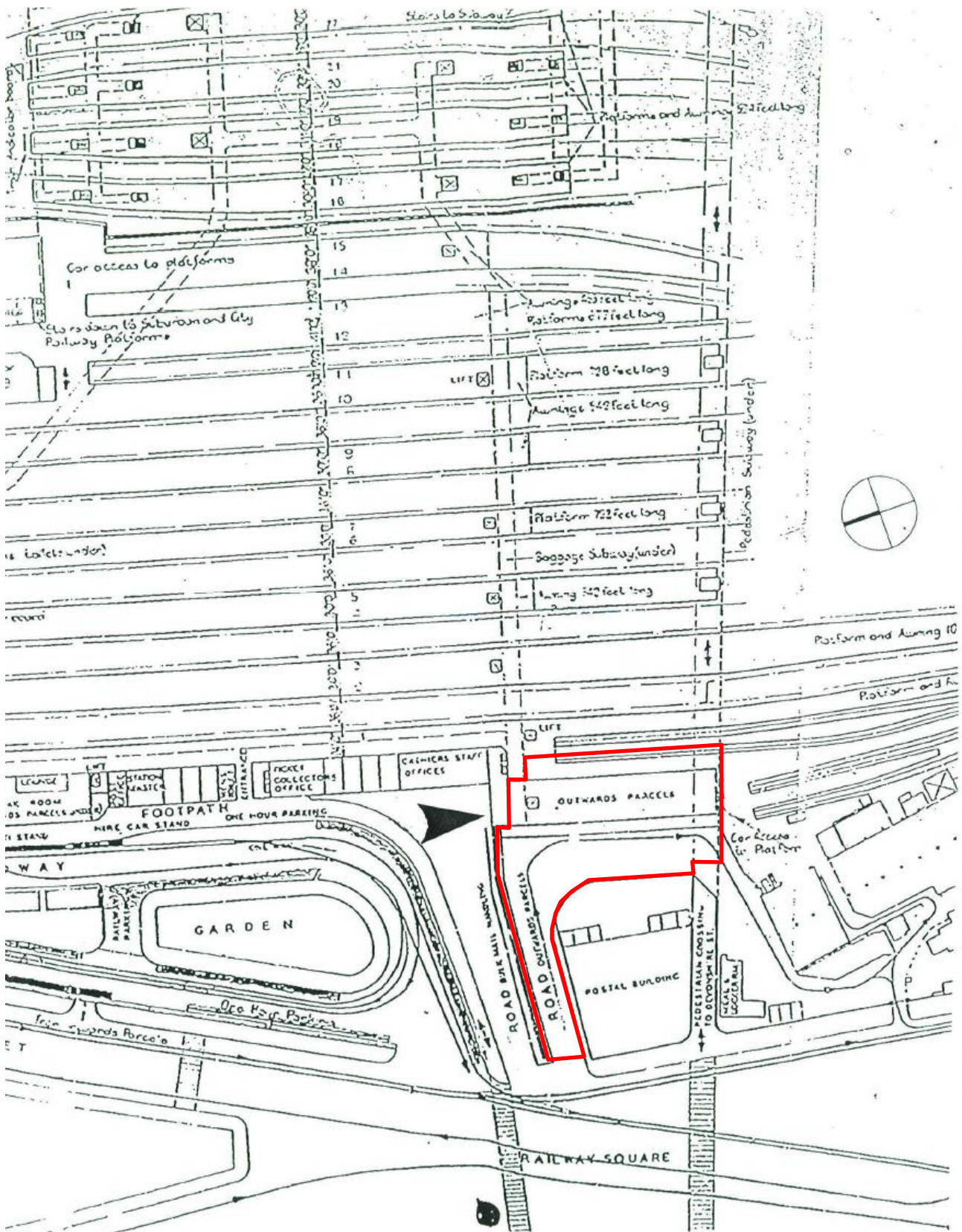


Figure 90 – 1965 Plan, Sydney Terminal and Central Stations, showing the proximity of the Inwards Parcels Shed and the Post Office to each other. The function of the Inwards Parcels Shed had changed in 1931. The approximate boundaries of the subject site is outlined in red.
 Source: GML CMP 1999, Figure 2.5, via SRA Archives



Figure 91 – View of Parcels Post Office and the Inwards Parcels shed on 10 October 1967
Source: *City of Sydney Archives, NSCA CRS 48*



Figure 92 – View south-east along Quay Street toward the Inwards Parcels Shed and the Parcels Post Office on 13 January 1970.

Source: *City of Sydney Archives, SRC11078*



Figure 93 – View looking south from George Street at intersection with Pitt Street toward Inwards Parcels Shed and the Parcels Post Office on 12 January 1986
 Source: City of Sydney Archives, SRC 23506

The 1999 CMP stated that little other work had been undertaken on the building.⁴⁷ It is unclear when the Inwards Parcels Shed and the Small Parcels Bagging Room ceased to be used for their original purposes. According to an updated CMP prepared in 2013, the last parcels train made its departure from Central Station on 21 November, 1988.

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”.⁴⁸ Following from the Strategic Asset Plan, a Masterplan was adopted by the Central Sydney Planning Committee (CSPC) in February 1997 for the Central Railway Precinct West site within which the Inwards Parcels Shed was situated.

Australand and Toga Pty Ltd were successful in their bid to obtain possession of the Masterplan site for a 99 year period, which was divided into two development sites. Toga entered into an Agreement with Australand to take over the development of the Inwards Parcels Shed which formed Stage 2 of the Australand’s staged development consent.

In 1995, the Inwards Parcels Shed was being used as an auction storage facility. By 1999, at the time of the 1999 CMP being written, the Inwards Parcels shed was being used to house site offices, staff rooms and storerooms for adjacent building development. The floor plan of the Inwards Parcels Shed was documented, and attests to alterations to the shed in terms of internal layout (Figure 94).

⁴⁷ Thorp, *Historical Analysis Henry Deane Park* (1998), p. 21.

⁴⁸ DPWS, Annual Report 1994/95, p. 89

A development application (DA1999/00684) was submitted for the adaptive reuse of the Inwards Parcels Shed as 'Central Hotel'/backpacker accommodation. Plans were prepared for the conversion of the Inwards Parcels Shed in 1999 by Synam Justin Bialek Architects commissioned by Toga.

The proposed works included, in summary, the following works:

- Removal of all internal partition walls
- Removal of all roof lining, stormwater, gutting and downpipes
- Cleaning of all existing brickwork and stone chimneys
- Removal of glass and louvre infills above sliding doors/openings
- Removal of later roller shutter doors and retention of timber sliding doors
- Expansion of windows on northern elevation and installation of new windows.
- Infill slab and debris to the east of the shed removed to a depth of previous rail track
- Lounge and dining area extension to south-west corner of Inwards Parcels Shed
- New metal framed entry, stairs and ramp to western elevation
- Installation of replica train carriages to east of shed, including awnings.
- Installation of a plunge pool

The proposed plans for the backpacker accommodation also indicated that the basement floor was in use as a train catering store in 1999.

In 1999-2000, the Inwards Parcel Dock, West Carriage Shed and Parcels Dock awning were demolished to make way for the Henry Deane Park Plaza development. The West Carriage Shed was the last such remaining at Central Station.

The initial DA was approved on 23 February 2000, however, the development was subject to numerous modifications, which mainly included alterations to the additions, design of replica train carriages and new services. Construction on the hotel, however, did not begin until late 2002/early 2003.

During construction, it was revealed that numerous timber members of the shed were in various states of disrepair due to moisture, termites and general wear. During the construction works all timber members/structures that could be conserved, were, or were repaired or replaced with the same timber species, namely oregon and some ironbark timber for columns. The southern wall of the shed however, was replaced with a new steel frame, due to the heavily deteriorated state of the of the timber namely due to termite damage which deemed it to be structurally unsound and beyond repair.

Later modifications to the design were undertaken by SJB architects, which included the design of the Sydney Railway Square YHA signage which was installed in 2004. The final occupation certificate for backpacker accommodation was issued on 20 November 2003 and the Sydney Railway Square Central YHA opened.

Minor modifications have been undertaken to the Inwards Parcels Shed since its opening in 2004. These works include the removal of the plunge pool in 2015 and the replacement with a larger deck area. The Inwards Parcels Shed and basement level continue to serve as the Sydney Railway Square YHA and Gate Gourmet (train catering service) today. In 2018, Atlassian secured the option to redevelop the Former Inwards Parcels Shed site.

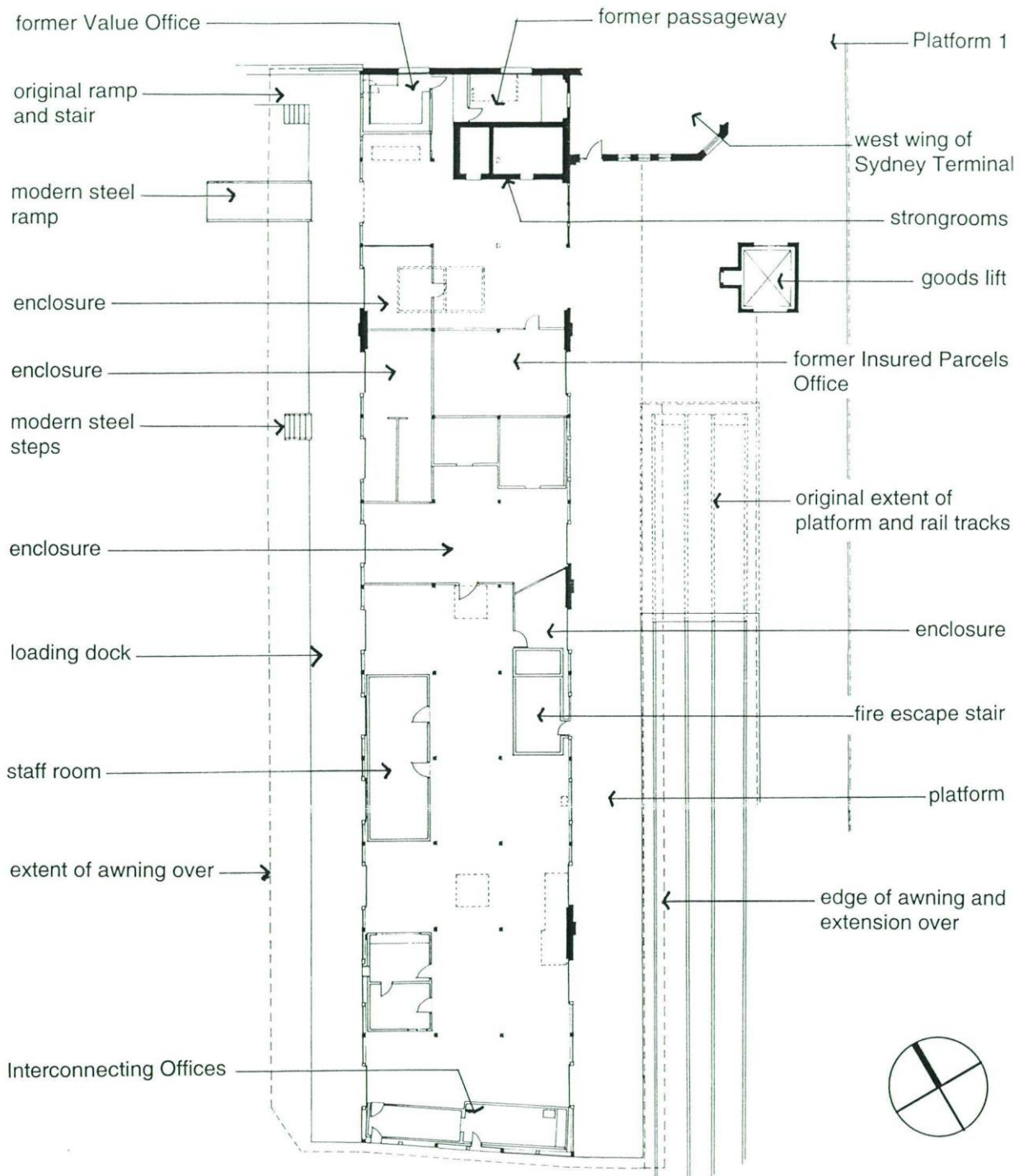


Figure 94 – Floor plans of Former Inwards Parcels shed as at July 1999.
 Source: GML CMP 1999, Figure 3.5



Figure 95 – Proposed Lower Ground Floor Plans, 20 January 1990, with the approximate boundaries of the subject site outlined in red.

Source: City of Sydney Archives, DA1999/00684

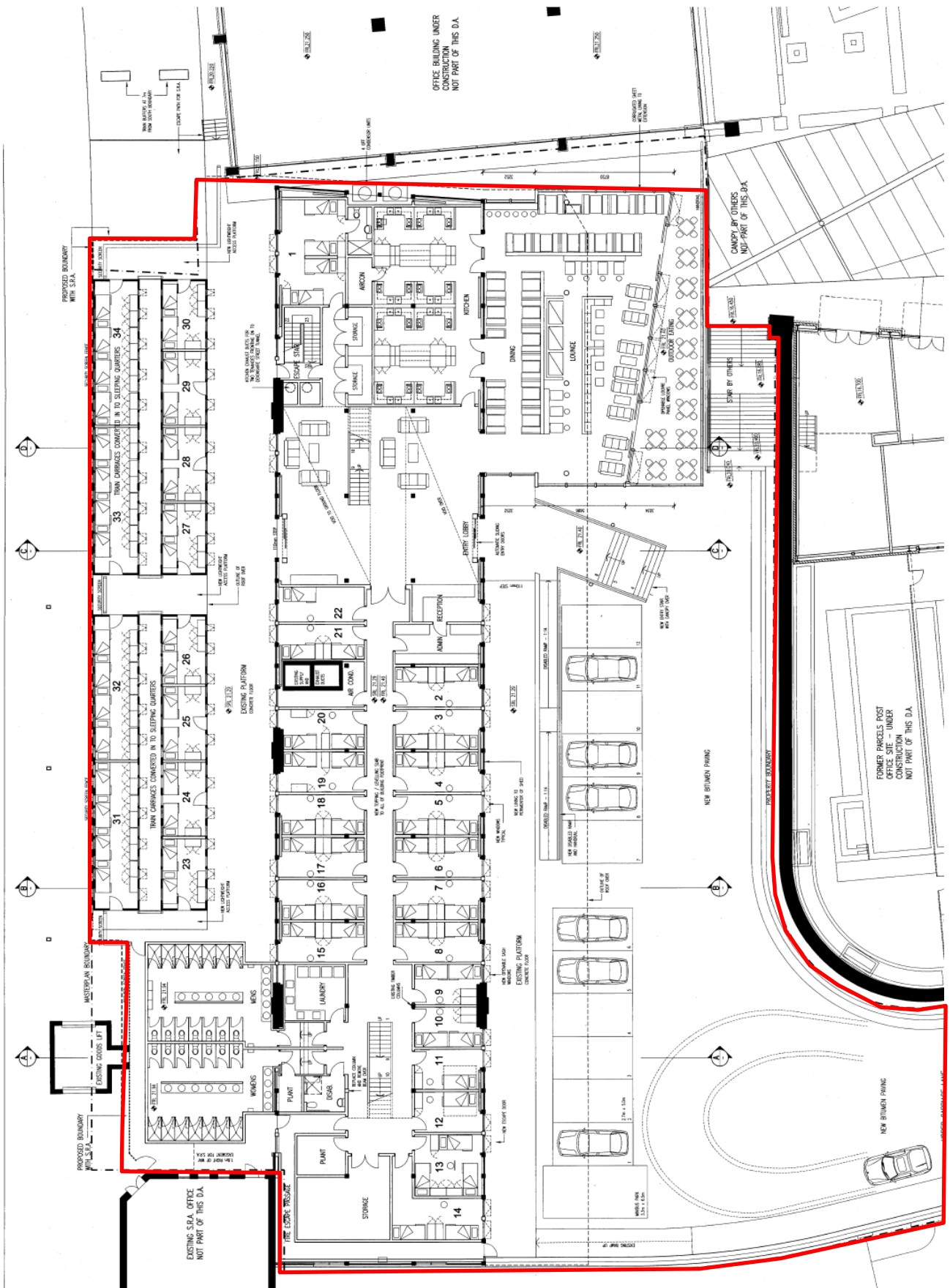


Figure 96 – Proposed Ground Floor, 20 January 1999, with the approximate boundary of the subject site outlined in red.
 Source: City of Sydney Archives, DA1999/00684

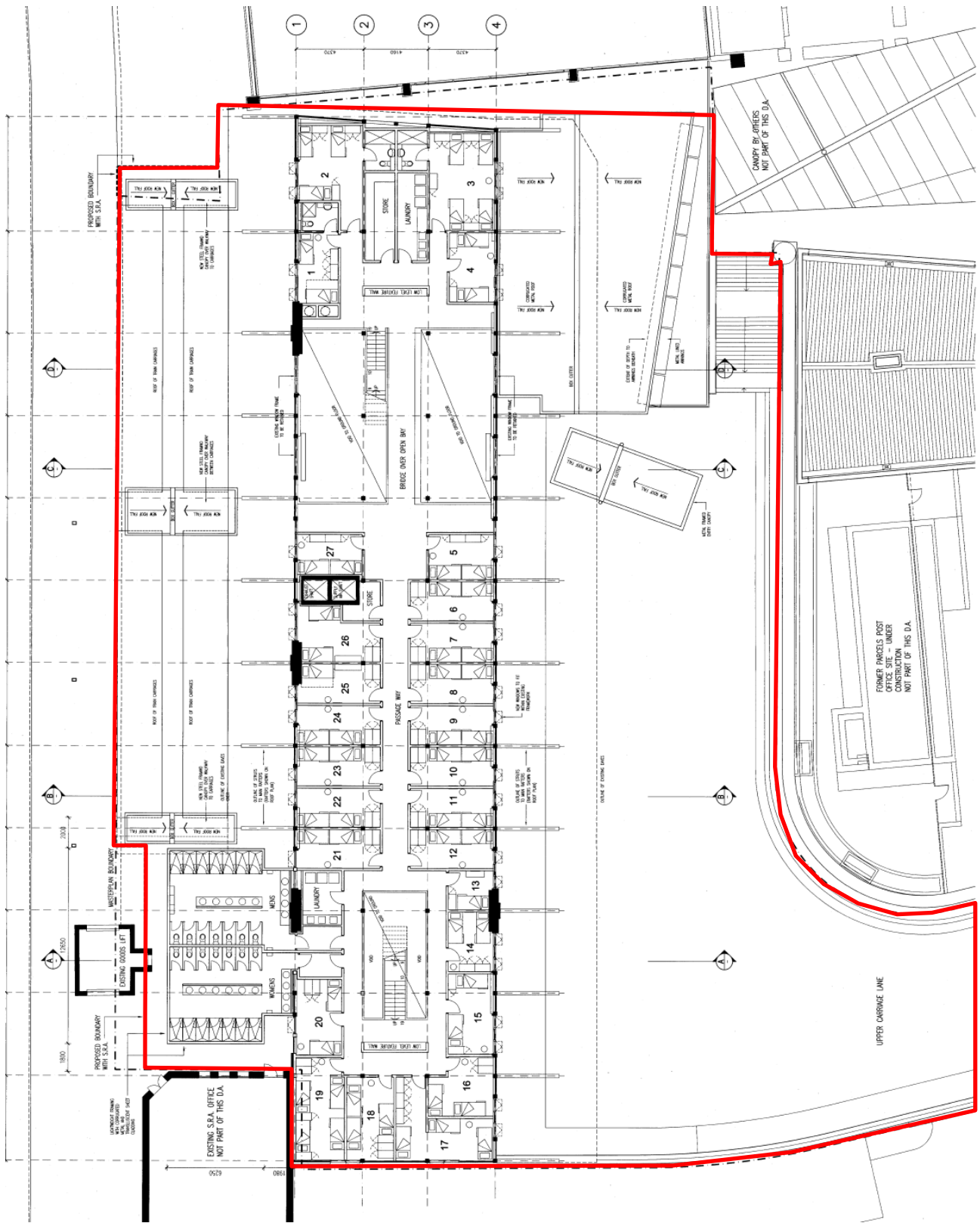


Figure 97 – Proposed First Plan, 20 January 1999, with the approximate boundaries of the subject site outlined in red.

Source: City of Sydney Archives, DA1999/00684

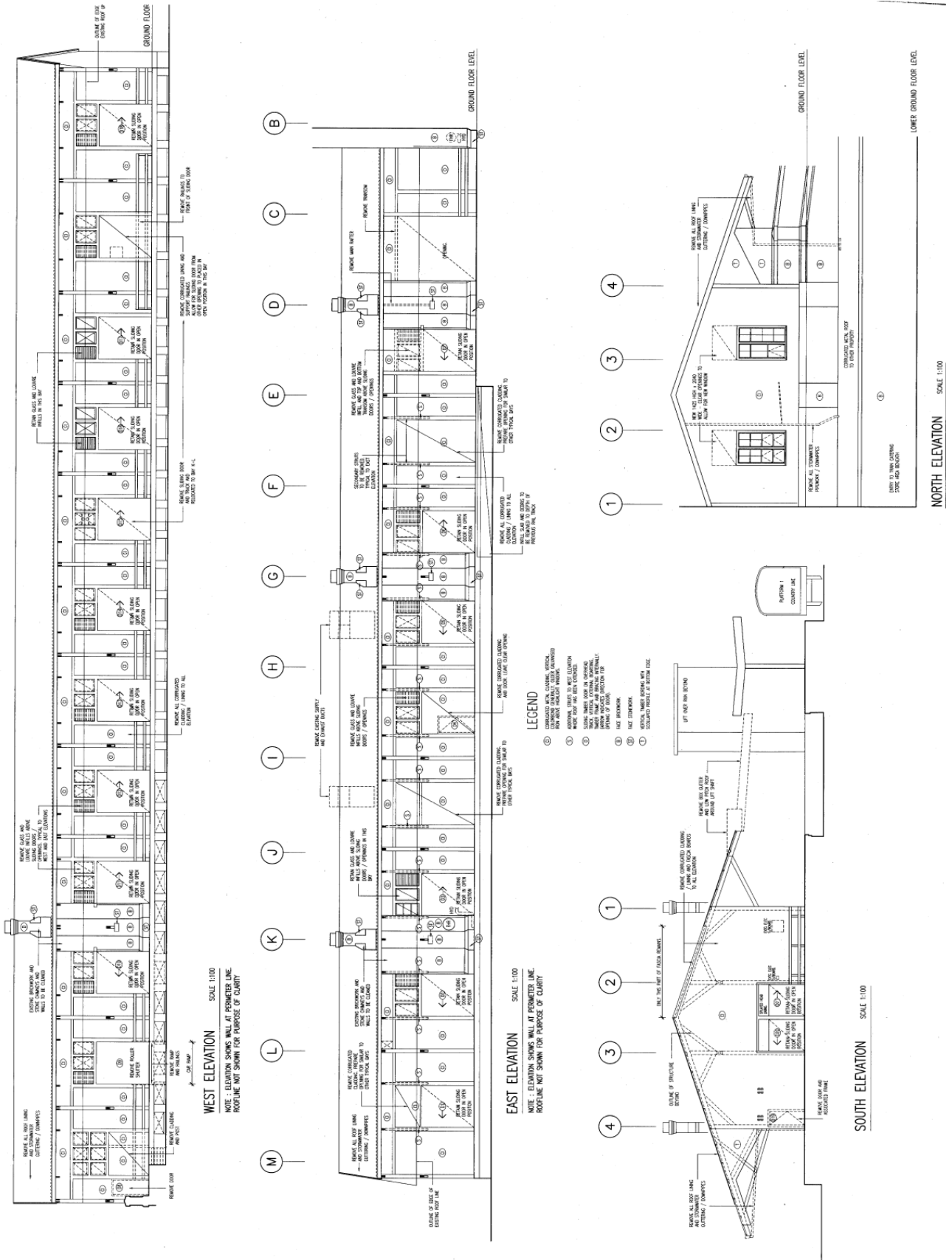


Figure 98 – Proposed Elevations, 20 January 1990.
Source: City of Sydney Archives, DA1999/00684



Figure 99 – Perspectives of the proposed 'Central Hotel', prepared by Synman Justin Bialek, 1999.
Source: City of Sydney Archives, DA1999/00684 Part 1.



Figure 100 – Perspectives of the proposed 'Central Hotel', prepared by Synman Justin Bialek, 1999.
Source: City of Sydney Archives, DA1999/00684 Part 1.



Figure 101 – Reproduction train carriages under construction at Inwards Parcels Shed, 2003.
Source: City of Sydney Archives, DA1999/00684 Part 1.

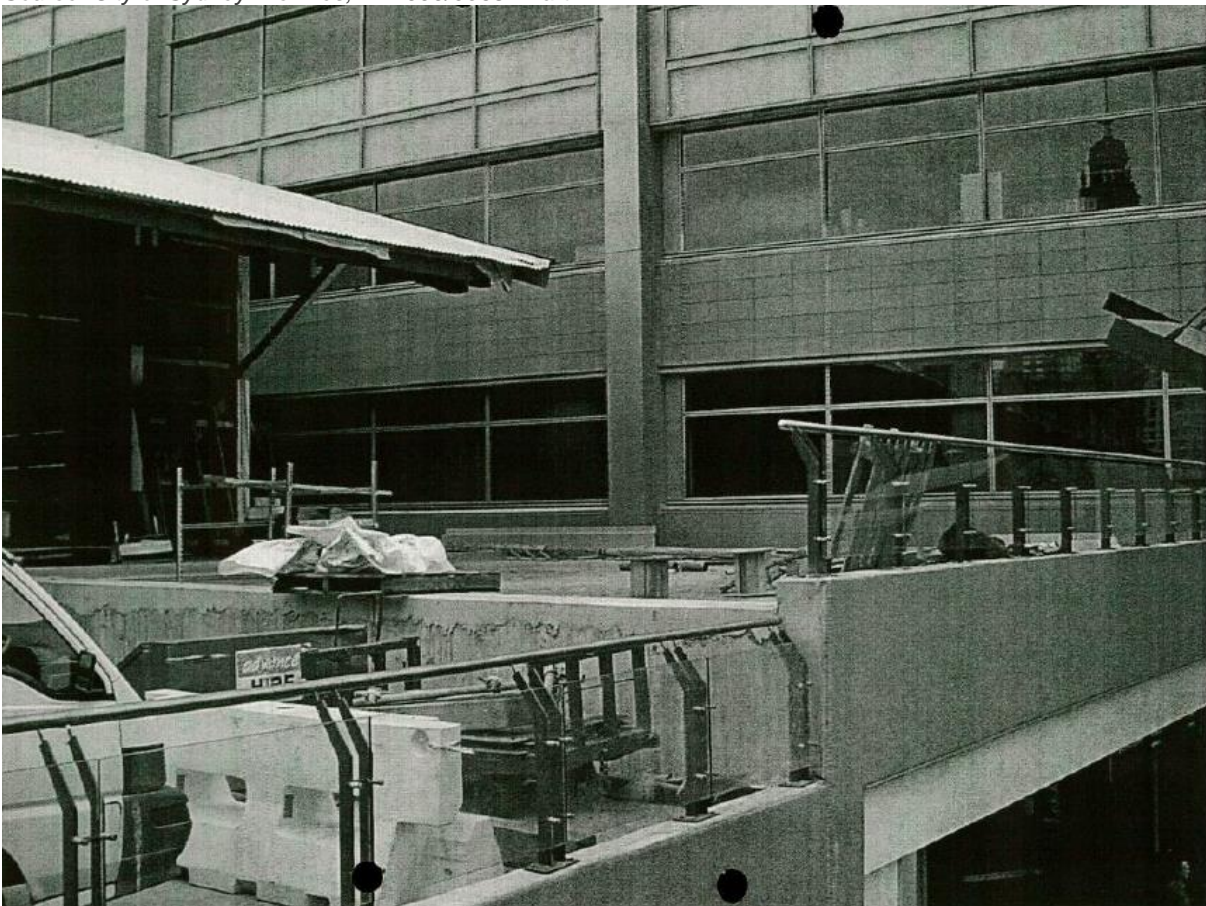


Figure 102 – Communal areas of hotel under construction above Devonshire Tunnel, 2003.
Source: City of Sydney Archives, DA1999/00684 Part 1.

3.2. HISTORICAL TIMELINE

Table 3 - Historical Timeline

Date	Description
1820	Benevolent Asylum and grounds established on the subject site and surrounds.
7 June 1900	Devonshire Street proposal for Third Sydney Station adopted (Central Railway Station).
1901	Land of Benevolent Asylum resumed for the construction of Central Railway Station. All structures on site are demolished.
1902	Construction begins on Central Railway Station, including Inwards Parcels Shed.
1904	Construction of Inwards Parcels Parcels Shed completed.
April 1906	Tenders advertised for 'Left Luggage and Inwards Parcels Offices and Fittings, Central Railway Station'.
August 1906	Central Railway Station completed and opened, including Inwards Parcels Shed located adjacent and beneath Platform 1 at its western side.
1913	Parcels Post Office opened to south of site. External parcel chutes lead to the passageway under the Inwards Parcels Shed (removed late 20th century). Works undertaken to interior of Inward Parcels Shed (scope of works unknown).
1920	Rail authorities undertake "certain structural alterations made to the parcels office to expediate delivery of parcels". The scope of works is unknown.
January 1931	Inwards Parcels Shed changed to function for outwards parcels.
21 November 1988	Last parcels train departs Central Station. Last possible time for Inwards Parcels Shed and Smalls Parcels Bagging Room to be used for original purposes.
1995	Inwards Parcels Shed used as an auction clearing house.
1999	Inwards Parcels shed used to house site offices, staff rooms and storerooms for adjacent building development. Development Application (DA 1999/00684) for adaptive reuse of the Inwards Parcels Shed as backpacker accommodation lodged. Smalls Parcels Bagging Room used for train catering purposes.
2000	DA approved on 23 February 2000. Inwards Parcels Shed converted into YHA backpacker's accommodation including removal of all later fabric and construction of exterior dining and lounge area, mezzanine levels, accommodation rooms, reception, kitchen.
2003-2004	Construction of backpacker accommodation undertaken.
Early 2004	Sydney Railway Square YHA opens.

2015	Plunge pool removed and replaced with enlarged deck area.
2018	Atlassian (Vertical First Pty Ltd) secures option to redevelop the Former Inwards Parcels Shed site.

4. HISTORICAL ARCHAEOLOGICAL OVERVIEW

The following section has been directly sourced from the Historical Archaeological Assessment (HAA) prepared by AMBS (2020).

4.1. HISTORICAL ARCHAEOLOGICAL SUMMARY

The relevant archaeological investigations in the vicinity of the subject site which were compared by AMBS (Figure 103) and include:

- Central Railway Station, Haymarket, assessed by Artefact Heritage in 2018, and excavated in 2019 (report pending).
- Lee Street Substation, Haymarket investigated by AMAC from 2016 to 2018
- Western Forecourt, Central Station, excavated by Casey & Lowe in 2009

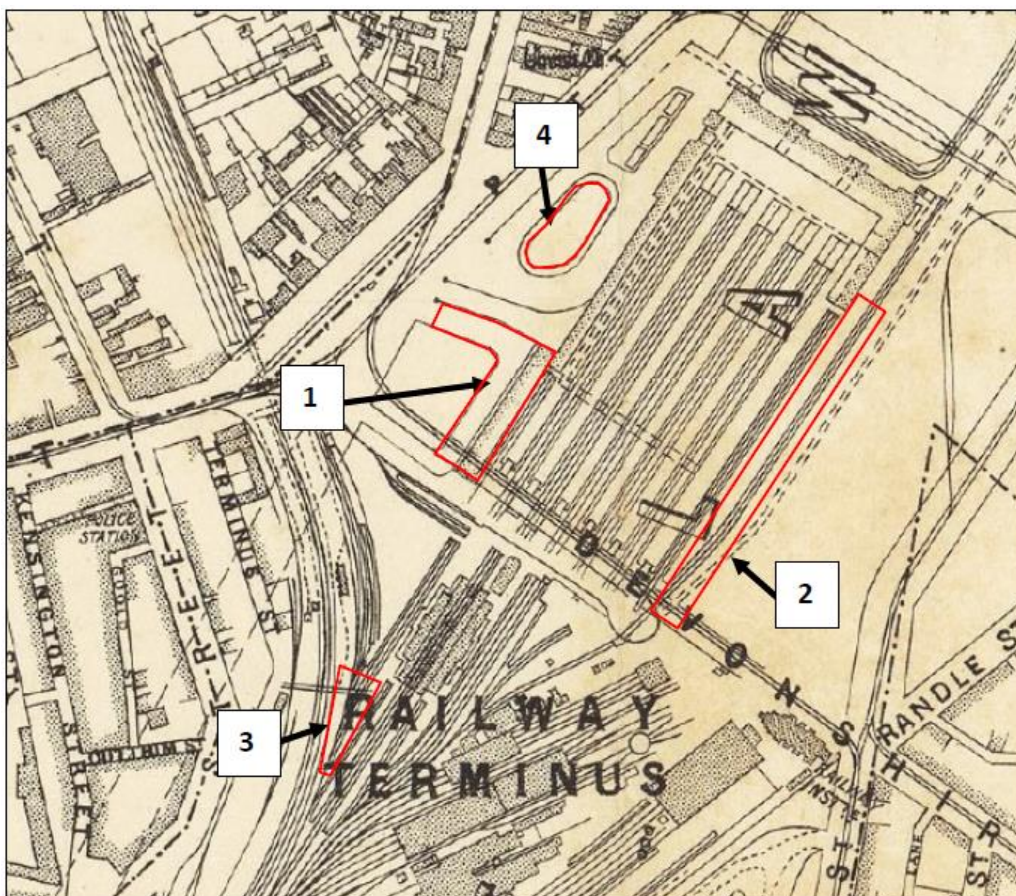


Figure 103 – Detail of Map of the City of Sydney New South Wales (12 Jan 1903), showing the subject site and archaeological excavation sites in the vicinity. They are as follows: 1) The Subject Site, 2) Central station Monitoring, 3) Lee Street Substation and 4) Western Forecourt Central Station

Source: AMBS 2020

In order to understand the potential archaeological resource associated with the Benevolent Asylum, the following archaeological sites were chosen by AMBS (2020) for comparison:

- Liverpool College of TAFE, 1 College Street, Liverpool, investigated by Godden Mackay Logan in 2008-2009
- Former Lidcombe Hospital Site, Joseph Street, Lidcombe, Heritage Precinct, excavated by Godden Mackay Logan in 2006-2007
- Randwick Destitute Children's Asylum Cemetery, excavated multiple times from 1993-1995

- Hyde Park Barracks, Macquarie Street, Sydney, excavated various times in the 1980s

The convict-built brick box drain uncovered at the Liverpool Hospital site, from the early nineteenth century hospital phase, was present with good integrity and was a significant feature as it allowed for a better understanding of the location of the first hospital. This type of convict-built drain may be similar to the early drainage system within the Benevolent Asylum site, that would not necessarily be indicated on historic plans.

The archaeological investigation of the Lidcombe Hospital site identified features including early road surfaces and a brick dish drain. The identification of specific archaeological features associated with the preparation of the land and early services/drainage features may be directly associated with the subject site where there may be evidence of site formation processes and early drainage systems. The former Lidcombe site has been substantially more disturbed than the subject site, particularly from changes for the 2000 Sydney Olympics, and thus demonstrates the potential archaeological features that may be present within the subject site.

Some asylums are known to have had an associated dedicated burial ground; the archaeological investigation of the Randwick Destitute Children's Cemetery. According to the historic research, the Benevolent Asylum did not have a dedicated burial ground, and as the Devonshire Street Cemetery was located in close proximity and was contemporary it would have served the Asylum. Should isolated or unrecorded burials be uncovered within the subject site, the results of the Randwick Destitute Children's cemetery would provide an insight into the burial practices that may have been employed.

The vast collection of artefacts recovered from underfloor deposits from Hyde Park Barracks provide for an understanding of the daily life of the inmates and the historic development of the asylum that is not available from other sources. The artefact assemblage also allows for an understanding of the change in use and gender of the site, from originally housing men, and from the mid-nineteenth century to house women (including those from the Benevolent Asylum). A comparison of the assemblage from this site with the potential artefacts of the Benevolent Asylum will allow for an enhanced understanding of the daily life of the inmates.

4.2. ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL

The archaeological resources of any site are finite but have the potential to provide insights into everyday life that are not available from any other resource. Archaeological resources may provide evidence that will enhance the historical record and, as such, make a contribution to an understanding of the history and settlement of a local region. In view of the substantial costs involved in archaeological excavation of a site, a clear justification for any archaeological excavation needs to include the following considerations:

- What is the likely integrity of the archaeological resource? Is it likely that largely intact physical evidence would be exposed during excavations such as structural features, artefacts from underfloor deposits, rubbish- or cess-pits, wells or other features with an ability to contribute meaningfully to an understanding of the development of the site as part of the wider development of Sydney?
- What is the research potential of the archaeological resource? Is it likely that the results of the excavation make a significant or important contribution to an understanding of wider research issues regarding the early settlement and development of Sydney?

The CBD of Sydney has outstanding heritage significance for the evidence of the development of colonial Sydney since European settlement. The historic context of the Site indicates a long period of occupation, dating from the early nineteenth century. Based on the realised archaeological potential from surrounding sites, the archaeological resources within the subject site are likely to be present with good integrity. The archaeological resource of benevolent institutions has been demonstrated by the HAA (AMBS 2020); it is likely that the archaeological resource of the subject site will be similar to that uncovered at these sites.

The level of disturbance associated with the construction of the former Inwards Parcels Shed is unknown; however, the basement level beneath the YHA is a concrete slab. Therefore, the foundation stones associated with the southern wing of the Benevolent Asylum may be extant beneath the concrete slab in this part of the subject site. Historic research indicates that the stone associated with the construction of the building was sold and likely reused; as such, it is unlikely that additional courses of stones will be present.

Asylums are known to have had an associated dedicated burial ground, such as the Randwick Destitute Children's Asylum Cemetery. Inmates of the Benevolent Asylum would have been buried in the neighbouring Devonshire Street Cemetery; however, although unlikely, it is possible that there may be isolated and unrecorded burial(s) within the grounds of the Benevolent Asylum, and the subject site.

The archaeological resource within the subject site is considered to be of good integrity.

4.3. HISTORICAL ARCHAEOLOGICAL SIGNIFICANCE

The physical evidence of past activities is a valuable resource that is embodied in the fabric, setting, history and broader environment of item, place or archaeological site. The evaluation of the YHA precinct (AMBS 2020) has identified the potential for relatively intact archaeological resources. The value of this resource to the community can be evaluated by assessing its cultural heritage values. 'Cultural heritage significance' and 'heritage value' are terms used to express the tangible and intangible values of an item, place or archaeological site, and the response that it evokes in the community.

Archaeological resources can provide information regarding the daily and working life of a local area or a specific site that may not be available from other sources. An item will be considered to be of state or local heritage significance if, in the opinion of the Heritage Council, it meets one or more of the following criteria.

Criterion (a) an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area);

As such, the archaeological resource would meet the criteria for State significance.

Criterion (b) an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area);

The archaeological resource has the potential to shed light on the intricacies of the daily life of the inmates of the Benevolent Asylum (c.1819- 1901); as such, this resource would meet the criteria for State significance.

Criterion (c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);

It is unlikely that the stone remains of the Benevolent Asylum will be uncovered in the subject site; as such, the threshold for inclusion against this criterion has not been met.

Criterion (d) an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area);

The threshold for significance against this criterion has not been met at this time.

Criterion (e) an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area);

The potential archaeological evidence of the subject site, if present with good integrity would have high research potential and as such, would likely meet the threshold to satisfy the criterion for State significance.

Criterion (f) an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area);

The archaeological resources in the Benevolent Asylum site, if present with good integrity, would meet the threshold for state significance.

Criterion (g) an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or the local area);

The subject site satisfies the criterion at a State level.

4.3.1. Statement of Archaeological Significance

The potential archaeological resource of the YHA precinct at Central Station has the potential to provide information to contribute to research themes associated with the development of colonial Sydney. In addition, the archaeological resource has the potential to enhance an understanding of the early site formation processes and landscape modifications, as well as the historic development of the local area from the early nineteenth century.

Physical evidence of the Benevolent Asylum (c.1819- 1901), as well as artefact assemblages from occupation deposits (contained within cesspits or rubbish pits) may have the potential to provide an insight into the minutiae of daily life of inmates. Evidence from the archaeological resource such as personal artefacts, have the potential to be compared with assemblages from benevolent asylums in the local vicinity and beyond, particularly the Liverpool Hospital and Hyde Park Barracks, whose historic developments are

inextricably linked with the Benevolent Asylum. This comparison would contribute to addressing research questions relating to the treatment of the infirm and destitute through the operations of benevolent institutions as well as the material culture, social interactions and living conditions of such sites.

The potential archaeological resource within the YHA precinct, if present with good integrity, is likely to have a high level of research potential and would meet the threshold for state significance (Figure 104).



Figure 104 – Area within the subject area identified as having high archaeological potential of state significance

Source: AMBS 2020

4.4. HISTORICAL ARCHAEOLOGICAL RESEARCH POTENTIAL

The historical and physical analysis undertaken in the AMBS (2020) HAA indicates that it is likely that the topography of the lower level of the subject site largely reflects the nineteenth century landscape. Whilst the disturbance to the subject site following the construction of the former Inwards Parcels Shed is unknown, it is likely that the archaeological remains of the Benevolent Asylum will be present with good integrity within the subject site.

Comparative sites, discussed in detail in the AMBS HAA (2020), demonstrate multiple occupation and development periods. The history of some of these sites are entwined with that of the Benevolent Asylum; male inmates from the Benevolent Asylum were sent to the Liverpool Hospital in 1851 and in 1862, female inmates were transferred to the Hyde Park Barracks. Interesting comparisons could be drawn between these

sites, particularly in the artefactual records, that would further the understanding of operations of the Benevolent Asylum and the minutiae of the daily life of its inmates.

The archaeological resource has the potential to include structural remains of the former Benevolent Asylum and outbuildings indicated on historic plans and associated occupation deposits. There is also potential for unmarked features such as cess pits, rubbish pits and post holes to be uncovered with associated artefacts demonstrative of the daily lives and activities of those living and working on the site. That not all features are identified on plan, and the unpredictable nature of archaeology are such the subject site, in its entirety has the potential to make an important contribution to research themes associated with early colonial history, and the operations of benevolent institutions. As such, the subject site in its entirety has high research potential.

5. ABORIGINAL CULTURAL HERITAGE OVERVIEW

The following section has been adapted from the draft Aboriginal Cultural Heritage Assessment prepared by Urbis (2020) and Designing with Country Framework document prepared by Cox Inall Ridgeway (2020).

5.1. ABORIGINAL ARCHAEOLOGICAL CONTEXT

5.1.1. Introduction

This section outlines the following:

- Basic and extensive search of the Aboriginal Heritage Information Management System (AHIMS) to confirm the presence or absence of recorded Aboriginal objects and/or places.
- Analysis of the archaeological context in line with the *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW 2010) including the review of previously conducted Aboriginal archaeological assessments within and in the wider vicinity of the subject site.
- Analysis of the landscape features of the subject site in line *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW 2010) to identify potential for sub-surface Aboriginal archaeological deposits.
- Analysis of the soil landscapes of the subject site to understand the impacts of historical land use and potential for any sub-surface Aboriginal archaeological resources that may be still present.
- How the geology, hydrology, flora and fauna and Aboriginal occupation relates to the Aboriginal Country to which it belongs.

5.1.2. Aboriginal Heritage Information Management System (AHIMS) Search

The AHIMS database comprises previously registered Aboriginal archaeological objects and cultural heritage places in NSW and it is managed by the *Department of Planning, Industry and Environment* (DPIE) under Section 90Q of the *National Parks and Wildlife Act 1974* (NPW Act).

The Extensive search of the AHIMS was carried out on the 17th February 2020 (Client Service ID: 484505) for an area of approximately 4km by 4km.

Altogether 78 Aboriginal objects and no Aboriginal places were identified within the Extensive AHIMS search area. The search found no registered Aboriginal objects within or adjacent to the subject site.

Aboriginal objects are the official terminology in AHIMS for Aboriginal archaeological sites. From this point in the assessment forward the terms of 'Aboriginal sites', 'AHIMS sites' or 'sites' will be used to describe the nature and spatial distribution of archaeological resources in relation to the subject site.

Of the 78 sites identified, five were subsequently noted to be 'not a site' on their site cards and have been excluded from the analysis.

The search results are discussed in Table 4 and included as Figure 105.

Table 4 – AHIMS search results (Client Service ID: 484505)

Site Type	Context	Number	Percentage
Potential Archaeological Deposits (PAD)	Open	23	31.5%
Midden	Open	11	15.1%
Artefact Scatter	Open	7	9.6%
Isolated Find	Open	4	5.5%
Rock Engraving	Open	4	5.5%

Site Type	Context	Number	Percentage
Artefact Scatter with PAD	Open	3	4.1%
Shelter with Midden	Closed	3	4.1%
hearth	Open	2	2.7%
Modified Tree	Open	2	2.7%
Aboriginal Gathering (Tent Embassy)	Open	1	1.4%
Artefact Scatter	Open	1	1.4%
Artefact Scatter with Non-Human bone	Open	1	1.4%
Burial and Historic place	Open	1	1.4%
Grinding Groove	Open	1	1.4%
Midden with Artefact	Open	1	1.4%
Midden with Artefact and ceramic	Open	1	1.4%
Midden with Artefact and PAD	Open	1	1.4%
Midden with Contact site	Open	1	1.4%
Shelter with Art	Closed	1	1.4%
Shelter with Art and Artefact	Closed	1	1.4%
Shelter with midden and art	Closed	1	1.4%
Shelter with PAD	Closed	1	1.4%
Water Hole	Open	1	1.4%
Total	N/A	73	100

The closest registered sites to the subject site are listed below:

- AHIMS ID#45-6-3654 is an artefact scatter identified during the Central Station Metro works. The artefacts associated with this scatter were identified in intact Botany sands in the Tuggerah Soil Landscape, below platforms 13-15 approximately 140m east of the subject area. The site card provides scarce information as the excavations were still ongoing at time of submission. However due to the works undertaken on site for the metro project, which have involved bulk excavation of the sands to cultural sterility, this site has likely been destroyed.
- AHIMS ID#45-6-2987 is an isolated find that was recovered from spoil removed from a post hole during an historical archaeological excavation at a construction site approximately 230m north west of the subject area. The artefact is a medial fragment of a large flake with retouch on all four edges. The site card identified that the artefact was believed to be redeposited in the 19th century or later during construction works, and that they intended to obtain an AHIP. The site was destroyed under AHIP 3506.

The types of sites identified reflect the landscape and environment of the search area. Generally open sites dominated the search results. Open sites comprised 90% (n=66) of site types identified, with closed sites comprising 10% (n=7).

Spatially, Aboriginal sites registered within the search area tend to be located around the coastline or in areas of high development. This is further reflected in the types of sites present. Sites including PADs comprised 38% (n=28) of search results. PADs occur where there are intact natural soil profiles with the potential to retain archaeological materials. PADs are often registered in highly developed urban regions where any natural soil is encountered, owing to the high disturbance which occurred prior to the development of legislation protecting Aboriginal sites. The high percentage of registered PADs within the search area attests to the influence of disturbance and the potential that intact natural soils present in areas of high disturbance.

Sites with artefacts comprised 27% (n=20) of the search results. It is important to acknowledge that a number of these sites are high in density sites (including AHIMS ID#45-6-3245 and AHIMS ID#45-6-3246). Artefacts generally attest to use, habitation and occupation of areas by Aboriginal people prior or post settlement.

Middens in both open and closed contexts, with or without associated materials, comprised 26% (n=19) of identified site types. Due to the nature of these sites, being comprised primarily of shell material or edible marine/estuarine species, they occur along coastlines or drainage lines.

The Hawkesbury sandstone which dominates The Rocks and Sydney coastal areas also impacts the type of sites present, with shelter and art/engraving sites depending on outcrops of sandstone. Sites reliant on sandstone comprised 16% (n=12) of site types identified within the search.



GDA 1994 MGA Zone 56

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500 Metres

Project No: P0020770
Project Manager: Balazs Hansel

Registered AHIMS Sites

Former Inwards Parcels Office
Prepared on Behalf of Atlassian Pty Ltd

- | | | | | |
|--------------|-------------------------------------|------------------------------|----------------|------------------|
| Subject Area | Aboriginal Gathering (Tent Embassy) | Isolated Find | Not a site | Shelter with Art |
| Contours | Artefact Scatter | Midden | PAD | Shelter with PAD |
| Hydrology | Artefact Scatter with PAD | Midden with Artefact and PAD | Rock Engraving | Shell Midden |
| Ephemeral | Burial and Historic place | NOT A SITE | | |

Figure 105 – Registered AHIMS sites in the vicinity of the Subject Site

5.1.3. Regional Archaeological Context

Previous archaeological assessments across the Cumberland Plain and the Sydney Central Business District (CBD) provide important data on Aboriginal archaeological site distribution and typology. An understanding of the archaeological landscape within the subject site can be developed from this analysis.

Aboriginal occupation in the Sydney region encompasses at least 20,000 years with dates of 13,000 before present (BP) at Shaws Creek in the Blue Mountain foothills; 11,000 BP for Mangrove Creek and Loggers Shelter and c. 20,000 BP at Burrill Lake on the NSW South Coast (Attenbrow 2002). The majority of sites in the Sydney region have been dated to within the last 3,000 to 5,000 years, with many researchers proposing that occupation intensity increased during this period. This apparent intensity of occupation may have been influenced by rising sea levels. By about 6,500 BP, seas had risen to their present levels. Radiocarbon dating of charcoal samples from sand sheet contexts in proximity to the Cooks River have indicated occupation to the late Pleistocene (McDonald 2005). Older occupation sites along the now submerged coastline would have been flooded, with subsequent occupation concentrating and utilising resources along the current coastlines and changing ecological systems in the hinterland and the Cumberland Plain (Attenbrow 2002).

These sites provide evidence that Aboriginal people were occupying this portion of Sydney prior to the arrival of the First Fleet in 1788. They also demonstrate this evidence continues to exist in some urban sites which contain remnant portions of the original soil profile. Based on these results, it is possible that similar evidence of Aboriginal occupation will also be present within original and/or intact topsoils throughout Sydney's CBD.

5.1.4. Local Archaeological Context

The subject site has been assessed by one previous Aboriginal archaeological assessment. This is discussed below. The immediate and wider surroundings of the subject site have experienced various investigations. Brief summary and analysis of these reports are provided in Table 5 below.

5.1.4.1. Artefact Heritage, 2018. Former Inwards Parcel Shed, Central Station. Aboriginal Heritage Due Diligence and Non-Aboriginal (Historic) Archaeological Assessment

In 2018, Artefact Heritage was engaged by Atlassian to prepare an archaeological assessment and Aboriginal heritage due diligence assessment for the current subject site (the Former Inwards Parcels Office). This assessment determined that the subject site had been subject to significant ground disturbance post-European settlement.

The Artefact assessment (2018) maintained that while the subject site was originally located within the 'sand hills' on the outskirts of the early colony, the expansion of the colony and establishment of the Benevolent Asylum had resulted in widespread landscape modification across the area. The third Central Station involved deep ground excavation for the construction of the Inwards Parcels Office basement and tunnels. Artefact argued that this ground disturbance would likely have removed any intact original soil surfaces within the subject site. Artefact (2018) argued that this was supported by excavations conducted in 2009 by Casey & Lowe approximately 25 metres to the north of the subject site which identified that European demolition layers overlaid sterile deposits of natural Botany sands.

Artefact surmised that due to the high level of disturbance, apparent depth of impacts associated with the Inwards Parcels Office and the third Central Station and the location of the subject site on the western edge of the Botany sand sheet, it is unlikely that earlier sand deposits would be located beneath current structures within the subject site. Artefact concluded that the subject site contained nil archaeological potential for Aboriginal cultural materials and recommended an unexpected finds policy be implemented.

Table 5 – Summary of previous Aboriginal archaeological assessments in the Sydney Central Business District

Report	Summary	Analysis	Key learnings
1985, R. J. Lampert. Marty Bond Store.	Archaeological excavation report for midden site, AHIMS ID#45-6-0519. This midden was located below the Marty Bond Store, beneath part of the rubble floor. Flaked stone was identified in a lens of dark brown, compact sand. Ceramic pieces were also identified within the midden on level 6, suggesting that Aboriginal use of the midden continued into the historic period. This excavation resulted in the identification of 392 stone artefacts within the midden.	<ul style="list-style-type: none"> • Early example of archaeological investigation revealing an extensive Aboriginal archaeological resource within the context of a moderate-highly disturbed urban area. 	<ul style="list-style-type: none"> • It is considered unlikely that middens will occur within the subject site on the basis of the landscape features present.
1990, V. Attenbrow. Port Jackson Stage 1.	<p>Attenbrow provided a method for the distinguishing between midden and middens with stone artefacts – where shell is the dominant material, sites were recorded as middens. Where stone artefacts outnumbered visible shell, the site was recorded as having archaeological deposit.</p> <p>In general, Attenbrow established an in-depth system for the recording of Aboriginal sites, in particular middens and artefact scatters, and processes for distinguishing the number of sites. This assessment established an early standard for the detailed archaeological recording of Aboriginal sites in the Sydney basin context.</p> <p>Attenbrow's assessment resulted in the correct recording of 369 sites with midden or deposit within the Port Jackson Catchment. 126 of these are open middens, 203 are middens in rock shelters, 6 are open middens with small shelters, 27 are deposits in shelters and 7 are open deposits.</p>	<ul style="list-style-type: none"> • Provided a clear and detailed analysis of the Port Jackson Catchment Area and Aboriginal archaeological sites within. • Established criteria for the recording of Aboriginal sites, differentiating between archaeological sites and natural deposits and delineating sites from one another (i.e.: midden materials separated by a naturally occurring drainage line are identified as two separate middens). 	<ul style="list-style-type: none"> • It is considered unlikely that middens will occur within the subject site on the basis of the landscape features present.
Attenbrow, 1990. The Port Jackson Archaeological Project: Preliminary Report on Stage 2.	Stage 2 of the Port Jackson Archaeological Project involved the excavation of a selection of sites across the study area. Test excavation was undertaken at two rock shelters with middens – AHIMS ID# 45-6-0560 and AHIMS ID# 45-6-1045. Materials excavated from the deposit at AHIMS ID# 45-6-0560 included shell, stone artefacts, animal bones and human skeletal material. Materials excavated from AHIMS ID# 45-6-1045 included primarily	<ul style="list-style-type: none"> • Example of test excavation within rock shelters and middens within the Sydney Basin. • Potential example of contact site as a result of European material found within an Aboriginal archaeological context. 	<ul style="list-style-type: none"> • Based on the Port Jackson Archaeological Project it can be extrapolated that there is potential for contact archaeological sites to occur within the Sydney CBD and by extraction the current subject site.

Report	Summary	Analysis	Key learnings
	shell with one stone artefact and modern refuse including rusted metals.		
Godden Mackay Heritage Consultants, 1997. Angel Place Final Excavation Report.	Salvage excavation report for the excavation of AHIMS ID#45-5-2581, an open camp site identified adjacent to the central Sydney Tank Stream. This was undertaken through a consent to destroy permit. The salvage excavation identified fifty-four flaked stone artefacts within the area. GML identified that the site was the first to be located in the Tank Stream easement, however they concluded that this was due to the high amount of disturbance post-settlement in this area of Sydney and, further, that the distribution of artefacts recovered suggests a contiguous distribution of lithics on the banks of the tank stream, from continuous or repetitive periods of occupation.	<ul style="list-style-type: none"> Disturbed urban environment located in close proximity to major water source. Results suggesting that disturbance may not necessarily entirely remove the potential for Aboriginal objects to be recovered from what would have been originally a high potential landform but may impact density. 	<ul style="list-style-type: none"> Despite the level of historical disturbance within the current subject site previous studies such as GMHC 1997 show that archaeological potential still remains within developed urban areas.
Dominic Steele Consulting Archaeology, 2002. Salvage Excavation Potential Aboriginal Site, 589-593 George Street, Sydney.	<p>Salvage excavation report for a potential midden site, AHIMS ID# 45-6-2637. This site was identified during historic archaeological excavations for a range of 19th century terraces that documented the early European occupation of 'Brickfield Hill'.</p> <p>The potential site was described as a thin band of shell that was present below European deposits. No associated Aboriginal archaeological features were found with the shell and it was determined that the shells related to the European use of the site, with the shells representing mortar practices.</p>	<ul style="list-style-type: none"> Provides methodology for determining origin of midden sites. Concluded lack of Aboriginal objects suggests non-Aboriginal origin for shell deposit. 	<ul style="list-style-type: none"> It is considered unlikely that middens will occur within the subject site on the basis of the landscape features present.
Dominic Steele Consulting Archaeology, 2002. Aboriginal Archaeological Assessment Report, the KENS Site	<p>Aboriginal archaeological assessment report evaluating the likelihood for Aboriginal archaeological deposits to be present within Kent, Erskine, Napoleon and Sussex Streets (KENS site), where heavy development had taken place post-settlement.</p> <p>The development included 19th century terraces, hotels, garages, and a multi-storey carpark, as well as vacant lots and a section of the Western Distributor. The assessment concluded that the area would likely have been utilised by Aboriginal people prior to European occupation, however, European occupation may limit the potential for intact Aboriginal materials to be located on the surface.</p>	<ul style="list-style-type: none"> Similar highly developed urban environment to the current subject site. Suggests that while disturbance may impact the likelihood for Aboriginal archaeological materials to survive on the surface <i>in situ</i> deposits may remain below imported fill in areas where soil has not been completely removed. 	<ul style="list-style-type: none"> Aboriginal archaeological deposits may still remain within the subject site despite level of historical disturbance.

Report	Summary	Analysis	Key learnings
<p>Dominic Steele Consulting Archaeology, 2006. Aboriginal Archaeological Excavation Report, The KENS Site.</p>	<p>DSCA suggested that below imported fill associated with this occupation and development, subsurface evidence of Aboriginal utilisation of the area may occur.</p> <p>Archaeological Assessment for KENS sites discussed above, involving excavation. These excavations were primarily focused at identifying European archaeological materials. A subsurface stone artefact assemblage was recovered during excavation despite high levels of disturbance associated with post-settlement development including 19th century terraces, hotels, garages, and a multi-storey carpark, as well as vacant lots and a section of the Western Distributor. The lithics were identified in an area to the north east below the basement floor level in an area of remnant natural soil. The stratigraphic record of the site identified that natural soil profiles were truncated and rapidly buried in the subject site in the early days of development.</p>	<ul style="list-style-type: none"> • Similar highly developed urban environment to the current subject site. • Supports the suggestion that disturbance does impact potential, but that remnant natural soil in highly disturbed environments retains archaeological potential. 	<ul style="list-style-type: none"> • Aboriginal archaeological deposits may still remain within the subject site despite level of historical disturbance.
<p>Biosis, 2012. The Quay Project, Haymarket: Aboriginal Cultural Heritage Assessment Final Report</p>	<p>Aboriginal Cultural Heritage Assessment resulting from the identification of intact natural soil during historical archaeological salvage excavations.</p> <p>Biosis concluded that significant and extensive modification of the landscape since the late 18th Century would likely have removed all traces of Aboriginal occupation through the removal of the soil profile. During historic excavations, remnant deposits of natural soil were encountered triggering the need for further Aboriginal archaeological assessment. No artefacts were identified within the remnant soils during test excavation.</p> <p>During historical salvage excavation of a European post hole, a single lithic artefact was identified. This was clearly in a disturbed context and did not change the conclusion that the archaeological potential of the site was considered to be low with the artefact determined to be of low significance.</p>	<ul style="list-style-type: none"> • In close proximity to the current subject site. • Intact natural soil may remain even in urban, highly developed areas. • Aboriginal objects may occur in areas of high disturbance, however, this disturbance will likely impact on the associated significance. • The presence of natural soils does not necessarily indicate the presence of Aboriginal objects, however, it does identify a need for further investigation. 	<ul style="list-style-type: none"> • Aboriginal archaeological deposits may still remain within the subject site despite level of historical disturbance.

Report	Summary	Analysis	Key learnings
<p>Biosis, 2012. 445-473 Wattle St, Ultimo: Proposed Student Accommodation Development, Aboriginal Cultural Heritage Assessment Report.</p>	<p>Aboriginal Cultural Heritage Assessment in relation to the potential for Aboriginal objects or areas of sensitivity in Ultimo.</p> <p>Disturbance across the subject site included single-storey brick commercial buildings as well as concreting and asphaltting, all of which reduced ground surface visibility during the field survey.</p> <p>Biosis argued that, despite the development on the site, it was likely that deep portions of alluvial soils would be retained across the area beneath European fill and that these soils, at a depth of approximately 7m, would have moderate-high archaeological potential due to the other landscape features present (namely the proximity of Blackwattle Creek).</p>	<ul style="list-style-type: none"> • In proximity to the subject site. • Similar urban environment to the subject site. • Suggests artefact bearing soils may still be present at great depth despite the presence of development and imported fill. 	<ul style="list-style-type: none"> • Aboriginal archaeological deposits may still remain within the subject site despite level of historical disturbance.
<p>2014, GML. George Street.</p>	<p>Report for Aboriginal test excavation undertaken on an area of identified PAD at 200 George Street. This assessment was triggered by the identification of natural soils during historical archaeological investigations. No Aboriginal objects or sites were identified during test excavation. This is attributed to the pre-colonisation landscape and environmental conditions being unsuitable for Aboriginal occupation in this area.</p>	<ul style="list-style-type: none"> • Intact natural soil may remain even in urban, highly developed areas. • The presence of natural soils does not necessarily indicate the presence of Aboriginal objects, however, it does identify a need for further investigation. • Landscape and environmental factors play a decisive role in determinations of archaeological potential. 	<ul style="list-style-type: none"> • Intact natural soil may remain within the subject site.
<p>2006, GML. <i>Randwick Racecourse Conservation Management Plan.</i></p>	<p>The Randwick Racecourse CMP analysed the significance of the Randwick Racecourse lands, and the constraints and opportunities going forward.</p> <p>Regarding Aboriginal archaeological potential, GML identified the landscape as restrictive for Aboriginal settlement, due to the swamps. They acknowledge it is likely that the area was utilised for resource gathering. The CMP identifies the majority of the racecourse as having low Aboriginal archaeological sensitivity, excluding the southeast sandhills which were assessed as having high Aboriginal archaeological sensitivity.</p>	<ul style="list-style-type: none"> • The sandhills that once occurred across the eastern suburbs would have been utilised by Aboriginal communities for resource gathering. • Preliminary conclusions made by the Randwick Racecourse CMP stated that the remnant eastern sandhills within the racecourse subject area presented high archaeological potential. 	<ul style="list-style-type: none"> • The Tuggerah Soil Landscape within the subject site presents moderate archaeological potential.

Report	Summary	Analysis	Key learnings
	<p>The CMP acknowledged that the original landscape of the Randwick region was inaccessible, with few roads or tracks (GML, 2006 pg. 12). However, this is based off European utilisation of the land, where roads and tracks were necessary. Local Aboriginal groups were likely familiar with the terrain and not as reliant on the existence of tracks and paths to make their way through the region. Furthermore, the CMP argued that the swampland nature of the Randwick Racecourse area would have likely made it uninhabitable, while neglecting the fact that the abundant resources would have positioned the area as a favourable location for camps on the banks of the swamps.</p> <p>More recent archaeological research in the immediate vicinity of Randwick Racecourse has resulted in the identification of high-density artefact scatters (see GML, 2015).</p>		
<p>2015, GML. <i>CBD and South East Light Rail. Aboriginal Cultural Heritage Assessment and Aboriginal Technical Report</i></p>	<p>Aboriginal cultural heritage and archaeological assessment for the CBD and South East Light Rail. The assessment determined the whole Moore Park precinct to contain a high level of Aboriginal archaeological potential for dispersed, low frequency sites, given the existence of sand dune systems.</p> <p>As a consequence of non-focused long-term low-density Aboriginal occupation of the entire dune system, moderate historic period impacts and limited archaeological investigations in the surrounding area, no specific Aboriginal archaeological patterning can be determined for the Randwick precinct. However, deeper intact soil profiles may have potential for Aboriginal archaeological evidence to be present, such as stone objects and/or hearths. Organic remains such as middens or burials may be present, if environmental conditions permit—for example, if pH is close to neutral, if there are very desiccated conditions or, conversely, if there are low fluvial but anaerobic and waterlogged conditions.</p> <p>As a result of the GML assessment the whole Randwick precinct is assumed to have some level of Aboriginal archaeological potential.</p>	<ul style="list-style-type: none"> • Where present, sites in the extensive sand dunes can be anticipated to be small in extent but high in level of integrity and condition. • Sand dunes have archaeological potential owing to Aboriginal utilisation over the past 10,000 years with remnant evidence including hearths and stone artefact sites. • Identified sites may be of high significance both culturally and scientifically, representing Aboriginal adaptation of European materials. 	<ul style="list-style-type: none"> • The Tuggerah Soil Landscape within the subject site presents moderate archaeological potential.

Report	Summary	Analysis	Key learnings
<p>2016 – ongoing, GML. RSY 1 Archaeological Technical; Report. Unpublished and currently unavailable.</p> <p>and</p> <p>2017, GML. <i>4-18 Doncaster Avenue, Kensington, Aboriginal Cultural Heritage Assessment Report</i></p>	<p>The following information has been sourced from the GML website, a phone conversation with Tim Owen (Principal Archaeologist, GML, 27 August 2019) and the <i>4-18 Doncaster Avenue, Kensington Aboriginal Cultural Heritage Assessment Report</i> (GML 2017).</p> <p>GML undertook an Aboriginal Cultural Heritage Assessment for 4-18 Doncaster Avenue, approximately 3.15 km southeast of the current subject area. This study resulted in the identification of one site, Doncaster Avenue PAD (AHIMS #45-6-3245). The Doncaster Avenue investigation was undertaken after the archaeological investigation of the stone artefact site RSY1 (AHIMS #45-6-3246) located partially within and to the southeast of the Doncaster Avenue subject area. Recommendation for salvage excavation under AHIP #C0003723 was made, which had provisions for the protection of artefacts associated with RSY1 and includes a dedicated no harm area around this site.</p> <p>GML is currently in the process of finalising the Archaeological Technical Report regarding the test/salvage excavation of site RSY 1 (AHIMS #45-6-3246).</p> <p>Urbis' current understanding of the Aboriginal archaeological excavations at RSY 1 is that they were conducted as part of the development for the Sydney Light Rail Project. Initial test excavations found that the southern half of the development area was highly disturbed; being composed of deeply stratified deposits made from locally derived fill materials, but which had been historically displaced. However, the northern half of the development area, beneath a unit of historical fill, was found to be composed of intact sand dune profiles with a partially truncated surface horizon. The surface horizon was characteristically dark as a result of the presence of decomposed organic materials. RSY 1 was identified within the truncated but intact dune surface horizon.</p> <p>The depth of the stratified deposit at RSY 1 exceeding 4 m in portions of the site. When the depth of the deposit was combined with the fragility of the sand substrate it was determined by GML</p>	<ul style="list-style-type: none"> Identified the high archaeological potential of sand dune complexes to contain archaeological material of significant age at depth. In discussing the Randwick Racecourse in general, this report identifies the high potential for archaeological evidence to survive deep in sand dune contexts and be of significant age. They also acknowledge that sand bodies contain potential to contain burials, generally between 0.5-2m in depth in proximity to bays and harbours. A detailed geomorphological understanding and investigation of sand dune landforms is required to determine the presence of remnant dune topsoil and/or archaeological deposits. 	<ul style="list-style-type: none"> A detailed geomorphological investigation within the subject site may allow the detection of remnant dune topsoil and/or archaeological deposits. The Tuggerah Soil Landscape within the subject site presents moderate archaeological potential.

Report	Summary	Analysis	Key learnings
	<p>that standard archaeological methods were untenable due to safety concerns (section collapse etc). It was stated by GML that ‘the fragility of the substrate would have benefitted from a single-stage excavation approach’ (GML 2017 p.17).</p> <p>GML developed a geomorphological model of the RSY 1 site based on the field investigation and with reference to available geological literature. The model stated that:</p> <p>‘Aeolian sands had accreted through the Pleistocene and into the Holocene forming longitudinal dunes with local topographic peaks and troughs. After cessation of aeolian accretion sometime in the Holocene, Aboriginal objects became concentrated at the surface of the dune landform. During subsequent development of the area by British colonists the dune topography was levelled by displacement of dune peaks into the troughs. Some pre-European ground surfaces would therefore have been preserved by this procedure including some lower dune peaks’ (GML 2017 p.17-18).</p> <p>The boundary of RSY 1 was characterised by GML through extensive geomorphological/archaeological work and extrapolated into the Doncaster Avenue study area. RSY 1 is characterised as a discrete deposit, which does not spread across the wider landscape. As such, any further Aboriginal objects, that may have been identified within the Doncaster PAD, were likely to be representative of separate deposition events to that which resulted in the formation of RSY 1.</p> <p>At RSY 1 Aboriginal objects were identified in an ancient sandy topsoil that represented the ground-surface after the aeolian accretion processes had stopped yet prior to European landscape modification. As the intact soil profile was so characteristic a strategy of borehole investigation was able to trace the profile across the Doncaster Avenue subject area. A methodology of mechanical removal of fill followed by 1 m² test pits was utilised to sample the upper dune layers. No further Aboriginal objects were identified through the subsequent test excavations.</p>		

Report	Summary	Analysis	Key learnings
<p>Casey and Lowe, 2009, <i>Results of Archaeological Testing, Western Forecourt, Central Station</i></p>	<p>A report on historical archaeological test excavations conducted in the Western Forecourt Garden of Central Station, approximately 50-125m northwest of the subject area.</p> <p>Excavation in the southernmost trench found a layer of demolition material below the garden topsoil layer to a depth of 250-500 mm. The demolition material was assessed as being the remains of the Benevolent Asylum.</p> <p>Underlying the demolition layer was a natural sand layer of soft, pale grey bleached sand, reflecting the nineteenth-century description of the area as the "Sandhills".</p>	<ul style="list-style-type: none"> • Sand forms the natural subsoil in close proximity to the subject site and has been identified at depth below demolition rubble/historical disturbance. This is consistent with the conclusion that the Tuggerah Soil Landscape extends to within the current subject area. 	<ul style="list-style-type: none"> • Aboriginal archaeological deposits may still remain within the subject site despite level of historical disturbance.

5.1.5. Summary of Previous Archaeological Investigations

The conclusions from the summary of the AHIMS results and previous reports are the following:

- There are no Aboriginal sites registered within the subject site.
- Disturbance resulting from European occupation reduces the potential for intact soil profiles to remain within urban sites. In shallow soils profiles, this is likely to lower archaeological potential.
- Intact natural soils may be encountered in highly developed areas, below European fill. Where intact natural soils are encountered further assessment may be required to assess the archaeological potential. While intact natural soils may be present within urban environments, they may not necessarily contain Aboriginal archaeological objects as landscape factors play a decisive role in Aboriginal utilisation of the land prior to European occupation.
- Dominant site types within the region include artefact scatters and Potential Archaeological Deposit (PAD) sites.
- Despite the high level of disturbance within the subject site there remains the potential for Tuggerah Sands as well as a potential paleo channel to be located within the subject site. These features increase the potential for archaeological deposits (artefacts, middens, burials) to remain within the subject site below the current structures.

5.1.6. Geology and Soils

The subject site sits within the Sydney Basin bioregion and the only soil landscape mapped to occur within the subject area is the Blacktown (bt) Soil Landscape (see Figure 111). The geology associated with the Blacktown Soil Landscape includes Hawkesbury Sandstone bedrock, Ashfield shale and Quaternary sediments.

The Blacktown Soil Landscape is described as residing upon gently undulating rises on Wianamatta Group shales and Hawkesbury shale. Soils are described as shallow to moderately deep (<100 cm) Red and Brown Podzolic Soils (Dr3.21, Dr3.11, Db2.11) on crests, upper slopes and well-drained areas; deep (150-300 cm) Yellow Podzolic Soils and Soloths (Dy2.11, Dy3.11) on lower slopes and in areas of poor drainage.

The subject site is located to the west of the mapped Tuggerah Soil Landscape. The Tuggerah soil landscape is a dune system that exists within the Botany Lowlands and the coastline of the north eastern suburbs of Sydney. Soils are described as deep (>200 cm) podzols (Uc2.31, Uc2.32, Uc2.34) on dunes and podzols/humus podzol intergrades (Uc2.23, Uc2.21, Uc2.3, Uc4.33) on swales. Dominant soil materials include as loose speckled grey-brown loamy sand, bleached loose sand, grey-brown mottled sand, black soft sandy organic pan, brown soft sandy iron pan and yellow massive sand.

Prior to European settlement, the environment of the subject site was that of a fringe sand dune system (Figure 106). Excavations approximately 50m to the north of the subject site have revealed an underlying natural sand layer from a depth of around 250-500 mm, it is therefore to reasonably assume that the soil landscape within the subject site is likely to be that of the Tuggerah rather than Blacktown.

The Tuggerah Soil Landscape has the potential for Aboriginal objects both in surface and subsurface context. The spatial and stratigraphical integrity of natural soils is relevant to the potential for archaeological materials to be present. Within the subject site, disturbance levels are high resulting from the construction of the third Central Station and the Inwards Parcel Shed. Given the surface level disturbance within the subject site, it is unlikely that surface materials will be identified, but subsurface archaeological potential remains.

5.1.7. Vegetation and resources

There is no remnant natural vegetation present within the subject site at present day. At the time of settlement, the subject site would likely have been covered in native vegetation consistent with the sand dune environment, including heath and Eastern Banksia Scrub (Figure 107 and Figure 108).

Resources would include a variety of floral and faunal species which would have been utilised for medicinal, ceremonial and subsistence purposes.

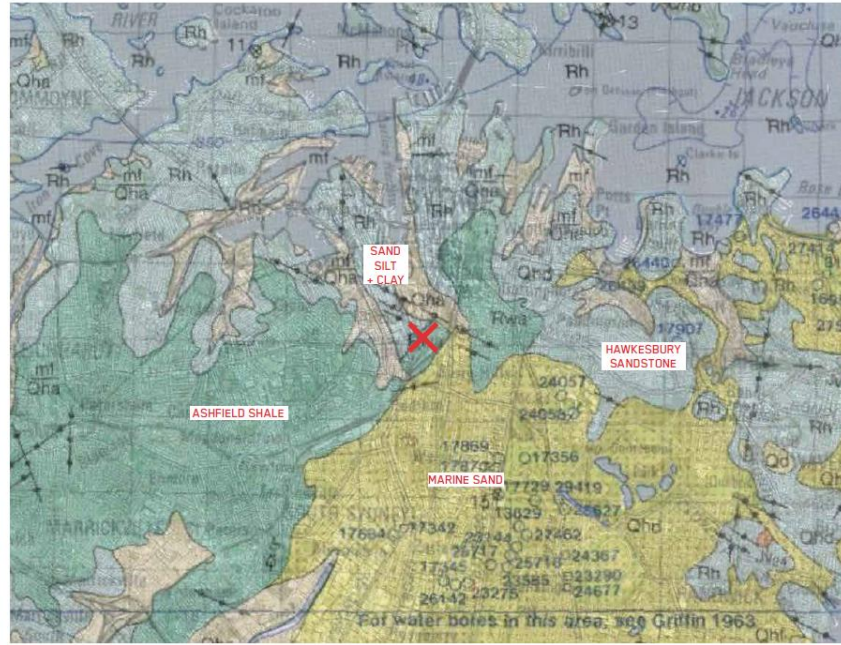
GEOGRAPHICAL ENVIRONMENT
GEOLOGY



IMAGE OF THE SITE FROM 1844 SHOWING UNDULATING SAND HILLS COVERED WITH GRASS



ASHFIELD SHALE



SYDNEY GEOLOGY
NSW DEPARTMENT OF MINERAL RESOURCES 1983

GEOGRAPHICAL ENVIRONMENT
8
RPA / SYDNEY DEVELOPMENT AUTHORITY / HERITAGE / JULY 2020

28.07.20

Figure 106 – Geographical Environment - Geology

Source: Cox Inall Ridgeway

GEOGRAPHICAL ENVIRONMENT

FLORA



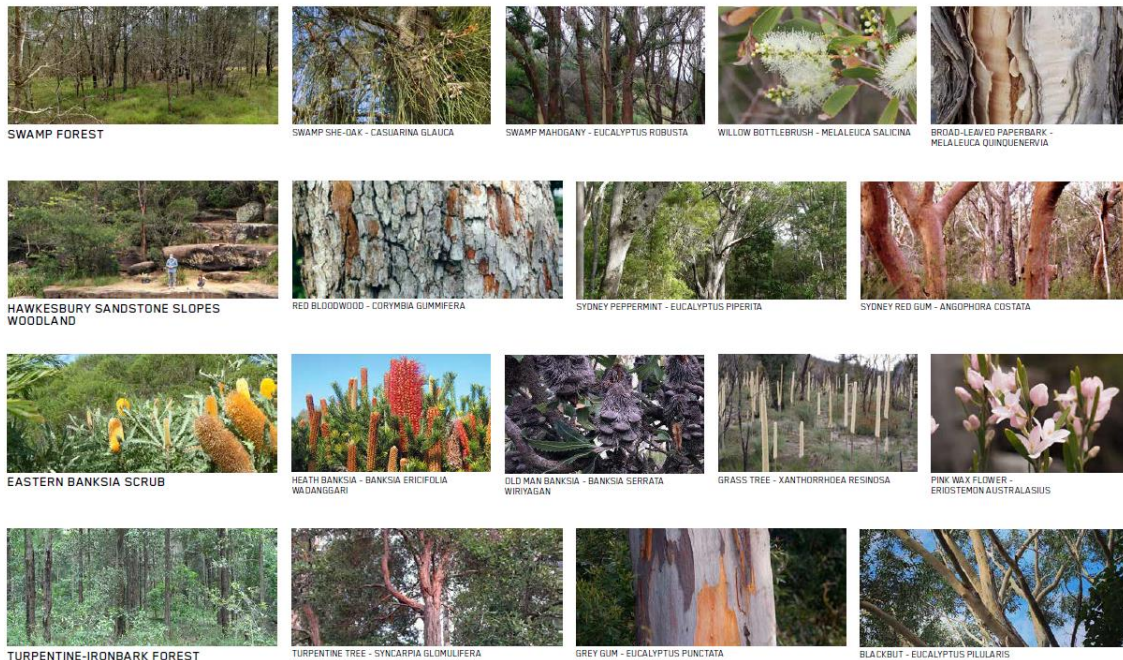
28.07.20

Figure 107 – Geographical Environment – Flora – Pre European Plant Community Distribution

Source: Cox Inall Ridgeway

GEOGRAPHICAL ENVIRONMENT

FLORA



28.07.20

Figure 108 – Geographical Environment - Flora

Source: Cox Inall Ridgeway

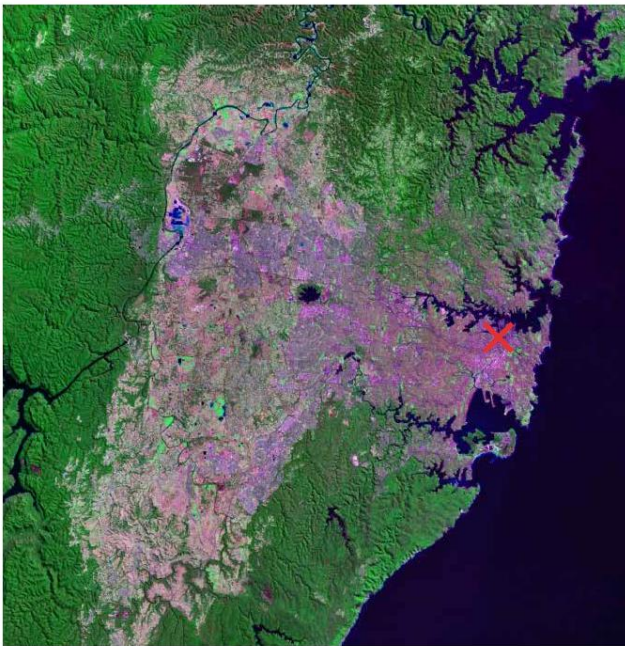
5.1.8. Hydrology

The landscape surrounding the subject site has been heavily modified since European occupation commenced. Early historical plans suggest that the natural hydrology of the western (CBD) was modified over time (Figure 110). As a result of the historical development of the CBD there are no observable waterways within proximity to the subject area (Figure 111).

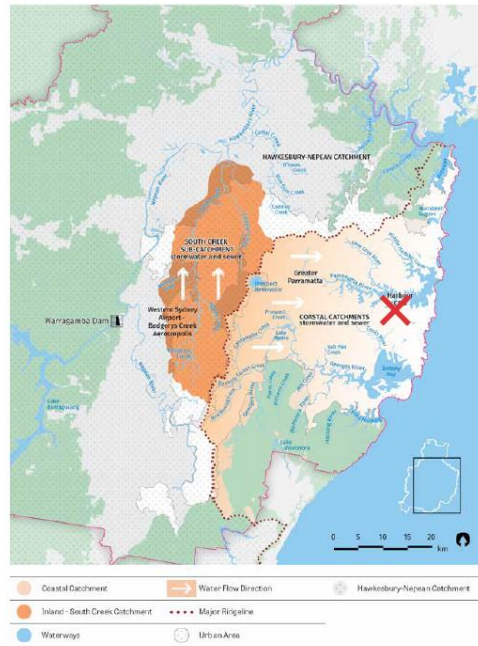
5.1.9. Landform

The landform within the subject site is heavily modified resulting from post-settlement activity including the Benevolent Asylum and multiple phases of Central Railway Station. The original landform would have been a slight north-westerly slope with localised rises. The subject site is currently relatively flat, with some areas below street level and a slope to the north.

GEOGRAPHICAL ENVIRONMENT HYDROLOGY



CUMBERLAND PLAIN AND SYDNEY PENINSULA



COASTAL WATER CATCHMENTS
GREATER SYDNEY REGION PLAN 2018

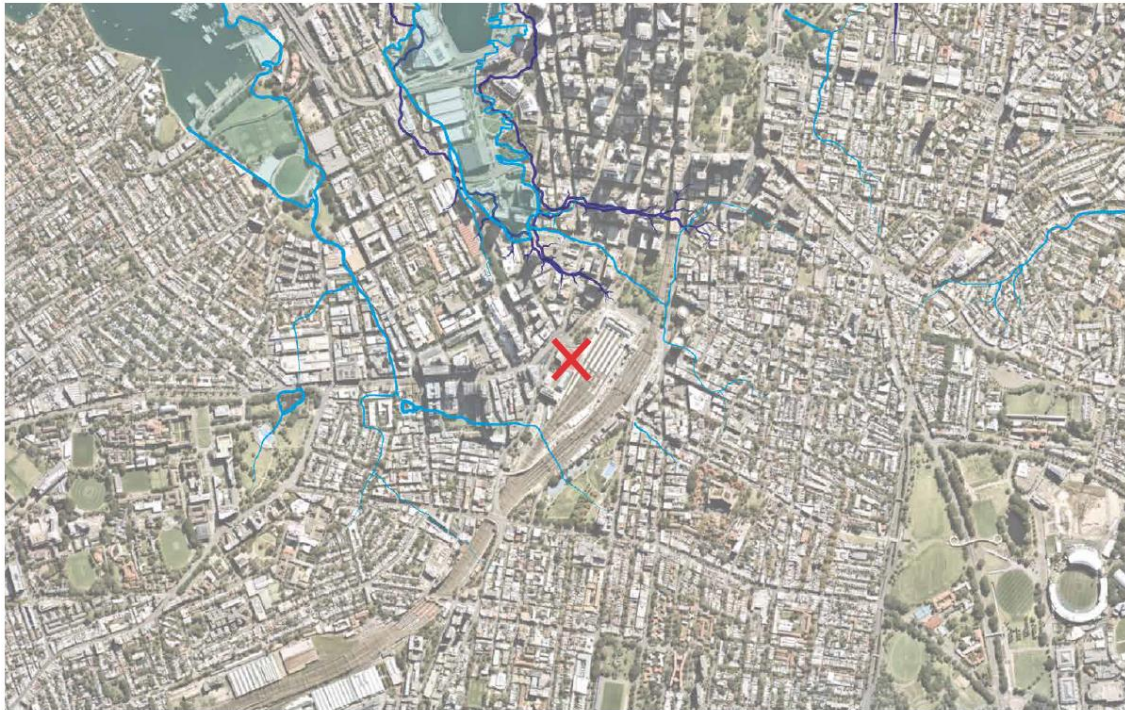
GEOGRAPHICAL ENVIRONMENT
9
© NSW / IAN KUNEN RESOURCES WITH COURTESY: RIDGEWAY / JULY 2008

28.07.20

Figure 109 – Geographical Environment - Hydrology

Source: Cox Inall Ridgeway

GEOGRAPHICAL ENVIRONMENT
HISTORICAL WATER COURSES OVER PRESENT CITY



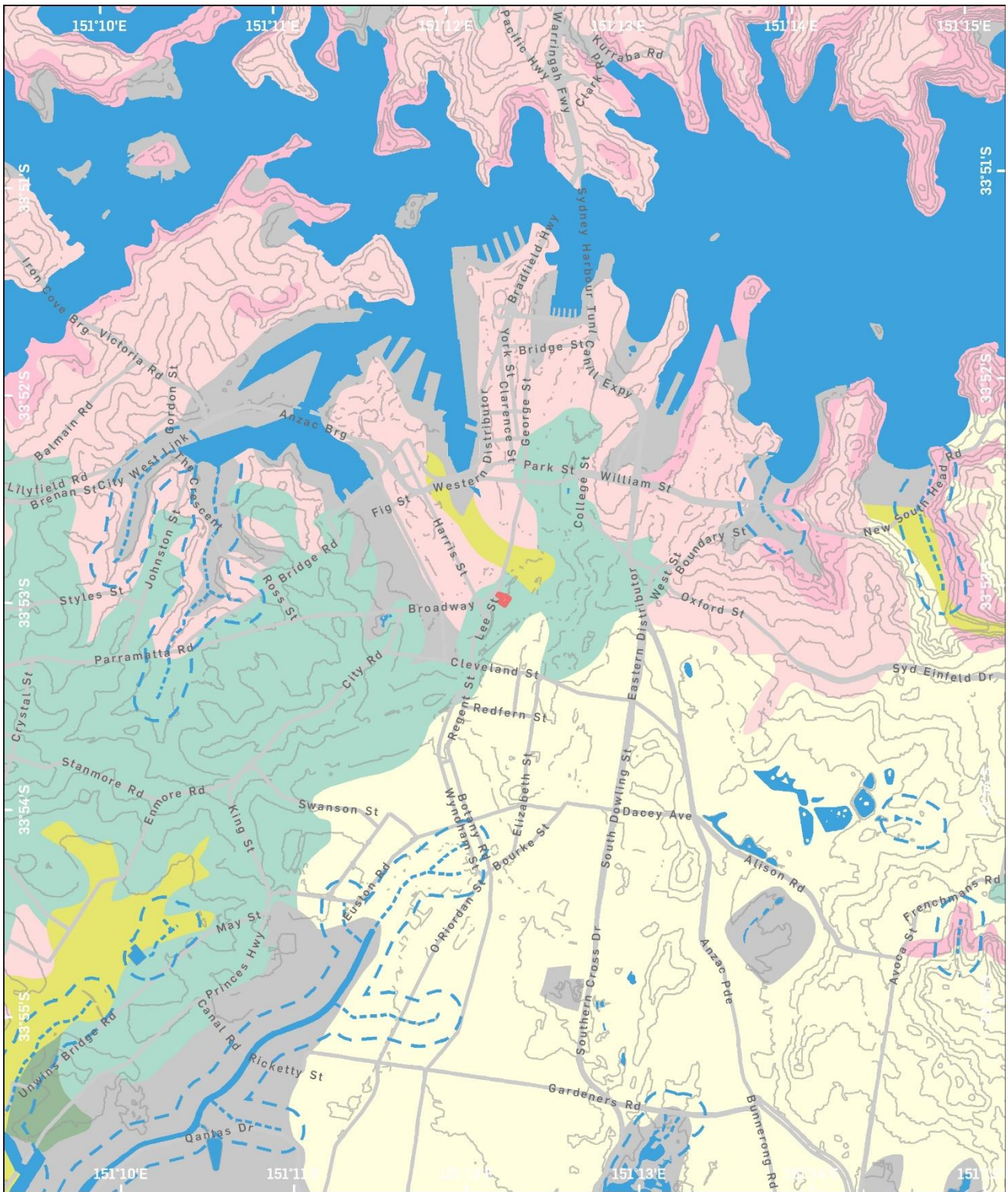
GEOGRAPHICAL ENVIRONMENT

12

BUNYATLASSIAN DESIGN WITH COUNTRY - PRAIRIEWALK / JULY 2020

28.07.20

Figure 110 – Geographical Environment – Hydrology – Historical Watercourses Over Present City
Source: Cox Inall Ridgeway



GDA 1994 MGA Zone 56

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Project No: P0020770
Project Manager: Balazs Hansel

SOIL LANDSCAPES AND HYDROLOGY

Former Inwards Parcels Office
Prepared on behalf of Atlassian Pty Ltd

- | | | | | |
|-----------------------|-----------------|--------------------------|-----------------------|--------------------|
| Subject Area | Aeolian (AEnh) | Alluvial (ALdc) | Erosional (ERgy/ERla) | Residual (RElh) |
| Hydrology | Aeolian (AEnp) | Colluvial (COha) | Erosional (ERla) | Transferral (TRof) |
| Hydrology 200m Buffer | Aeolian (AEtg) | Disturbed Terrain (DTxx) | Residual (REbt) | Water |
| Contours | Alluvial (ALbg) | Erosional (ERgy) | Residual (REho) | |

Figure 111 – Soil Landscapes and Hydrology

5.2. ABORIGINAL CULTURAL HERITAGE SIGNIFICANCE

Detailed Aboriginal Consultation was undertaken for the associated ACHAR (Urbis 2020) in accordance with the following guidelines:

- *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (Department of Environment, Climate Change and Water (DECCW), 2010) (the Consultation Guidelines).

An assessment of cultural heritage significance and values incorporates a range of values which may vary for different individual groups and may relate to both the natural and cultural characteristics of places or sites. Cultural significance and Aboriginal cultural views can only be determined by the Aboriginal community using their own knowledge of the area and any sites present, and their own value system. All Aboriginal heritage evidence tends to have some contemporary significance to Aboriginal people, because it represents an important tangible link to their past and to the landscape.

Consultation with members of the local Aboriginal community (project RAPs) was undertaken to identify the level of spiritual/cultural significance of the subject site and its components (Urbis 2020). In acknowledgment that the Aboriginal community themselves are in the best position to identify levels of cultural significance, the project RAPs were invited to provide comment and input into the ACHAR and to the assessment of cultural heritage significance and values presented therein.

Illustrative comment was received from Phil Khan of Kamilaroi-Yankuntjatjara Working Group on 19th May 2020

“Thank you for your report, from the beginning of time Aboriginal People were created around Sydney area and lived in harmony with each other, the land they practised the law and their spirituality beliefs with the creator Biarni. They had the best life ever then one day they woke up and all if this had been taken away from them, their way of spiritual beliefs, their laws, their freedom of land ownership, they were the Gadigal People of the Eora Nation. They still live around Sydney as places around the harbour remains important & spiritual and culturally used for fishing, hunting and camping grounds before European settlement as the town of Sydney developed into a City Eora Nation were joined by other Aboriginal People from NSW and across Australia.

Despite the destructive impact of the first contact Gadigal culture survived. So all of this area around Former Inwards Parcels Office is highly significant to Aboriginal People of the past and present.”

Based on the consultation undertaken for the ACHAR (Urbis 2020) it is considered that the subject site represents a moderate to highly culturally significant portion of the wider cultural landscape for Aboriginal people.

5.3. ABORIGINAL ARCHAEOLOGICAL RESEARCH POTENTIAL

In accordance with the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW*, and in consultation with representatives of the local Aboriginal community, the following assessment of the scientific (archaeological) significance of identified sites within the subject site has been prepared.

The ACHAR (Urbis 2020) determined that Aboriginal objects have been identified in proximity to the subject site as well as within the Tuggerah Soil Landscape. Furthermore, as a result of the geotechnical investigation that indicates the potential presence of a paleochannel within the southern portion of the subject site, there is moderate potential for subsurface archaeological material to remain within the subject site. The utilisation of the subject site for the Benevolent Asylum indicates that there exists potential for contact archaeological deposits associated with this period of use.

It is determined by the ACHAR that:

- Disturbance resulting from European occupation reduces the potential for intact soil profiles to remain within urban sites. In shallow soils profiles, this is likely to lower archaeological potential.
- Intact natural soils may be encountered in highly developed areas, below European fill. Where intact natural soils are encountered further assessment may be required to assess the archaeological potential. While intact natural soils may be present within urban environments, they may not necessarily contain Aboriginal archaeological objects as landscape factors play a decisive role in Aboriginal utilisation of the land prior to European occupation.

- Dominant site types within the region include artefact scatters and Potential Archaeological Deposit (PAD) sites.
- Despite the high level of disturbance within the subject site there remains the potential for sand deposits associated with the Tuggerah Soil Landscape as well as a potential paleo channel to be located within the subject site. These features increase the potential for archaeological deposits (artefacts, middens, burials) to remain within the subject area below the current structures.

6. HERITAGE SIGNIFICANCE

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise the heritage values of a place; why it is important, why a statutory listing was made to protect these values.

6.1. BUILT HERITAGE SIGNIFICANCE ASSESSMENT

The Heritage Council of NSW has developed a set of seven (7) criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. The following assessment of heritage significance has been prepared in accordance with the heritage NSW Heritage's 'Assessing Heritage Significance' guidelines.

Table 6 - Assessment of Heritage Significance

Criteria	Significance Assessment
<p>A – Historical Significance</p> <p><i>An item is important in the course or pattern of the local area's cultural or natural history.</i></p>	<p>The Former Inwards Parcels Shed has historical significance for its association with the broader Central Station parcel area's operations and functionality, and the historic role of the railway transport system in the delivery of mail. The building represents the reliance of mail distribution on a network of parcel operation facilities in conjunction with the transport network. The site also represents the decline in the reliance on and importance of the rail network for the delivery of mail. However, the building has been altered and original fabric and elements associated with parcel management, including tunnels and chutes, have been removed.</p> <p>The Former Inwards Parcels Shed is a contributory element within the broader Central Station heritage item.</p> <p>The site itself has historical associations with the former Benevolent Asylum.</p>
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> ▪ shows evidence of a significant human activity <input type="checkbox"/> ▪ is associated with a significant activity or historical phase <input checked="" type="checkbox"/> ▪ maintains or shows the continuity of a historical process or activity <input type="checkbox"/> 	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> ▪ has incidental or unsubstantiated connections with historically important activities or processes <input type="checkbox"/> ▪ provides evidence of activities or processes that are of dubious historical importance <input type="checkbox"/> ▪ has been so altered that it can no longer provide evidence of a particular association <input type="checkbox"/>

Criteria	Significance Assessment
<p>B – Associative Significance</p> <p><i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.</i></p>	<p>During the period of the development of the Former Inwards Parcels Shed, and more broadly the Central Railway Station, Walter Liberty Vernon served as NSW Government Architect from 1890-1911. The design of Central Railway Station has primarily been attributed to the work of Vernon, however, it is likely that the detailed design was completed by Gorrie McLeish Blair in conjunction with Vernon. The later stages of the Central Railway Station were also completed by George McRae (NSW Government Architect) along with Blair. In terms of the Former Inwards Parcels Shed, it is likely that the principal designer of the building was also Blair, under the supervision of Vernon.</p> <p>Despite the uncertainty regarding the attribution of the design, as part of the Central Railway Station development, the subject Former Inwards Parcels Shed has associations with prominent NSW Government Architects Vernon and Blair.</p> <p>As part of the broader Central Station precinct, the site also has associations with Engineer-in-Chief, Henry Deane's original scheme for the new Sydney Terminal that was constructed in 1904.</p>
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> ▪ shows evidence of a significant human occupation <input type="checkbox"/> ▪ is associated with a significant event, person, or group of persons <input checked="" type="checkbox"/> 	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> ▪ has incidental or unsubstantiated connections with historically important people or events <input type="checkbox"/> ▪ provides evidence of people or events that are of dubious historical importance <input type="checkbox"/> ▪ has been so altered that it can no longer provide evidence of a particular association <input type="checkbox"/>
<p>C – Aesthetic Significance</p> <p><i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.</i></p>	<p>The Former Inwards Parcels Shed is a modest contributory element within the broader Central Station precinct but is of secondary important and significance in terms of its aesthetic values. The shed is a utilitarian structure associated with the rail and parcel operations of the site. The building is constructed in the industrial rail vernacular style of no particular architectural distinction in comparison with the principal buildings which form the main Central Station terminal. Notwithstanding, the structure of the shed is generally intact despite later alterations and is a distinctive architectural feature of the building.</p>

Criteria	Significance Assessment
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> ▪ shows or is associated with, creative or technical innovation or achievement <input type="checkbox"/> ▪ is the inspiration for a creative or technical innovation or achievement <input type="checkbox"/> ▪ is aesthetically distinctive <input type="checkbox"/> ▪ has landmark qualities <input type="checkbox"/> ▪ exemplifies a particular taste, style or technology <input type="checkbox"/> 	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> ▪ is not a major work by an important designer or artist <input type="checkbox"/> ▪ has lost its design or technical integrity <input checked="" type="checkbox"/> ▪ its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded <input type="checkbox"/> ▪ has only a loose association with a creative or technical achievement <input type="checkbox"/>
<p>D – Social Significance</p> <p><i>An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.</i></p>	<p>The Former Inwards Parcels Shed is part of the rich fabric of the Sydney Terminal that is highly regarded by Sydney people and rail travellers as an early twentieth-century railway terminus, however the subject Former Inwards Parcels Shed was only partially publicly accessible space for the collection and drop-off of parcels and served as an ancillary rail function only.</p>
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> ▪ is important for its associations with an identifiable group <input type="checkbox"/> ▪ is important to a community's sense of place <input type="checkbox"/> 	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> ▪ is only important to the community for amenity reasons <input checked="" type="checkbox"/> ▪ is retained only in preference to a proposed alternative <input type="checkbox"/>

Criteria	Significance Assessment
<p>E – Research Potential</p> <p><i>An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.</i></p>	<p>Whilst the disturbance to the subject site following the construction of the former Inwards Parcels Shed is unknown, it is likely that the archaeological remains of the Benevolent Asylum will be present with good integrity within the subject site.</p> <p>The archaeological resource has the potential to include structural remains of the former Benevolent Asylum and outbuildings indicated on historic plans and associated occupation deposits. There is also potential for unmarked features such as cess pits, rubbish pits and post holes to be uncovered with associated artefacts demonstrative of the daily lives and activities of those living and working on the site. That not all features are identified on plan, and the unpredictable nature of archaeology are such the subject site, in its entirety has the potential to make an important contribution to research themes associated with early colonial history, and the operations of benevolent institutions.</p> <p>The potential archaeological resource, if present with good integrity, is likely to have a high level of research potential and would meet the threshold for state significance.</p>
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> ▪ has the potential to yield new or further substantial scientific and/or archaeological information <input checked="" type="checkbox"/> ▪ is an important benchmark or reference site or type <input type="checkbox"/> ▪ provides evidence of past human cultures that is unavailable elsewhere <input type="checkbox"/> 	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> ▪ the knowledge gained would be irrelevant to research on science, human history or culture <input type="checkbox"/> ▪ has little archaeological or research potential <input type="checkbox"/> ▪ only contains information that is readily available from other resources or archaeological sites <input type="checkbox"/>

Criteria	Significance Assessment
<p>F – Rarity</p> <p><i>An item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history.</i></p>	<p>The Former Inwards Parcels Shed is a unique version of its type. While the building largely conforms to a vernacular railway building style which was used both in urban and rural settings throughout NSW and Victoria from the mid-nineteenth to mid-twentieth century, the Former Inwards Parcels Shed is a sophisticated example of its type. Not only is the building a substantial structure, in comparison to the small scale goods sheds and station buildings, it is unusual for its use as a dedicated inwards parcels office, and later outwards parcels office. The integration of the building with the wider Central Railway Station, but still remaining as somewhat of a separate structure due to its position at the western side of Platform 1 with its own dedicated dock, sets it apart from the typical on and off-platform parcels offices and other examples of its building type. Further, the formerly integrated lifts, conveyor belts and tunnels which used to link the Former Inwards Parcels Shed and the basement which contained the Small Parcels Bagging Room with the rest of Central Railway Station and the Parcels Post Office to the west, distinguishes the Former Inwards Parcels Shed is an unusual detail that is not typical for a building of its use.</p>
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> ▪ provides evidence of a defunct custom, way of life or process <input checked="" type="checkbox"/> ▪ demonstrates a process, custom or other human activity that is in danger of being lost <input type="checkbox"/> ▪ shows unusually accurate evidence of a significant human activity <input type="checkbox"/> ▪ is the only example of its type <input type="checkbox"/> ▪ demonstrates designs or techniques of exceptional interest <input type="checkbox"/> ▪ shows rare evidence of a significant human activity important to a community <input type="checkbox"/> 	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> ▪ is not rare <input type="checkbox"/> ▪ is numerous but under threat <input type="checkbox"/>

Criteria	Significance Assessment
<p>G – Representative</p> <p><i>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):</i></p> <ul style="list-style-type: none"> ▪ <i>cultural or natural places; or</i> ▪ <i>cultural or natural environments.</i> 	<p>The Former Inwards Parcels Shed is representative of industrial rail vernacular style architecture from the early twentieth century, and in particular of parcel sheds which were commonly constructed as ancillary buildings to support the parcel distribution operation of larger termini.</p>
<p>Guidelines for Inclusion</p> <ul style="list-style-type: none"> ▪ is a fine example of its type <input type="checkbox"/> ▪ has the principal characteristics of an important class or group of items <input type="checkbox"/> ▪ has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity <input checked="" type="checkbox"/> ▪ is a significant variation to a class of items <input type="checkbox"/> ▪ is part of a group which collectively illustrates a representative type <input type="checkbox"/> ▪ is outstanding because of its setting, condition or size <input type="checkbox"/> ▪ is outstanding because of its integrity or the esteem in which it is held <input type="checkbox"/> 	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> ▪ is a poor example of its type <input type="checkbox"/> ▪ does not include or has lost the range of characteristics of a type <input type="checkbox"/> ▪ does not represent well the characteristics that make up a significant variation of a type <input type="checkbox"/>

6.2. STATEMENTS OF SIGNIFICANCE

6.2.1. Former Inwards Parcels Shed – the Subject Site

6.2.1.1. Proposed Statement of Significance

The Former Inwards Parcels Shed property has been assessed to have historical, representative, archaeological, rarity and associative heritage values. The Former Inwards Parcels Shed is a contributory element within the broader Central Station heritage item and contributes to the state level of heritage significance for this precinct.

The Former Inwards Parcels Shed has historical significance for its association with the broader Central Station parcel area's operations and functionality, and the historic role of the railway transport system in the delivery of mail. The building represents the reliance of mail distribution on a network of parcel operation facilities in conjunction with the transport network. The site also represents the decline in the reliance on and importance of the rail network for the delivery of mail.

The Former Inwards Parcels Shed is a modest contributory element within the broader Central Station precinct but is of secondary important and significance in terms of its aesthetic values. The shed is a utilitarian structure associated with the rail and parcel operations of the site. The building is constructed in the industrial rail vernacular style of no particular architectural distinction in comparison with the principal buildings which form the main Central Station terminal.

The Former Inwards Parcels She is a unique version of its type within NSW due to its size, detail, dedicated use and integration with Central Railway Station. Notwithstanding, the structure of the shed is generally intact despite later alterations and is a distinctive architectural feature of the building. However, it is acknowledged that the building has been altered and original fabric and elements associated with parcel management, including tunnels and chutes, have been removed.

Despite the uncertainty regarding the attribution of the design, as part of the Central Railway Station development, the subject Former Inwards Parcels Shed has associations with prominent NSW Government Architects Vernon and Blair. As part of the broader Central Station precinct, the site also has associations with Engineer-in-Chief, Henry Deane's original scheme for the new Sydney Terminal that was constructed in 1904.

Whilst the disturbance to the subject site following the construction of the former Inwards Parcels Shed is unknown, it is likely that the archaeological remains of the Benevolent Asylum will be present with good integrity within the subject site. The archaeological resource has the potential to include structural remains of the former Benevolent Asylum and outbuildings indicated on historic plans and associated occupation deposits. There is also potential for unmarked features such as cess pits, rubbish pits and post holes to be uncovered with associated artefacts demonstrative of the daily lives and activities of those living and working on the site. The potential archaeological resource, if present with good integrity, is likely to have a high level of research potential.

The subject site represents a moderate to high culturally significant portion of the wider cultural landscape for Aboriginal people. Aboriginal objects have been identified in proximity to the subject site as well as within the Tuggerah Soil Landscape. Furthermore, as a result of the geotechnical investigation that indicates the potential presence of a paleochannel within the southern portion of the subject site, there is moderate potential for subsurface archaeological material to remain within the subject site. The utilisation of the subject site for the Benevolent Asylum indicates that there exists potential for contact archaeological deposits associated with this period of use.

6.2.1.2. Existing Statement of Significance: Conservation Management Plan (1999)

The following statement of significance for the Inwards Parcels Shed has been extracted from the CMP prepared by Godden Mackay Logan:

The primary significance of the Inwards Parcels Shed relates to its historic association with Engineer-in-Chief, Henry Deane's scheme for the new Sydney Terminal that was constructed in 1904. The building was purpose-built for the distribution of parcels and indicates the importance of the transportation of freight via the rail network that, at that time, had extended into country New South Wales.

The Inwards Parcels Shed has strong visual links to other elements within the precinct and has aesthetic significance as part of the urban form of the Sydney Terminal.

In particular, the building's relationship with the former Parcels Post Office, the northern ramp and the subterranean tunnels of the Terminal is important in demonstrating the former functions of the Terminal not related to the carrying of passengers.⁴⁹

6.2.1.3. Existing Statement of Significance: Central Station Conservation Management Plan (2013)

The Former Inwards Parcels Shed is not an individually listed heritage item, and instead forms part of the broader Central Station heritage item. While this subject CMP focuses on the Former Inwards Parcels Shed only, as assessment of its significance and its contribution to the overall Central Station heritage item is contained in the current Central Station CMP dated 2013.

The Central Station 2013 CMP grades the Former Inwards Parcels Shed as having 'Moderate' significance in the context of the broader Central Station heritage item. The Central Station 2013 CMP contains the following significance assessment of the Former Inwards Parcels Shed:

While containing much contemporary fabric and a c. 2000 fit out as a Youth Hostel, overall the former Inwards Parcels Shed continues to retain its original scale and form. Its significance is largely derived from its ability to document the c. 1906 site and it also documents the history of the role of the Central Station site, and NSW Railways generally, in the development of postal services in NSW.⁵⁰

6.2.2. Central Railway Station – the listed Heritage Item

6.2.2.1. Existing Statement of Significance: Central Railway Station

The following statement of significance for the Central Railway Station has been extracted from the State Heritage Inventory listing:

The Central Railway Station Terminus forms a landmark feature at the southern end of Central Sydney. It is a vast structure of particular architectural merit located to dominate its surroundings. It is the only true terminus building in Australia preventing further extension of rail lines and is significant as one of the largest covered public spaces in the city. It is one of the finest examples of the classically inspired Beaux Arts style in Railway buildings in Australia. It has historic significance as being an important design of the Colonial Architect Walter Liberty Vernon. It was one of the first major rail termini to be constructed in Australia and has had a lengthy association with rail transport in New South Wales and with a variety of historically important persons. It has scientific significance for its unique use in New South Wales (and probably in Australia), of the three pin truss to the portecochere for the trams, which was similar to the Galerie des Machines in Paris. It is significant for the multi level segregation of trams, trains and vehicular traffic. It was reputed to be the first large scale use of reinforced concrete slab construction in New South Wales. The building is socially significant as a purpose built railway terminus demonstrating the growth and change of transport, and as an important symbol for the social history of the nation.

Central Railway Station Yard is associated with the introduction of railways to New South Wales. The Central Railway Station Yard is significant for its part in the distribution of produce from regional New

⁴⁹ Godden Mackay Logan, *Inwards Parcels Shed, Sydney Terminal, Conservation Management Plan* (September 1999).

⁵⁰ Central Station 2013 CMP, 3.18 p.3

South Wales. It was one of the largest planned interventions undertaken in the urban fabric of Sydney prior to World War One. The Yard has significance for its association with the development of Central Railway Station and with a variety of historically important persons in New South Wales. It has historic significance as an important design of the Railways Engineer, H Dearne. Central Railway Station Yard has scientific significance as part of one of the few true railway termini to prevent further extension of rail lines in Australia. The Yard is significant for the part it played in the growth and development of commerce and industry in New South Wales.

Central Railway Station Viaducts are significant as part of the Central Railway Station, and are associated with the introduction of railways to New South Wales. The Viaducts are significant for their association with the now decommissioned tramways and as part of one of the largest planned interventions undertaken in the urban fabric of Sydney prior to World War One. The Viaducts have historic significance as an important part of the design of Railways Engineer, H Dearne, as well as for its association with a variety of other historically important persons. The Viaducts have aesthetic significance forming part of the landmark feature of the Sydney Terminus, and are representative as part of a form of transportation used in the early nineteenth century.⁵¹

6.2.2.2. Existing Statement of Significance: Sydney Terminal and Central Railway Stations Group

A portion (for the purpose of brevity) of the statement of significance for the Sydney Terminal and Central Railway Stations Group has been extracted from the State Heritage Register Inventory record:

THE SYDNEY TERMINAL AND YARDS:

- *As the site of the first Sydney Terminal and the starting point of the main line, from which the NSW rail network grew;*
- *for its continuity of railway use since 1855;*
- *As the site of one of the first passenger stations in NSW;*
- *As a major terminal by world standards, comparable with late Victorian and Edwardian metropolitan stations in Europe, Great Britain and North America;*
- *Containing the Mortuary Station, one of five pre 1870 stations surviving in the State;*
- *As the first major terminus to be constructed in Australia and the only example of a high level terminus in the country;*
- *As a unique terminal, in NSW, not only in extent but also for the high standard of design of the associated buildings in particular the Mortuary Station, Railway Institute and the Parcels Post Office;*
- *Containing two of the three station buildings, in NSW designed by the Colonial or Government Architect in NSW;*
- *As one of the two longest continuously operating yard/workshop complexes in Australia, dating from the 1850s. Although many of the original functions have been superseded, or operations transferred to other sites, evidence of the working 19th century yard remains extant;*
- *As a major multi-level transport interchange between pedestrians, vehicular traffic and trains and later trams and subsequently buses. Since its establishment in 1855 it has been one of the busiest transport interchanges in Australia;*
- *As the largest formally planned addition to the urban fabric of Sydney prior to World War 1, intended to form a gateway to the city;*

⁵¹ State Heritage Inventory form, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageltemDetails.aspx?ID=2424249>

- As the site of the Benevolent Asylum and Carters Barracks and Devonshire Street Burial Ground and Stations, evidence of which is likely to be found in the archaeological record;
- As a major public work undertaken in numerous stages between 1855 and 1930 by two branches of the Department of Public Works, the Railway and Tramway Construction Branch and the Colonial (later Government) Architects Branch;
- For the evidence provided of the changing technology of train travel from steam to electric trains, indicated not only by the declining yard workforce but also by the changes in yard layout and signalling work practises;
- As point of entry to the city for visitors from country NSW and a major departure point for travellers within Australia;
- The railway yards, the Mortuary Station, Railway Institute Building, terminus and clock tower are familiar Sydney landmarks, particularly to rail travellers.⁵²

6.2.2.3. Existing Statement of Significance: Conservation Management Plan (2013)

The following statement of significance for the Central Railway Station has been extracted from the CMP prepared for RailCorp in June 2013:

Central Station is the largest railway station and transport interchange in NSW and is of State significance for its historical, aesthetic, technical values and for its research potential. With its grand sandstone edifices and approaches it is a well known landmark in Sydney.

The site contains the original Sydney Railway Company grant on which the first Sydney Station and yards were opened, in 1855, and so represents over 150 years of railway operations in the same place, making it the oldest and the longest continuously operated yard in Australia.

The Sydney Terminal precinct has a high level of historic significance associated with its early government and institutional uses, as well as being the site of Sydney's second major burial ground, the Devonshire Street cemetery. Archaeological evidence of the government and institutional uses is rare and has high research potential.

Central Station site contains evidence of the first phase of railway construction in NSW and has been the major hub of rail transportation in NSW since the mid 19th century and has the ability to demonstrate the evolution of changes in the NSW railways and in railway technology over the past 150 years, from steam to electric, reflected in the changes in yard layout and in signaling work practices. The Darling Harbour branch line and associated sandstone Ultimo Railway Overbridge is the only remaining example of railway infrastructure built for the Sydney Railway Company and is the oldest piece of railway infrastructure in NSW.⁶ The Prince Alfred Sidings contains some of the oldest remaining workshops in the NSW railway system. The Prince Alfred Substation is part of the Bradfield 1926 electrification works and was designed by Bradfield himself. The site has technical heritage value in such elements as: the Darling Harbour Dive; Central Electrics flyovers; the elliptical arch construction of the Elizabeth Street Viaduct; the western approach ramp underbridge the three pin truss roof of the portecochère; the Devonshire Street subway (probably the first of its type in Australia); the underground men's toilets; and the early mail, parcels and luggage subway system.

The main terminus building, accentuated by its clock tower and approach ramps, exemplifies the predominant use of sandstone at the site and it has been sited to dominate its surroundings and to mark the importance of the railway to both the city and the State. The construction of the Sydney Terminus was the largest planned intervention into the urban fabric of Sydney at the time and it was the only major complex of the period where the urban setting was consciously designed to enhance and provide views to and from the main structure. With its multi layered access modes and above ground level platforms not only was the development extraordinarily innovative but also the largest incursion into the southern part of Sydney prior to World War I.

⁵² State Heritage Register listing, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=5012230>

Some of Sydney's most notable 19th and 20th century architects and engineers have worked on the Central Station site, including: James Wallace and William Randle who together designed and built the first railway from Sydney to Parramatta and the associated Darling Harbour Branch Line; the last serving Colonial Architect, James Barnet (Mortuary Station); the first NSW Government Architect, Walter Liberty Vernon (the main Terminus building and the Parcels Post Office); and the Chief Engineer for the City Underground and Sydney Harbour Bridge, Dr John Jacob Crew Bradfield (Central Electric). Mortuary Station, the main terminus building and the Parcels Post Office were the only designs undertaken for the NSW Railways by the Colonial Architect and the Government Architect within the Department of Public Works.

The main terminus building is enhanced by its Neo-classical architectural features together with the high quality workmanship and materials it contains, from carved sandstone, marble and terrazzo to cedar joinery, acid etched glazing and metalwork balustrades.

The same fine quality in design, materials and workmanship is seen in Mortuary Station, the Railway Institute and also in the Neo-classical Chalmers Street Entrance, the Central Electric Station main façade and the Parcels Post Office, all of which tends to unify these buildings with the main terminus.

The Mortuary Station is a fine and rare example by James Barnet of the Gothic Revival architectural style and is the only remaining example of a mortuary station in NSW. The exemplary Federation Anglo-Dutch architectural style of the Railway Institute is significant and it was as the first institute of its type in Australia, demonstrating 19th century initiatives in railway workers educational and recreational facilities. The Parcels Post Office contains fine brickwork and sandstone detailed facades and documents the association of the site with railway postal services.

The significance of Central Station is widely appreciated by the broad community for its sense of place and theatre; as an extraordinary place of work for employees past and present and their families; and by many specialist transport and heritage community groups.⁵³

⁵³ Central Station 2013 CMP, 3.18 p.3

6.3. GRADINGS OF SIGNIFICANCE

The Heritage Council of NSW recognises four (4) levels of heritage significance in NSW: Local, State, National and World. The level indicates the context in which a heritage place is important (for example, local heritage significance means the place is important to the local area or region). Heritage places that are rare, exceptional or outstanding beyond the local area or region may be of state or national significance.

In most cases, the level of heritage significance for a place has a corresponding statutory heritage listing and responsible authority for conserving them.

Different components of a place may contribute in different ways to its heritage value. The gradings of significance adopted for this CMP are based on those definitions as developed by the Heritage Council of NSW, and have been modified as follows:

Table 7 - Gradings of Significance

Grading	Justification
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance.
High	High degree of original fabric. Demonstrates a key element of the item's significance.
Moderate	Altered or modified elements. Elements with little heritage value but which contribute to the overall significance of the item.
Little	Alterations detract from significance. Difficult to interpret.
Neutral	Elements do not add or detract from the site's overall heritage significance; change allowed
Intrusive	Damaging to the item's heritage significance.

Each element's significance has been graded having specific regard to its contribution to the overall significance of the place, its period of construction and its condition. We have identified the corresponding stages of development for elements as follows:

Table 8 - Phase Key

Phase	Description	Date
Phase 1	Original Inwards Parcels Shed and Small Parcels Bagging Room	1900-1906
Phase 2	Twentieth century additions	1907-2003
Phase 3	Redevelopment and Conversion	2004 - Present

6.4. SCHEDULE OF SIGNIFICANT ELEMENTS

Table 9 - Schedule of Significant Elements

Element	Description	Phase	Grading
Lower Ground Floor – Ambulance Avenue access			
Overall	Overall structure	-	Moderate
Context & Setting	General context and setting of former Small Parcels Bagging Room	-	Moderate
Structure	Concrete and iron columns	Phase 1	Little
	Arched corrugated iron sheeting framework	Phase 1	Little
Spaces	Overall lower ground floor space (excluding later partitions)	-	Neutral
Walls <i>Interior & Exterior</i>	North brick and sandstone retaining wall including all arched openings	Phase 1	Moderate
	Metal wall vents	Phase 1	Moderate
	Rendered and painted brick walls	Phase 1	Moderate
	Blind arch infills in rendered brick wall	Phase 2	Neutral
	Concrete block walls	Phase 2	Neutral
Doors <i>Exterior</i>	Infill roller doors	Phase 2	Neutral
	Infill timber door to arched opening	Phase 2	Neutral
	Infill fire doors to arched opening	Phase 2	Neutral
Windows <i>Exterior</i>	Infill timber and glass window and panels to arched opening	Phase 2	Neutral
Awnings <i>Exterior</i>	Metal awning with timber fascia, wrought iron brackets and corrugated metal roof sheeting	Phase 1/2	Moderate (original) / Intrusive (later)
Ceilings <i>Interior</i>	Suspended panel ceilings	Phase 2	Neutral
	Jack arched corrugated iron & concrete soffit	Phase 1	Moderate
	Highlight windows to ground floor loading dock area, including metal bar inserts and remnant glass infills	Phase 1/2	Moderate / Neutral
Staircase	Staircase in south-east corner	Phase 2	Neutral

Element	Description	Phase	Grading
<i>Interior</i>			
Internal fitout	All fabric relating to the existing catering services including fittings and fixtures, cool rooms, partition walls, doors and windows defining office and kitchen space, floor coverings, lighting, services (air conditioning, fire services exhaust ducts etc.)	Phase 2/3	Neutral
Ground and First Floors			
Overall	Overall structure form and setting	-	Moderate
Context & Setting	General context and setting of Former Inwards Parcels Shed	-	Moderate
Structure	Timber structure both exterior and interior including columns, and trusses to east and west awnings	Phase 1	High
	Concrete floor slab (ground floor)	Phase 1/3	Moderate
	Steel structure of south wall (replaced original timber structure)	Phase 3	Neutral
	Timber and steel structure for mezzanine levels	Phase 3	Neutral
Spaces	Lobby/reception space	Phase 3	Neutral
	Overall interior space of Inwards Parcels Shed (if existing internal fitout removed, restoring to open space)	Phase 1	Moderate
Roof <i>Exterior</i>	Corrugated iron cladding	Phase 3 (replaced original)	Little
	Corrugated metal awning cladding (east and west)	Phase 3 (replaced original)	Little
	Gutters	Phase 3 (replaced original)	Little
	Exhaust Ducts	Phase 3	Intrusive
	Skylights	Phase 3	Neutral
	Chimneys <i>Exterior</i>	Brick and sandstone chimneys, piers and plinths	Phase 1
Awnings	Timber valance to north of west awning	Phase 1/3	Moderate

Element	Description	Phase	Grading
<i>Exterior</i>	Steel framed awnings to train carriages	Phase 3	Neutral
Walls	Masonry walls	Phase 1	Moderate
<i>Exterior</i>	Corrugated iron wall cladding	Phase 3 (replaced original)	Little
	Timber fascia and bargeboards to north and south elevations	Phase 3 (replaced original)	Little
Doors	Sliding timber doors (four remain at ground floor reception area)	Phase 1	Moderate
<i>Exterior</i>	All aluminium and frameless glass doors	Phase 3	Neutral
Windows	Timber framed windows to north elevation (excluding top extension)	Phase 1/3	Moderate (original) / Intrusive (extension)
<i>Exterior</i>	All aluminium framed windows and louvres	Phase 3	Neutral
Platform	East platform	Phase 1	Moderate
<i>Exterior</i>			
Loading Dock	West loading dock including concrete and brick structure and timber edging	Phase 1/3	Moderate/Little
<i>Exterior</i>	Highlight windows to lower ground level	Phase 1	Moderate
	Corrugated metal sheeting in highlight windows to basement	Phase 3	Intrusive
	Pedestrian footpath, access ramp and stairs to loading dock at north	Phase 1	Moderate
	Contemporary access ramp and stairs to loading dock	Phase 3	Neutral
Replica Train Carriages	Four replica train carriages	Phase 3	Neutral
<i>Exterior</i>	Timber decking to train carriages	Phase 3	Neutral
Extension	North-east amenities extension, including all exteriors and interiors	Phase 3	Neutral
<i>Exterior & Interiors</i>	South-west dining and living extension, including all interiors and exteriors (excluding original awning)	Phase 3	Neutral
		Phase 3	Neutral

Element	Description	Phase	Grading
	Timber decked area to north of living and dining extension		
Internal Fitout <i>Interior</i>	All fabric introduced as part of the conversion to backpacker accommodation including partition walls, stairs, floor coverings, suspended ceilings, lighting, services (air conditioning, fire services, exhaust ducts)	Phase 3	Neutral
Fences <i>Exterior</i>	All security fences and gates to south and east boundaries	Phase 3	Neutral
Signage <i>Exterior</i>	“No Thoroughfare” sign	Phase 2	Moderate
	All YHA signage	Phase 3	Neutral
Upper Carriage Lane			
Retaining Wall	North brick and sandstone retaining wall	Phase 1	Moderate
	Rendered retaining wall to Henry Deane Plaza	Phase 3	Neutral
Ramp	Vehicular ramp – overall form	Phase 1	Moderate
	Vehicular ramp bitumen covering and concrete kerbs	Phase 3	Neutral
	Trachyte kerbs	Phase 1/2	Moderate
Awnings	Modified original and later steel framed awnings to Ambulance Avenue (outside of the subject site)	Phase 1-3	Moderate
Pier and lamp	Sandstone pier and street lamp, matching to Lower Carriage Lane	Phase 1	Moderate
Staircase	Staircase to Henry Deane Plaza including metal handrails	Phase 3	Neutral

6.5. DIAGRAMS OF SIGNIFICANT ELEMENTS

The following plans identify and grade the significant elements of the Former Inwards Parcels Shed. Please note the following diagrams of significant elements are to be read in conjunction with the Schedule of Significant Elements provided above. The grading of elements in the following diagrams refer to the overall form, structure and spaces.

SIGNIFICANCE RANKING

Lower Ground Floor

Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.

Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope

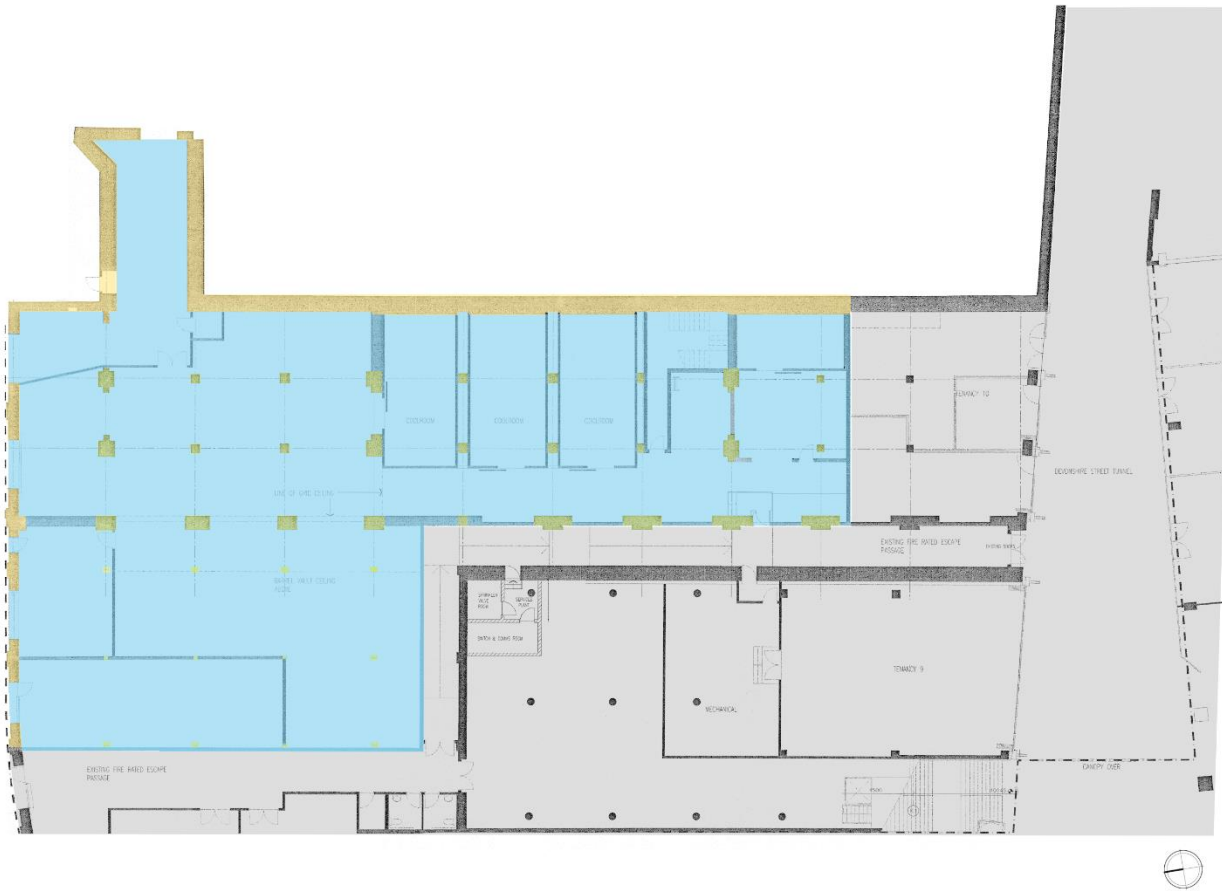


Figure 112 – Lower ground significance mapping

SIGNIFICANCE RANKING

Ground Floor

Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.

Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope

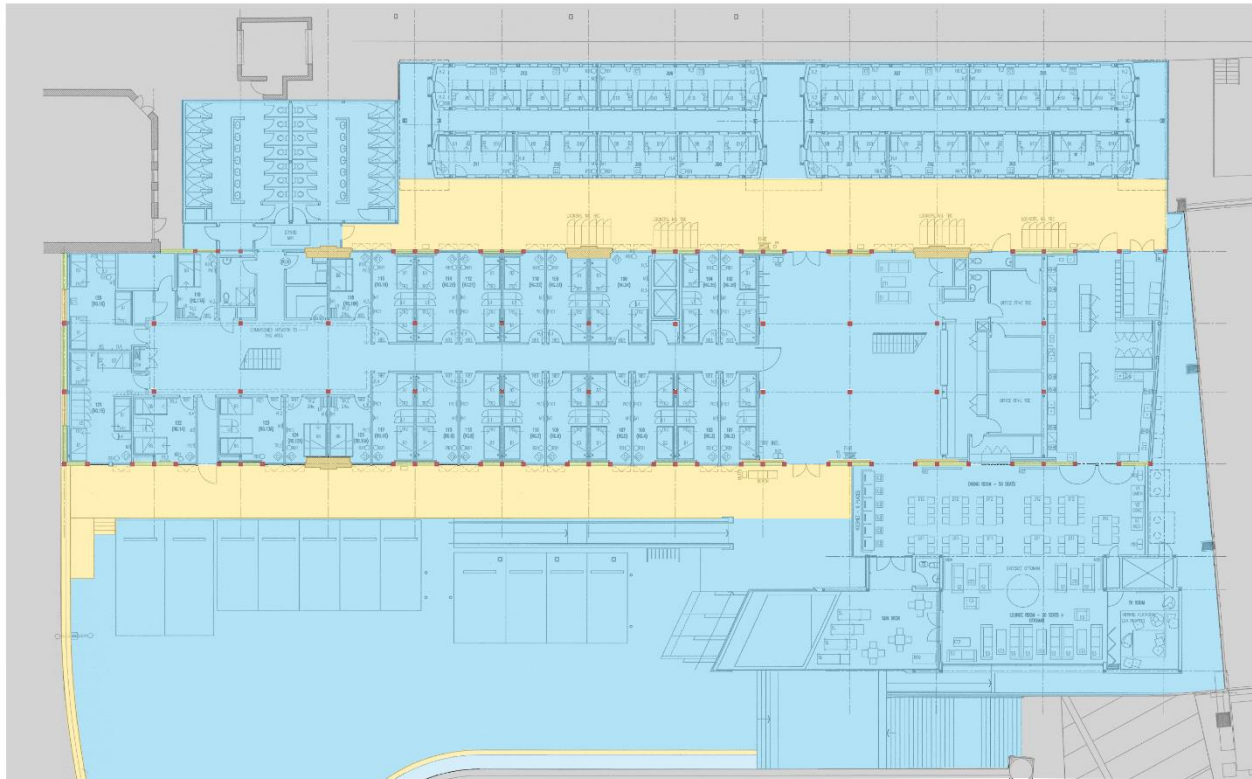


Figure 113 – Ground floor significance mapping

SIGNIFICANCE RANKING

Level 1

Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.

Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope

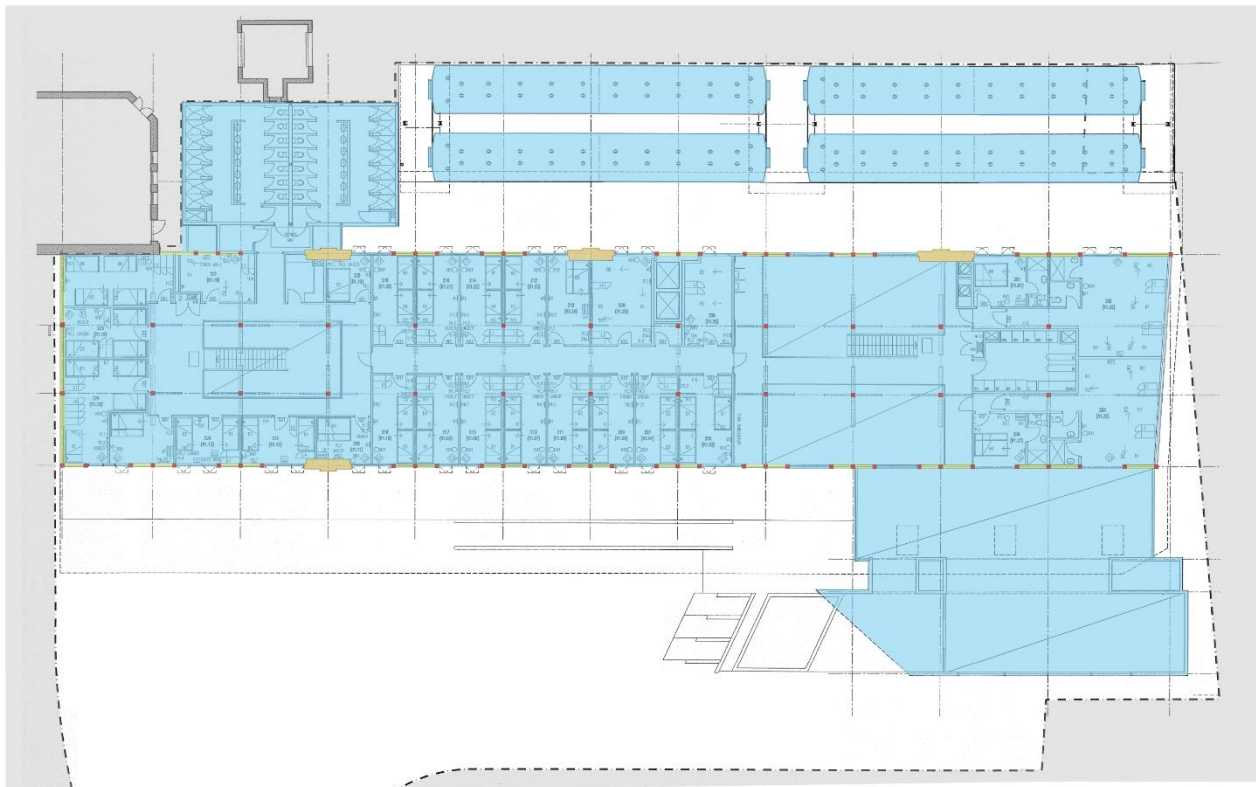


Figure 114 – Level 1 significance mapping

SIGNIFICANCE RANKING

Roof

Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.

Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope

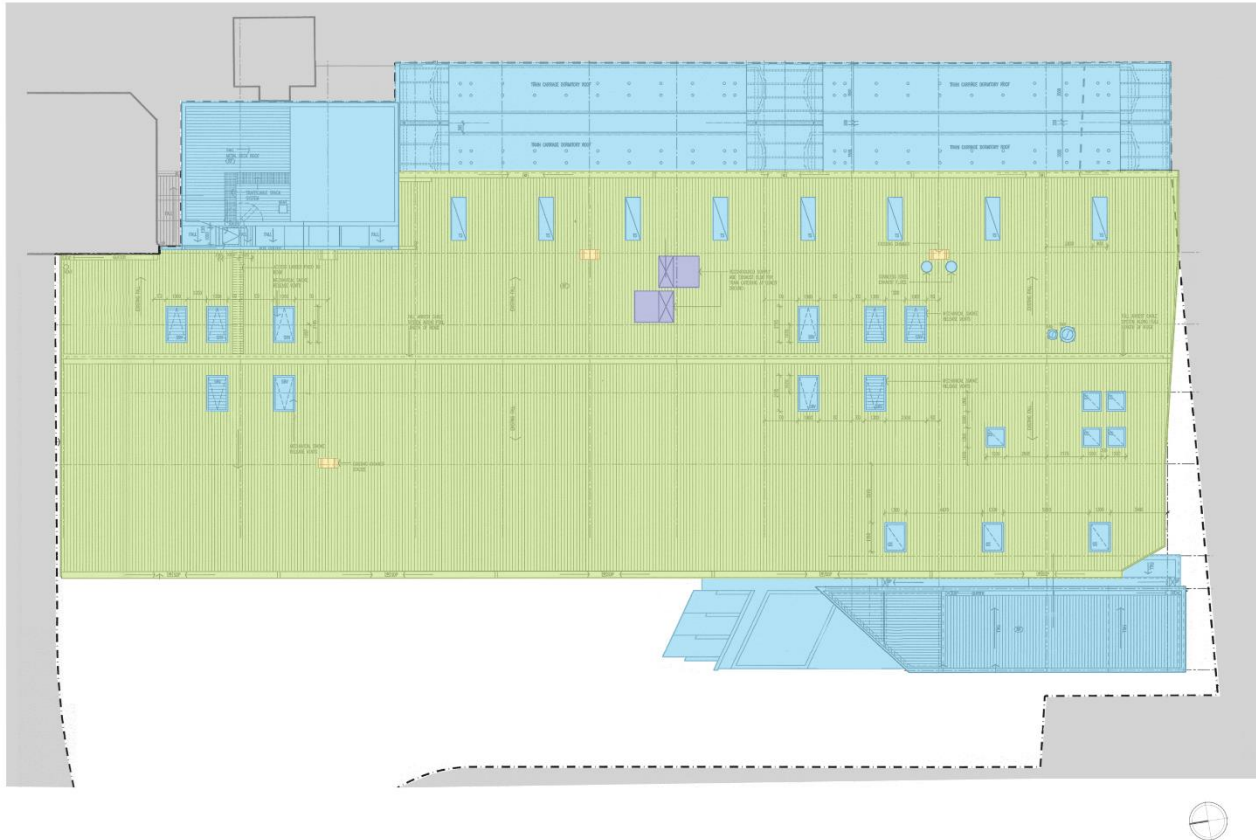
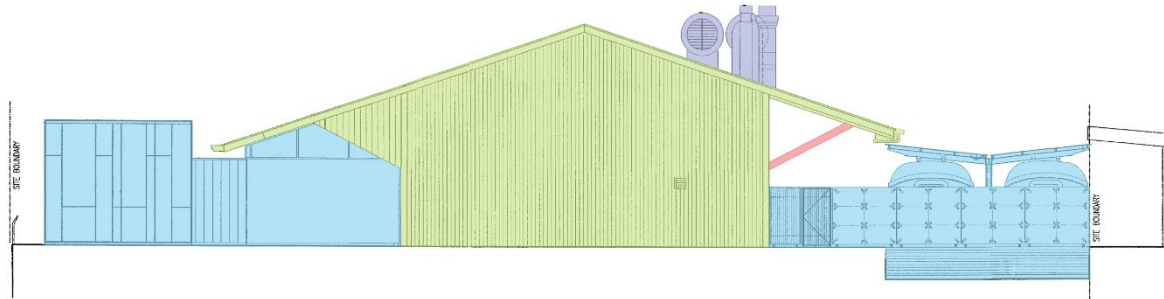


Figure 115 – Roof significance mapping



South Elevation



North Elevation

Refer to the schedule of significant elements for significance rankings of the Lower Ground Floor elevation and retaining wall

SIGNIFICANCE RANKING

South & North Elevation

Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.

Key

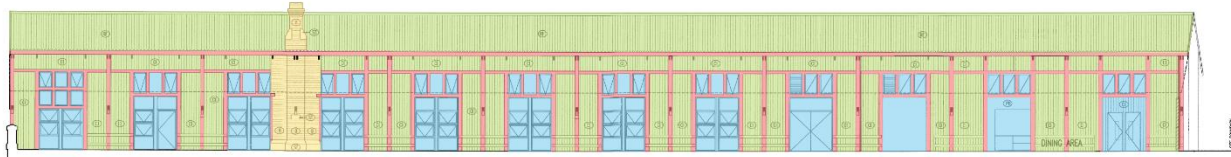
- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope

Figure 116 – North & South Elevations significance mapping

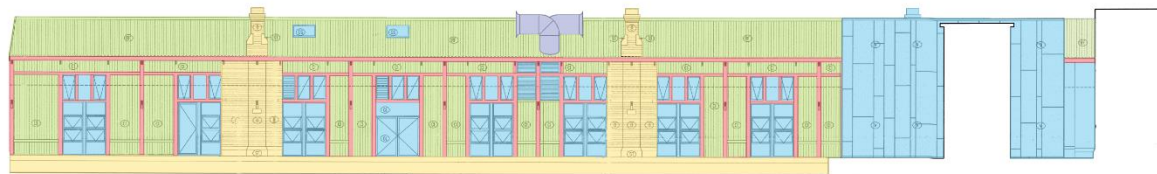
SIGNIFICANCE RANKING

East & West Elevation

Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.



East Elevation



West Elevation

Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope

Figure 117 – East & West Elevations significance mapping

7. IMPACT ASSESSMENT

7.1. GENERAL IMPACT ASSESSMENT

7.1.1. Dismantling & Reconstruction of Fabric

7.1.1.1. Former Inwards Parcels Shed

The proposal provides for extensive intervention into the fabric of the Former Inwards Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse.

The preparation of this methodology includes input from leading heritage experts in the industry including James Ginter from Tradition Restorations Company as an experienced conservator in managing intervention into significant fabric, a deconstruction methodology prepared by TTW engineers and BVN architects to scope up graphic diagrams demonstrating the approach to various elements and fabric.

The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. Some elements of 'Moderate' and 'Little' significance will be removed to facilitate the new building, and where possible this fabric will be reused elsewhere within the proposal or salvaged for potential future use.

While the adverse heritage impact on the existing shed is acknowledged, this is not wholesale demolition, and every attempt to retain, restore and reconstruct significant fabric has been made in order to minimise or mitigate the potential heritage impacts. Atlassian and the consultant team have made a commitment that all timber elements of the original building structure will be reconstructed or reused elsewhere onsite, for example within the pavilion / pergola structure on the OSD level. Following dismantle, the fabric from the shed will be stored at Traditional Restoration Company's warehouse during construction for security and conservation.







In the context of the broader strategic outcome of the precinct, and with consideration for the efforts made to reduce and manage negative outcomes, the heritage impacts associated with the demolition and dismantling/reconstruction of fabric are considered to be acceptable in this very particular circumstance.

TTW has provided a detailed methodology for the dismantling methodology. This report is attached to this heritage impact statement as **Appendix A**.

The following demolition and salvage plans outline which fabric elements are being;

- Retained in place and restored;
- Carefully recorded, dismantled and removed from site – demolition or donated for materials salvage; or
- Carefully recorded, dismantled and stored for conservation work and reconstruction / reassembly, reappropriation or storage.

LEGEND - DEMOLITION SCOPE

		DISMANTLE/ REMOVE FROM SITE
		RETAIN IN PLACE/ RESTORE
		DISMANTLE FOR RESTORATION AND REASSEMBLY, REAPPROPRIATION OR STORAGE OF HERITAGE MATERIAL AS NOTED

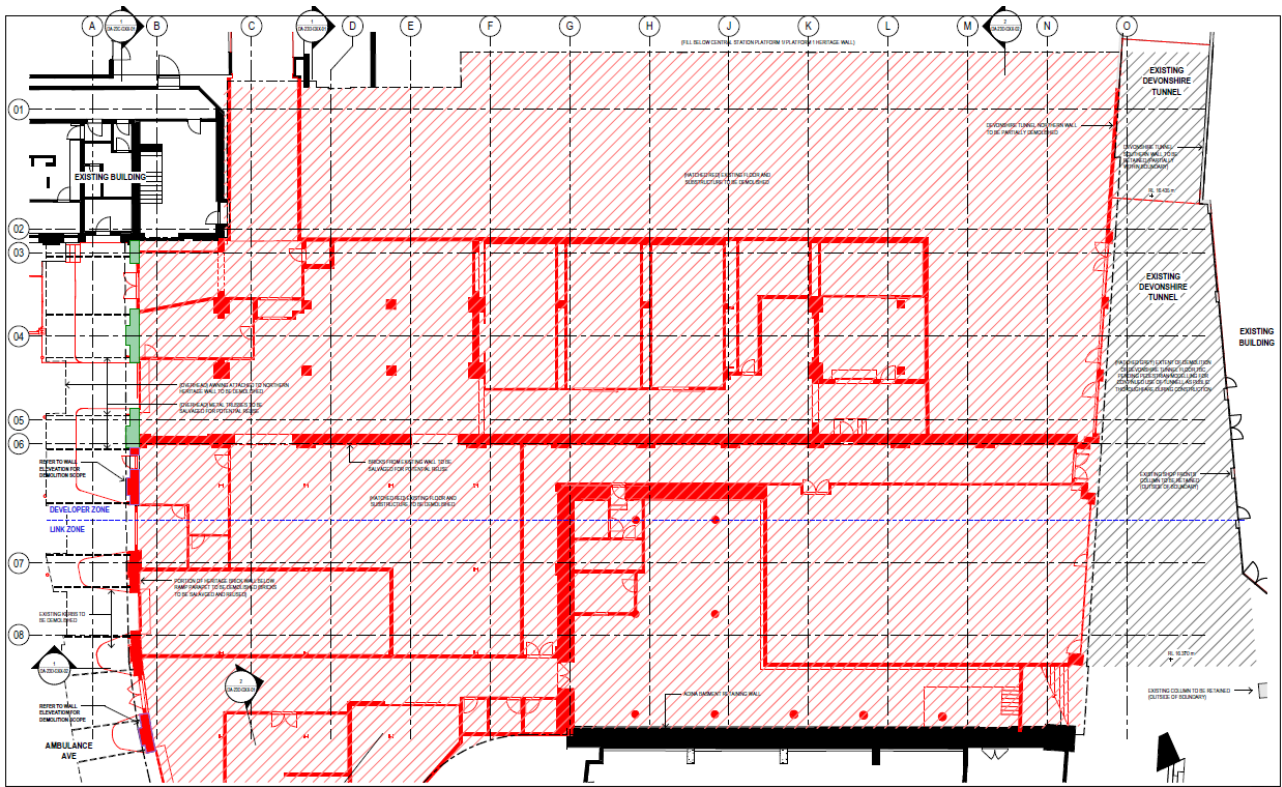


Figure 118 Extract of demolition and dismantling plan: lower ground floor part 1

Source: BVN

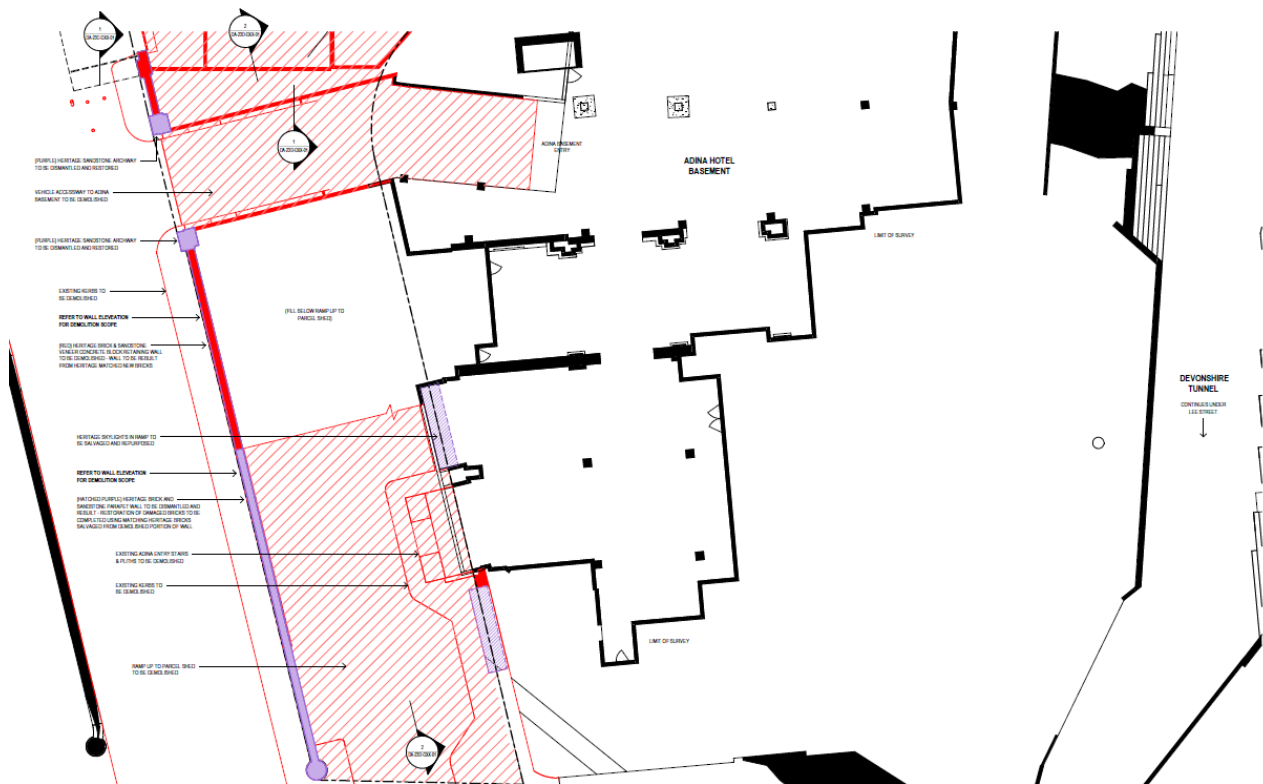


Figure 119 Extract of demolition and dismantling plan: lower ground floor part 2

Source: BVN

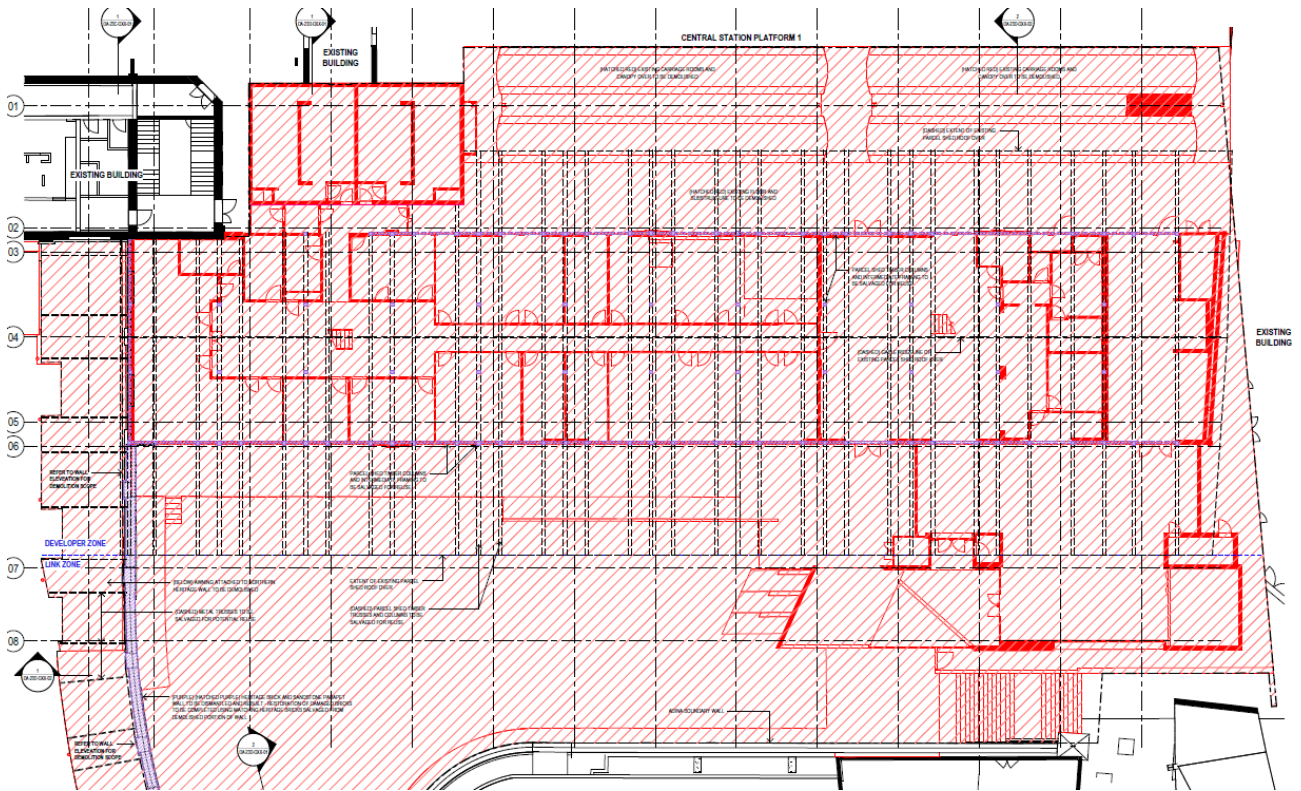


Figure 120 Extract of demolition and dismantling plan: upper ground floor part 1

Source: BVN



Figure 121 Extract of demolition and dismantling plan: upper ground floor part 2

Source: BVN

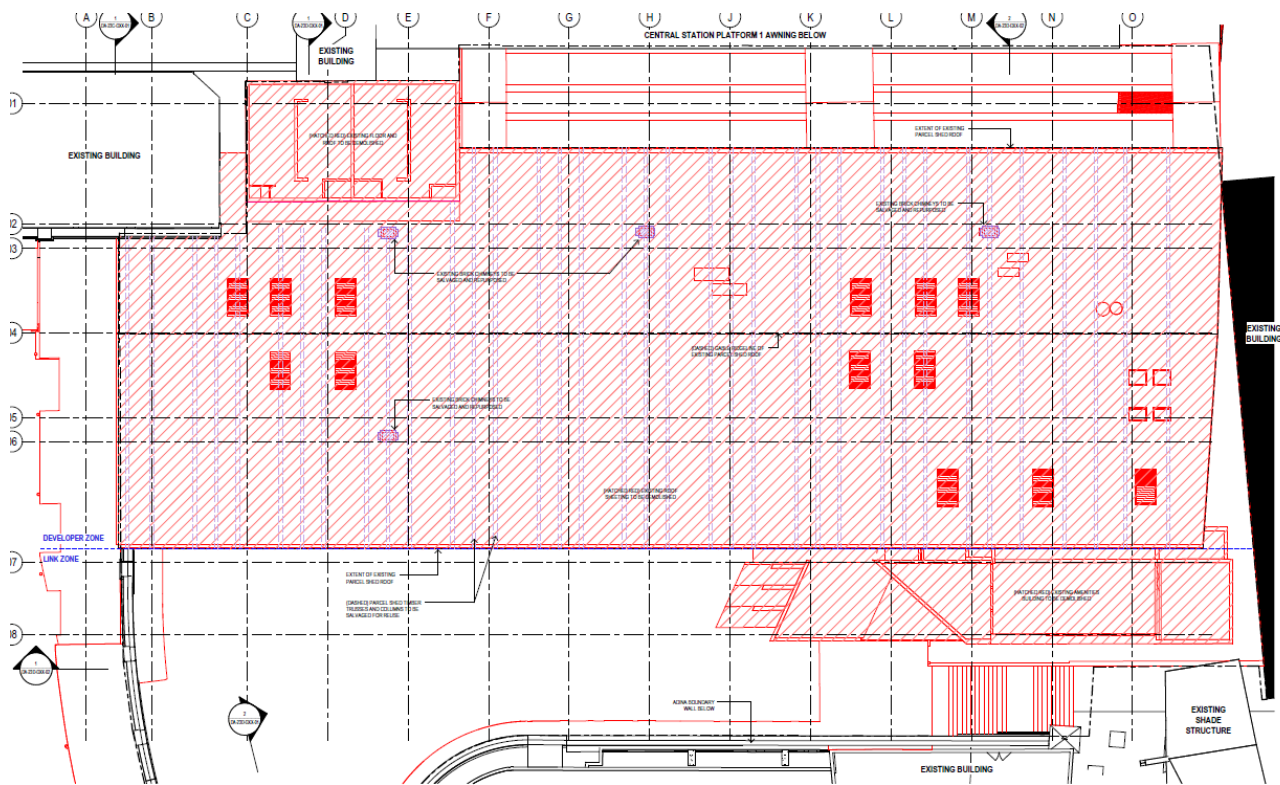


Figure 122 Extract of demolition and dismantling plan: roof plan

Source: BVN

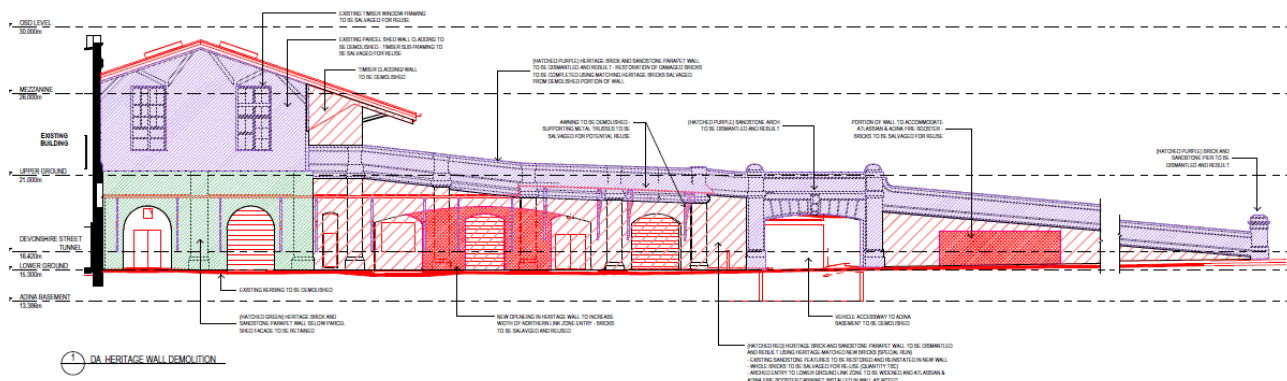


Figure 123 Extract of demolition and dismantling plan: northern elevation

Source: BVN

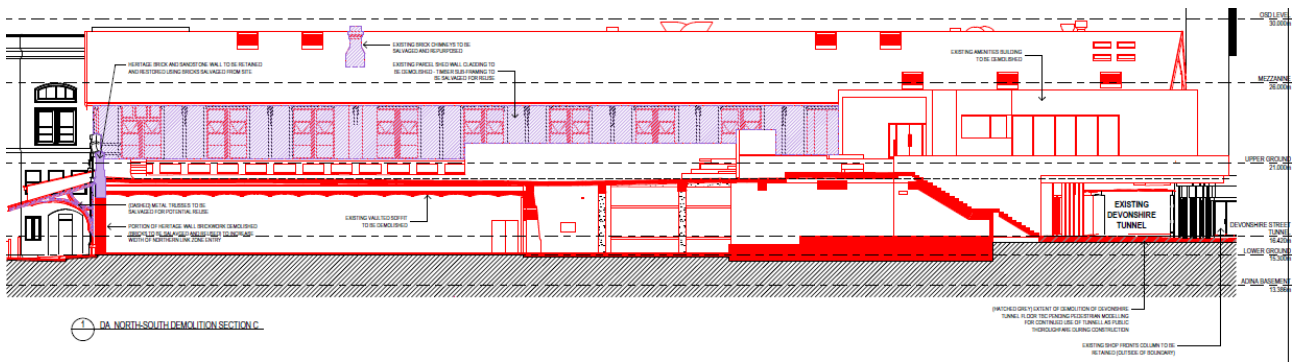


Figure 124 Extract of demolition and dismantling plan: lower ground section and upper ground elevation

Source: BVN

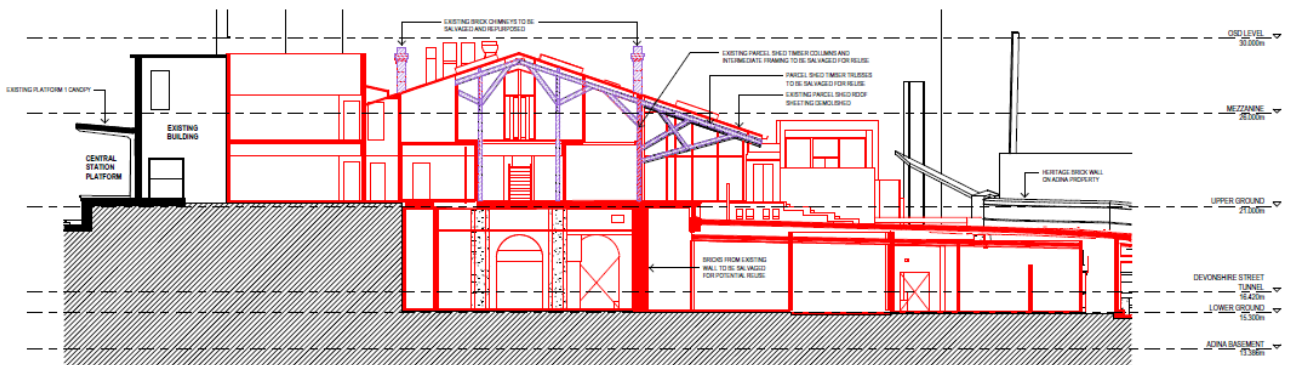


Figure 125 Extract of demolition and dismantling plan: east west section

Source: BVN

7.1.1.2. Ambulance Avenue (Lower Carriage Lane) Retaining Wall

The concrete, brick and stone retaining wall to Ambulance Avenue is required to be modified to facilitate the construction of the proposal for the following key reasons:

- A large arched opening is required to be constructed in the wall as part of the pedestrian link zone linking Henry Dean Plaza / Devonshire Street Tunnel and Ambulance Avenue. This link zone will create an improved network of pedestrian connectivity through the Western Gateway Sub-precinct and the wider Central Station precinct, as part of the State Government's broader plans for the creation of Sydney's third square known as Central Square, and future works to the Central Station precinct. This link zone will be critical to facilitate the pedestrian movements associated with the precinct in the future.
- Structural pylons associated with the proposal to support the dive ramp and basement levels will need to be constructed along the inside face of the existing wall. The construction of these elements adjoining the wall cannot be undertaken with the wall in-situ without the potential for adverse impacts.

To enable the above critical works to be undertaken, the design team together with Urbis heritage consultants, TTW engineers and James Ginter from Traditional Restorations Company, workshop solutions to achieve the outcome while trying to minimise the potential adverse heritage impacts. The following options were considered:

1. **Retention of the wall in-situ throughout the construction process.**

This option was considered the most preferable as it potentially provided for the least physical impact to significance fabric. However, in discussions with the architectural team and the structural engineers, it was advised that this option was not physically possible due to the construction requirements for the dive ramp turning circle to the basement level, and also that the wall would hinder access to the Atlassian site for construction of the proposal. The Atlassian site has constrained access points and the Ambulance Avenue laneway is critical to ensure construction and delivery of the proposal.

2. **Salvage of stone elements, and dismantling and reconstructing the wall by cutting the wall into stiff-back segments.**

The option of cutting the retaining wall into stiff-back segments for removal and reinstatement was considered in detail by the architects, structural engineers and Traditional Restoration Company. This option would also have involved the salvage and reinstatement of all sandstone embellishment elements along the wall. When considered within the broader development and the larger archway that needed to be reconstructed, together with the fabric implications of cutting the wall into segments and the potential adverse impact on the fabric from this method, this option was discounted. This option has the potential to damage the existing fabric through the cutting and reinstatement method without having spare bricks for appropriate patching. Further, the cementitious nature of the mortar in the wall and the thin skin of bricks over a concrete wall meant that there was the possibility for cracking and damage through this process.

3. **Retention of as much fabric in situ as possible, salvage of stone elements, dismantling and reconstruction of the parapet, and demolition and reconstruction of the remainder of the brick wall.**

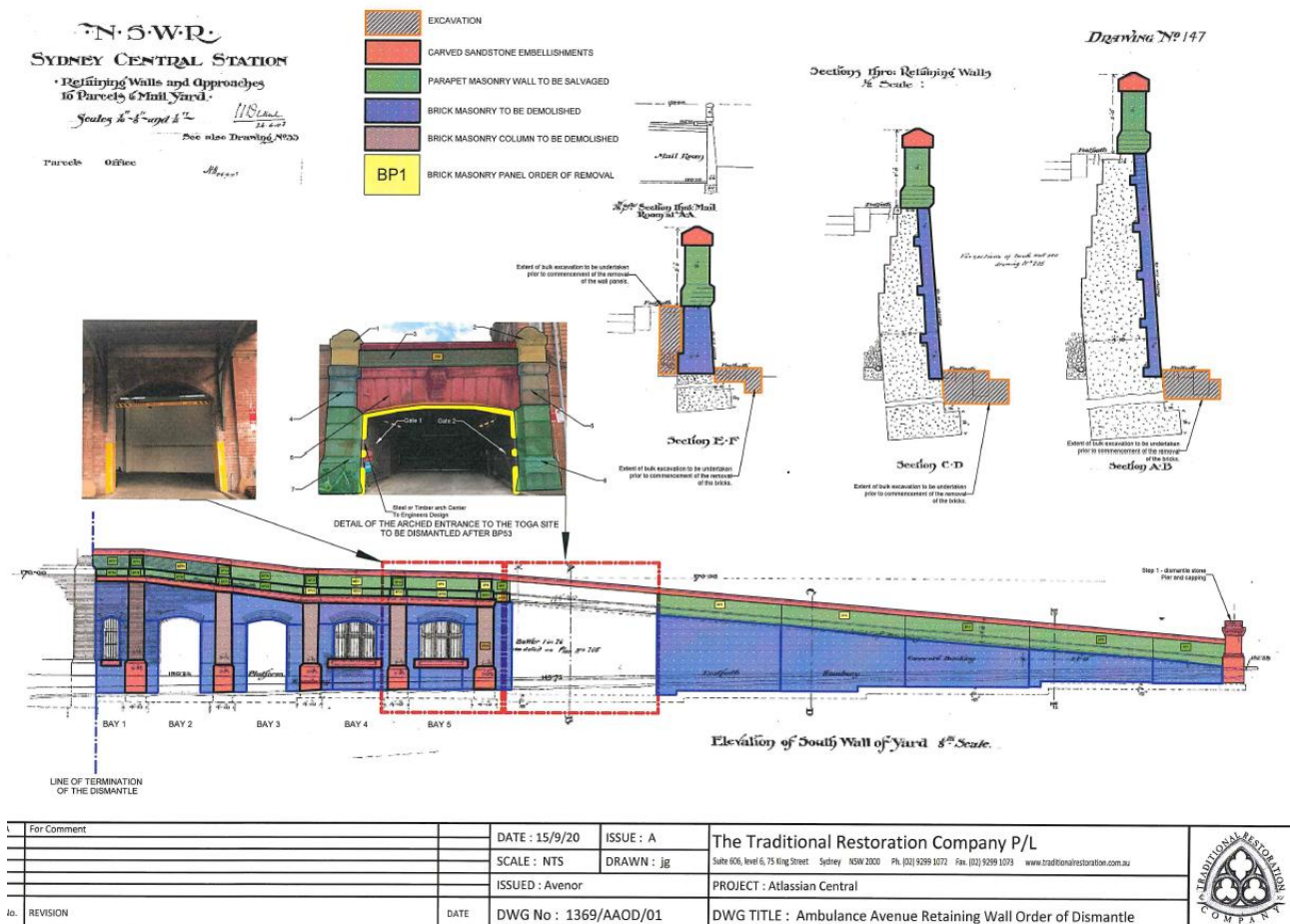
In the end, the most appropriate approach was considered to involve a combination of the following methods:

- Retention and protection of the eastern section of the brick wall below the existing Former Inwards Parcels Shed. This section of the wall will be retained and braced throughout construction to prevent adverse impacts. No changes are proposed to the existing openings of this section of the wall. The wall will be retained until after the pilaster.
- Careful salvage, storage, conservation and eventual reinstatement of all sandstone embellishment elements along the wall. These elements will be stored and conserved in Traditional Restoration's workshop for the duration of construction prior to reinstatement or replacement with new stone as appropriate, with regard for the condition of stonework.
- Careful salvage of the brick parapet wall along Upper Carriage Lane for future reinstatement.
- Careful salvage of all original timber window elements for reinstatement or storage as determined by the location of the proposed new expanded archway.

- Demolition of all remaining brick masonry elements with an intended salvage rate of 5% - 10% of bricks where feasible given existing the cementitious mortar. Salvaged bricks are to be cleaned and palette stored on site for potential future patching and conservation works to retained brick elements.
- Commissioning a run of new bricks to match the existing closely, for the reconstruction of all brick elements below the parapet and west of the section of wall to be

This option has been adopted and has been assessed by Urbis and the broader consultant team to be the most appropriate response as it seeks to retain, salvage, conserve and reinstate as much original fabric as possible, while allowing for a sympathetic reconstruction of the lower brick wall with new bricks to address aesthetic, structural and heritage concerns.

James Ginter from Traditional Restorations Company has provided a detailed methodology for the preferred approach. This report is attached to this heritage impact statement as **Appendix B**. The following diagram demonstrates the preferred approach.



Overall and with consideration for the extent of work required to facilitate this important project for the wider benefit of Central Station and the precinct, Urbis heritage are comfortable with the approach as set out in this heritage impact statement and the methodology set out in Traditional Restoration Company's report. The heritage impact of the works is considered acceptable in the context of the broader development.

7.1.1.3. Awnings in Ambulance Avenue

The existing awnings in Ambulance Avenue will need to be removed to facilitate the deconstruction and reinstatement of the Ambulance Avenue wall. While these awning elements are outside of the project area, they are required to be removed to facilitate the construction of the proposal. Having regard for the broader future development in the area related to the link zone, the proposed Central Square, and the State Government's objectives for the precinct generally, the awnings will be unable to be reinstated.

While there is a heritage impact associated with this removal, it is considered acceptable with regard for the larger community benefit of the future Central Square development, and for the following reasons:

- The awnings do not have a high degree of intactness or integrity and have been modified over time. The awnings have in fact resulted in adverse impacts to existing sandstone embellishments where brackets were retrospectively fixed to the retaining wall. The fabric of the awnings has been modified with new fascias, new cladding and through the installation of services such as lighting and sprinklers.
- The awnings are not The Ambulance Avenue laneway and the awnings will form part of a comprehensive archival recording which will be undertaken prior to physical works on the site.
- The awnings will be carefully salvaged and stored within the Central Station precinct during construction and into the future.
- The awnings are functional elements associated with the delivery of parcels to Ambulance Avenue – a use which has now ceased. This use can and will be interpreted through a comprehensive interpretation strategy as part of the project.



7.1.2. Design Response in the Reconstructed Former Inwards Parcels Shed

7.1.2.1. Materiality and Approach

BVN and SHoP have adopted a sympathetic approach to the design of the reconstructed Former Inwards Parcels Shed which celebrates and exposes significant fabric such as the expressed timber structure and interprets elements intrinsic to its industrial utilitarian character such as the corrugated cladding. This respectful and excited design approach to the place has enabled a project of major change and new development to actually mitigate the potential heritage impacts appropriately.

The proposed design is the result of consistent collaboration with all consultant groups and stakeholders, including Urbis's heritage consultants, to help guide the design and manage the significance of the site. The new development, the result of a design competition, is, in our opinion, of excellent and innovative design quality.

Every element of the proposal has been meticulously reviewed to ensure that the final approach is the most appropriate approach after consideration of all alternative opportunities to achieve the same outcome. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Where intervention to heritage fabric and spaces is unavoidable, all efforts have been made to minimise the impact and utilise salvage, reconstruction or interpretation to mitigate the impacts.

The materiality adopted for the reconstructed Former Inwards Parcels Shed, both for replacement and interpreted elements, as well as new spaces and insertions, has responded to the industrial character of the place. Raw masonry materials such as brick and concrete are married together with raw exposed timber frames which emphasises the industrial utilitarian roots of the building. New insertions such as the large areas of glazing site delicately against the robust structure. Various forms of glazing are utilised including a reeded/fluted glass on the western elevation of the shed to interpret the former corrugated metal cladding which is being removed.



8.1 FIGURE 2 - MATERIALITY

The design philosophy behind this approach to the reconstructed building is outlined by BVN in the Design Report as follows:

The architectural expression of both the Link Zone and its integration with the former Inward Parcels Shed acknowledges the significance of both pre and post-colonial histories. The resultant form, material and detail palettes are derived from the heritage structure and materiality.

The adaptive reuse of the former Inward Parcels Shed can be described in various zones - all of which come together to celebrate the qualities of the lightweight upper and heavyweight lower level of the Shed in a highly evocative and cohesive composition of new and old fabric. The proposal creates a meaningful relationship to the past not only through a reimagining of the fabric but through clarity and distinction between old and new that capitalises on the qualities, uniqueness and contributions of the building within its historical context. All users and the public will experience these parts of the Shed as they have always been - a volume whose character and identity is derived from the building material and construction systems used in its making.

At both the upper and lower ground levels, spatial and visual continuity from outside to inside is considered essential - to promote the public nature of the Shed to the extended community and to expose and celebrate the expressive interior frame qualities of the Shed.

Contemporary additions which have compromised the understanding of the former Inward Parcels Shed will be removed to reinstate the historic experience of a standalone building from the north, west and south approach.

At the lower level, a new insitu concrete vaulted soffit is set out in homage to the original steel and concrete system as a series of jack vaults interspersed with vaulted skylights that are scaled to match the existing (imperial) structural grid. The rhythm and setout of all new work therefore correlates with the distinctive grid of the existing building, essentially borrowing this grid from the existing timber structure supporting the Shed and translating it to the lower levels of the building, and public realm that bounds it.

This vaulted concrete system and rhythm extends from the Shed into the Link Zone (as it always has) to ensure the spatial qualities of the Link Zone and Shed are understood as being 'singular' and cohesive.

The glass vault skylights provide an opportunity for both natural and artificial lighting to the Link Zone while the use of warm toned paving and reinterpretation of dismantled heritage elements throughout the public realm further reinforce the qualities of the existing fabric.

At the upper level, the northern and southern volumes of the Shed, along with the entire western elevation and roof eaves are celebrated for the expressive timber framed roof and wall detailing. Existing timber structure, bracing elements, window frames and timber doors are carefully dismantled during construction, and then reinstated as non-structural self supporting elements. These are celebrated within the building and are intrinsic to the expression of the new Atlassian lobbies.

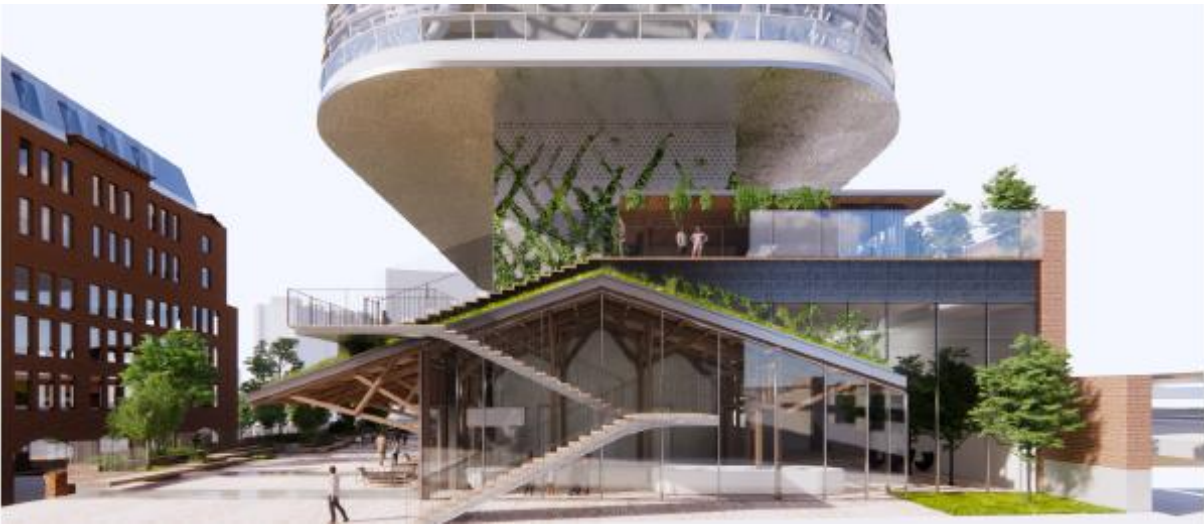
In lieu of the original opaque corrugated iron cladding of the existing building, a combination of clear and reeded glass cladding has been designed to recollect the original metal cladding whilst responding to contemporary requirements of a building lobby. The arrangement of these reeded glazing panels adjacent the timber portals along the western elevation of the Shed reinforces the vertical rhythm of the Shed. Clear glazing of the larger central bay correlates directly to a flush trafficable skylight.

This, combined with the reinstatement of timber doors and wall panels, will ensure the overall adaptive reuse composition of new and old will be understood as bringing a new 'layer of meaning' to the former Inwards Parcels Shed.

Internally, the full expression of the eave is realised and experienced by retaining the line of the eastern Shed eave as an internal ceiling. A new void at the northern edge creates visual connectivity between the levels, allowing users entering at lower ground with an appreciation of the timber portal structure exposed at the upper ground. A spliced pair of steel columns in this void pick up floating timber Shed columns in a meaningful exhibition of the harmonious interface of new and old.

A key feature of the design is the provision of an accessible 'elevated park' on top of the Shed Roof at the OSD RL30 level. A softened green roof wraps the perimeter of the Shed roof edge. The proposed lightweight timber tiered seating element folds gently over the pitched Shed roof and re-imagines this surface as a bold contribution to the public realm and users of the precinct. Great attention has been given to the articulation of this roof edge to ensure the understanding of the original fabric is uncompromised.

The following renders drawn from BVN's Design Report demonstrate how the above philosophy translates into the creation of a sympathetically reconstructed shed with the ability to support a major adaptive reuse without unacceptably compromising the form and character of the place.





7.1.2.2. Structure

The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. A spliced pair of steel columns in the proposed void pick up floating timber shed columns in a meaningful exhibition of the harmonious interface of new and old. This methodology means that the original timber structure, which will be stripped of its later paint and restored, will be a principal feature in the new development, accessible to the public and form the focus point of entrance to the new tower building so that interpretation and celebration of the space is facilitated.

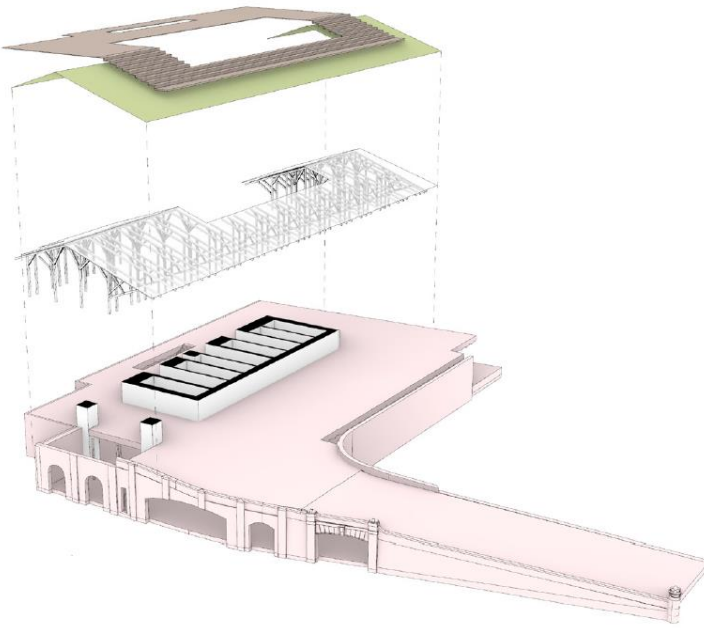
A section of the timber structure will be removed to allow for the insertion of the tower lift core. The timber members removed from this area will be salvaged and reused elsewhere during the reconstruction to patch previously disturbed areas (for example the north-eastern corner of the shed where a later amenities block necessitated the removal of part of the structure) or where splicing or replacement elements are required due to damage or inferior timber. This will ensure that the timber elements of the frame with the highest degree of integrity are retained and utilised in the reconstruction.

At the lower level, a new insitu concrete vaulted soffit is set out in homage to the original steel and concrete system as a series of jack vaults. This interpretation in architectural form mitigates the impact of the removal of this fabric of moderate significance within the lower ground floor area. The proposal more broadly contains a number of innovative and creative architectural approaches to the interpretation of existing fabric which is a clear heritage benefit of the project whilst achieving a contemporary world class development.

RL30
OSD Lightweight folded ground
plane and green roof

RL21
Lightweight Shed

RL15.3 - 16.12
Heavyweight Lower Ground
Link Zone



Obvious but delicate
connection between
new steel supporting
columns and original
reconstructed timber
columns



Carefully reconstructed
and restored timber
structure – stripped of
later paint

Interpretatively
reconstructed jack
arches in concrete to
the lower ground
level through site link



7.1.2.3. Windows and Doors

The approach to doors and windows throughout the building is sympathetic and given the level of change which has already occurred over time to these elements, there are no identified adverse heritage impacts associated with the proposed design for these elements. The design creatively addresses how to best emphasise and respond to these elements in the context of providing new methods of access for the place in conjunction with interpretation of the former accessibility and use of the site.

All of the existing windows in the Former Inwards Parcels Shed building were replaced with aluminium framed windows during the conversion for the current YHA use. There are two original timber frames windows on the northern elevation which were altered later with additional panes added above. While the later aluminium windows along the western and eastern elevations are being removed, and on the western elevation replaced with glazing panels between the structure, the two timber window frames on the northern elevation are being retained and integrated into the reconstructed timber structure of the building. These two windows will be visible in southern-facing views towards the shed and will be set behind glazing which occupies the whole of this upper ground elevation to enable visual connectivity with the important interior spaces and interpretation of this former industrial building structure.



Originally, the large openings to the western elevation featured large timber sliding doors, however only four are extant today and are located on the interior of the main foyer space of hotel. These doors will be retained and conserved as part of the reconstruction of the building. Additional doors may be reconstructed as required to facilitate further interpretation of the former functional and operable use of this western elevation.



Restored and reconstructed timber sliding doors and glazing inserted in former highlight windows

7.1.2.4. Cladding

In lieu of the original opaque corrugated iron cladding of the existing building, a combination of clear and reeded glass cladding has been designed to recollect the original metal cladding whilst responding to contemporary requirements of a building lobby. The arrangement of these reeded glazing panels adjacent the timber portals along the western elevation of the shed reinforces the vertical rhythm of the former cladding. The corrugated metal cladding is an intrinsic element to the vernacular industrial style of the shed, and this interpretation of fabric is a sympathetic response to allow the former industrial character of the place to be understood.



Reeded glass cladding to interpret the former corrugated iron cladding and industrial character



Reeded glass cladding to interpret the former corrugated iron cladding and industrial character

7.1.3. Trafficable Rooftop Garden and Landscape

Urbis has provided heritage advice throughout the design development to ensure that the proposed rooftop garden and communal structures do not have an adverse heritage impact on the Former Inwards Parcels Shed building. Urbis has provided advice that the following measures should be implemented to mitigate the potential impacts of the proposal:

- The rooftop landscaping area should be setback from the edge of the existing roof line to allow exposure of the corrugated metal cladding which currently covers the roof and which will be reconstructed as part of the proposal. The corrugated metal cladding on the roof will be the only remaining element of this particular materiality following reconstruction and is an important aspect of the building's industrial and utilitarian history. As a result the design incorporates a border of corrugated metal cladding around the periphery of the shed roof to enable visibility and interpretation of this element.
- The natural landscaped roof should have regard for the Designing with Country framework being employed for the proposal, with an emphasis on native landscaping in a similar vein to the Yerrabingin project at Eveleigh.⁵⁴

The proposed rooftop structures including the enclosed pavilion to mitigate potential winds impacts, will be recessive in significant views towards the place as this is mostly obscured by the new lift core of the tower form. The design has also applied substantial greenery to screen the form and made this element as light weight as possible to enable an inside/outside communal space which is integral to the Atlassian ethos.

Overall the rooftop will appear, from the public domain and from below the reconstructed awning level, as the original roof. The retention of the fascia and border of corrugated iron, as well as the expressed timber structure which provides rhythmic brackets along the verandah, will ensure that the roof form and overall building form, as well as important materiality, is retained and interpreted.



The design philosophy behind approach to the rooftop is outlined by BVN in the Design Report and summarised here as follows:

The proposal is committed to preserving the legibility of the Shed and celebration of its utilitarian qualities. It borrows from the texture, tactility and integrity of the existing building, layers the functional requirements of the new building and creates new opportunities to occupy the Shed in unexpected and exciting ways that enhance and celebrate its unique position in the city.

⁵⁴ <https://www.yerrabingin.com.au/>

The reimagining of the roof of the Shed as a new occupiable landscaped plane offers a unique and dynamic experience back to the city at the OSD RL30 level and creates opportunity for 24/7 activation to the precinct.

A series of timber tiered steps fold down the gabled roof of the Shed, visually connecting to the upper ground and again, providing a moment for pause and congregation. This moment is a unique one- inviting the public to sit within the planting, look out to the canopy of significant tree planting on upper ground with prospect back to the city and engage with activation on RL21.

A lightweight green roof system wraps the edges of the roof, reiterating a commitment to a greening of the city. The use of native and endemic plant species creates a new layer of meaning to this surface that speaks to the use of landscape as a statement of the building's reparation and care for Country.

Structural support of the Shed and OSD level is provided by significant steel members cantilevering off the core, effectively hanging the Shed from above. The tapering of this structure towards the edges allows the edge of Shed to maintain a consistent and legible thin datum at the base of the eave and from the northern aspect.

Planting creeps up the faces of the core softening the extent of these surfaces in the volume between the tower above and the heritage structure below.

The building's envelope and orientation leaves this upper level susceptible to significant wind impacts- particularly those from the southerly and westerly direction (more commonly in winter). This creates a unique challenge to occupation of this important new datum within the city.

An iterative design process has been undertaken both to understand the nature and probabilities of significant wind speeds exceeding safety and comfort conditions and test a series of mitigation devices to provide some amelioration of these effects that are detailed in the wind consultant's report. While combinations of these were effective in reduction of wind speeds to within acceptable criteria, these were also assessed for their impact to the legibility of the heritage structure and form of the Shed. Any addition of visible screening to the western core edges, extensive open arbour roof structure and high perimeter screens were avoided in favour of a more holistic managed approach to the occupation of the OSD level and tiered seating to the west.

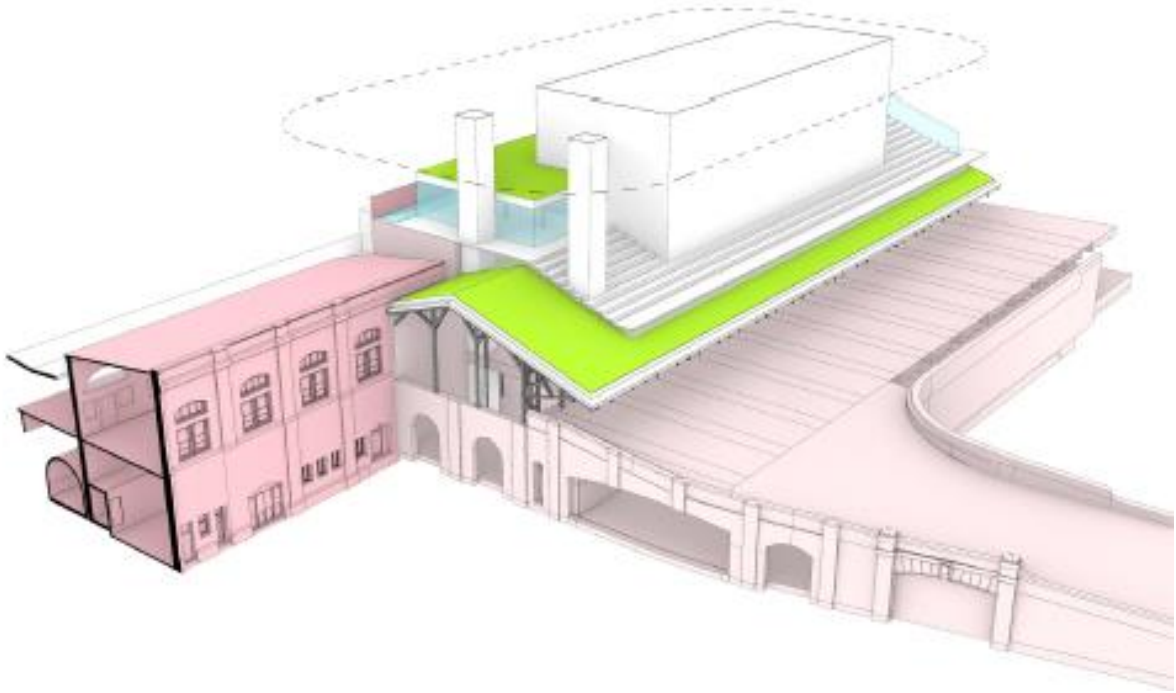
By creating an enclosable space on the RL30 level the proposal ensures that activation the RL30 deck is unaffected by unfavourable wind conditions. Entries from both the Atlassian internal shuttle and public shuttle to the west are also protected from inclement weather.

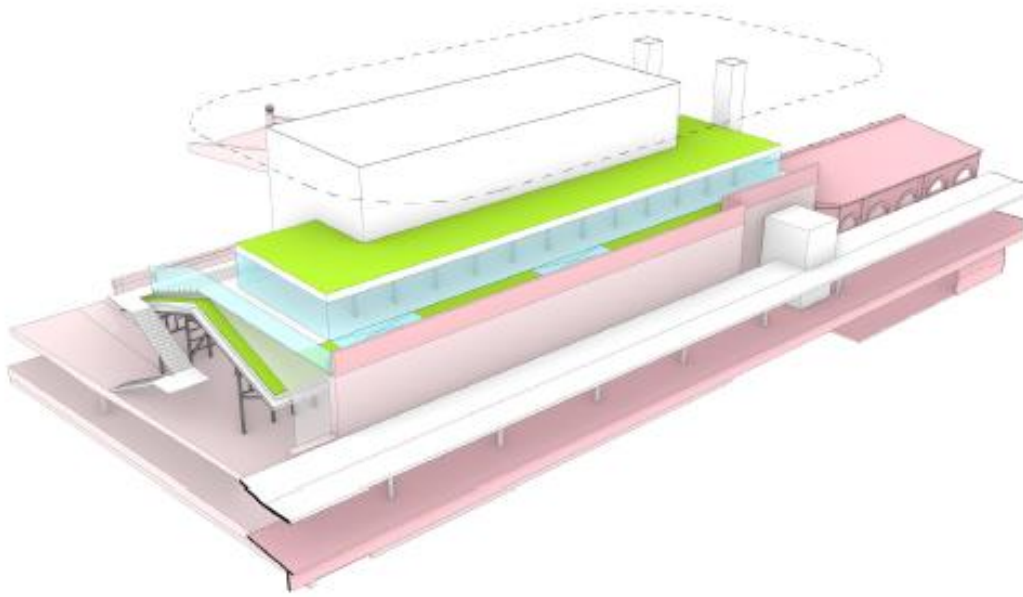
Setting back of these operable facades from the perimeter both ensures that this space has minimum visual impact to the legibility of the Shed while still providing opportunity to open to the outdoor in the majority of time throughout the year where conditions permit. A green roof to this structure flows over the roof edge, further softening the impression of this plane when approaching the Shed from all aspects and aligning the qualities of this space with the lightweight folding plane of the OSD.

To the north and east, impermeable masonry walls extends up the OSD to provide an edge to a landscaped perimeter to the OSD and protecting platform 1 to the east in accordance with TfNSW requirements. To the south of the Shed, a glazed balustrade recedes against end gable structure of the Shed.

Westerly winds, most common throughout winter where more infrequent occupation of the tiered seating is expected, have a significant effect on the comfort and safety conditions of this area. Management of this space will ensure access to this space is permissible only when conditions do not exceed safety criteria.

The landscape elements and vegetation chosen for the rooftop and throughout the Atlassian site will be endemic to the local area and reflect the Designing with Country principles.





7.1.4. Tower Development

The proposal is an ambitious response to the heritage values of the site in realising the broader strategic vision for the precinct. The proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station listed heritage item curtilage. The proposed tower form is highly visible and changes the existing setting of the lower scaled buildings within the precinct.

However, this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government's ambitions for a tech precinct at the Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community. The proposed tower form above the Former Inwards Parcels Shed is considered to have an acceptable heritage impact for the following reasons.

- The large vertical tower extension to the building has been designed with a sizable gap between the shed roof and the tower soffit, such that the historic shed retains a sense of its own legibility and setting. These surfaces further provide the opportunity to explore innovative heritage interpretation approaches that celebrate the history and significance of the place.
- The new development, the result of a design competition, is, in our opinion, of excellent and innovative design quality. The tower we propose is designed to serve as a thrilling and appropriate symbol for the Tech Precinct, extending its identity into the sky.
- The Urbis visual analysis has demonstrated an acceptable visual impact on the wider Central Station precinct. It concludes that the proposed development is spatially well separated from immediate surrounding heritage items, and in particular is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually document public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower.
- The new use of the place will allow for greater public accessibility to the subject site and Central Station precinct. The amendments to the ground plane of the subject site support the historic and significant use of the Central Station precinct as a rail transport interchange.
- The heritage impacts of the proposal must be considered in the context of the broader strategic vision for the precinct. The improvement to the site interface Henry Dean Plaza and the broader Central Station precinct demonstrates a public benefit that will contribute to the ongoing vitality and vibrancy of the Western Gateway Sub-precinct and broader Central Station precinct. The delivery of this activation is achieved through architectural and urban design strategies including siting of retail uses along the proposed 'Link Zone' and an increase in the permeability through the Site. This similarly enables opportunities for passive surveillance, improving the amenity and safety of the adjacent pedestrian and street network. The greater public benefits that will be provided by the proposal outweigh the heritage impacts to the Former Inwards Parcels Shed and forecourt and retaining wall.

The following renders demonstrate the design of the proposed tower form.



7.1.5. Aboriginal Cultural Heritage and Archaeology

The following section has been sourced and summarised from the Aboriginal Cultural Heritage Assessment prepared by Urbis which is also being submitted as part of the SSD-10405 package and outlines the potential impact assessment of the proposal on the Aboriginal cultural heritage values of the place. It concludes that the potential impacts of the proposal on the Aboriginal cultural heritage values of the place can be mitigated through a program of test excavation to confirm the presence or absence of Aboriginal objects and archaeological resources. This methodology and approach are considered reasonable to manage the potential impacts of the proposal on the Aboriginal cultural heritage values of the place.

7.1.5.1. Impact Assessment

The proposal seeks consent for a new Railway Square YHA and head office for Australian enterprise software company, Atlassian. The establishment of the Atlassian head office at Railway Square is to anchor the creation of a new technology and innovation precinct which will attract and retain global talent in this industry.

The final details of the proposal are yet to be confirmed; however, the current design indicates that the maximum height of the building is to be approximately 200m above ground level, and two basement levels will be excavated, with a combined depth of approximately 10m. The construction of the high-rise will require the deconstruction of the Former Inwards Parcels Office; after the excavation of the basement levels, the structure will be reconstructed. A detailed methodology for dismantling and storage of the Parcels Shed has been prepared by the Traditional Restoration Company, to ensure that the building is reconstructed without damage or a loss of original fabric (Weir Phillips Heritage and Planning, 2013: 51). Once the Shed is reconstructed, there will be a 12m separation between the apex of the shed roof and the bulk of the tower above, to mitigate the impact on the identified aesthetic values (Weir Phillips Heritage and Planning, 2013: 51).

The design includes provision of two basement levels beneath the Parcels Office, which will remove any archaeological resources that may be present within the project footprint.

This assessment has established that the current subject area does not contain any previously identified Aboriginal sites.

The geotechnical investigation undertaken to date for the subject area (Arcadis - Geotechnical Desktop Study & Risk Assessment, Tech Central Development, Lee Street, Sydney - 2018) indicates the likelihood of a paleochannel existing within the central and southern portions of the subject area. The geotechnical report states (Arcadis 2018, p,18):

The subsurface ground conditions at the south-east end of the site are expected to comprise fill, sand and residual soils to approximately 10 m depth overlying sandstone bedrock. It is understood the source of sand at the south-east corner is part of a historic paleochannel/ deposit aligned in an east-west direction. The alluvial channel/ deposit is anticipated to be about 100 m wide and likely to spread across the centre and the southern end of the site.

7.1.5.2. Potential Harm

This section identifies the potential impacts to cultural heritage arising from the proposal, including demolition, excavation, and construction phases. Harm can be direct or indirect, defined by the Assessment Guidelines as:

- Direct harm – may occur as the result of any activity which disturbs the ground including, but not limited to, site preparation activities, installation of services and infrastructure, roadworks, excavation, flood mitigation measures.
- Indirect harm – may affect sites or features located immediately beyond or within the area of the proposed activity. Examples include, but are not limited to, increased impact on art in a shelter from increased visitation, destruction from increased erosion and changes in access to wild food resources.

The nature, extent and level of harm (indirect or direct) cannot be identified at this stage due to the lack of sufficient information on the presence or absence of Aboriginal objects and archaeological resources within the subject area. This ACHA has concluded that there is potential for Aboriginal objects in a subsurface context, given the subject area is situated within a sensitive soil landscape (Tuggerah). However, should

Aboriginal archaeological resources found within the subject area, the proposed development will have direct impact on those resources and potentially remove the archaeological resource completely.

The level, nature and extent of potential harm cannot be ascertained until the results of detailed geomorphological investigation are provided to Urbis and archaeological excavation is undertaken (either following the approval of the SSDA or prior to an SSDA approval under an approved AHIP). This level of investigation can only be undertaken concurrent with historical archaeological investigations (similarly, either following the approval of the SSDA or prior to an SSDA approval under an approved Section 60).

7.1.5.3. Likely Impacted Values

The level of archaeological potential of subsurface Aboriginal objects and archaeological resources that still may exist within the subject area can only be further assessed by archaeological test excavation. Any potential Aboriginal objects and/or sites will occur below the current level of historical disturbance.

These potential Aboriginal objects and/or sites may represent various scale camping events and Aboriginal utilisation of the land in the form of hearth, stone artefacts and shells. Previous archaeological investigations within Eastern Sydney sand dune systems have identified the potential for human burials as well.

7.1.5.4. Justification

The principle of inter-generational equity holds that the present generation should make every effort to ensure the health, diversity and productivity of the environment – which includes cultural heritage – is available for the benefit of future generations.

As the ACHA identified that further investigation is needed in the form of subsurface archaeological test excavation, the principles of the ESD can only be partially assessed at this stage and further information will be provided following the archaeological test excavation.

7.1.5.5. Mitigation Measures

A series of recommendations have been made to assist in avoiding and minimising the risk of harm to potential areas and items of Aboriginal cultural significance. Further details of the recommendations can be found in the ACHAR. A summary of the recommendations is provided below:

▪ Recommendation 1 – Archaeological Test Excavation

An Archaeological Research Design (ARD) and Methodology should be prepared for the sub-surface investigation of the identified landscape features and their potential for retaining Aboriginal objects and archaeological resources. The purpose of the archaeological test excavation is to confirm the presence or absence and potential extent of Aboriginal objects and archaeological resources within the subject area.

The archaeological test excavation must be undertaken according to the developed ARD and with the participation of the nominated Aboriginal RAPs and appropriately qualified archaeologists. The ARD must be developed in line with the *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW 2010) (the Code of Practice).

NOTE: The timing of the recommended test excavations is yet to be determined by the proponent. If the test excavations are to occur prior to the approval of SSD-10405 than they must be undertaken following an approved Aboriginal Heritage Impact Permit (AHIP) and in conjunction with an approved Section 60 required for associated historical archaeological investigations.

The results of the test excavations must be incorporated into the ACHAR or addendum document and supplied to the project RAPs for comment in accordance with *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (Department of Environment, Climate Change and Water (DECCW), 2010) (the Consultation Guidelines).

▪ Recommendation 2 – Aboriginal Cultural Heritage Induction

It is recommended that induction materials be prepared for inclusion in site inductions for any contractors working at the subject area. The induction material should include an overview of the types of sites to be aware of (i.e. artefact scatters or concentrations of shells that could be middens), obligations under the NPW Act, and the requirements of an archaeological finds' procedure (refer below). This should be prepared for the project and included in any site management plans.

The induction material may be paper based, included in any hard copy site management documents; or electronic, such as "PowerPoint" for any face to face site inductions.

▪ **Recommendation 3 – Archaeological Chance Find Procedure**

Should any archaeological deposits be uncovered during any site works, a procedure must be implemented. The following steps must be carried out:

1. All works stop in the vicinity of the find. The find must not be moved 'out of the way' without assessment.
2. Site supervisor, or another nominated site representative must contact either the project archaeologist (if relevant) or DPIE to contact a suitably qualified archaeologist.
3. The nominated archaeologist examines the find, provides a preliminary assessment of significance, records the item and decides on appropriate management, in conjunction with the RAPs for the project. Such management may require further consultation with DPIE, preparation of a research design and archaeological investigation/salvage methodology and preparation of AHIMS Site Card.
4. Depending on the significance of the find, reassessment of the archaeological potential of the subject area may be required, and further archaeological investigation undertaken.
5. Reporting may need to be prepared regarding the find and approved management strategies. Any such documentation should be appended to this ACHAR and revised accordingly.
6. Works in the vicinity of the find can only recommence upon relevant approvals from DPIE.

▪ **Recommendation 4 – Human Remains Procedure**

In the unlikely event that human remains are uncovered during any site works, the following must be undertaken:

1. All works within the vicinity of the find immediately stop.
2. Site supervisor or other nominated manager must notify the NSW Police and DPIE.
3. The find must be assessed by the NSW Police, and may include the assistance of a qualified forensic anthropologist.
4. Management recommendations are to be formulated by the Police, DPIE and site representatives.
5. Works are not to recommence until the find has been appropriately managed.

▪ **Recommendation 5 – RAP consultation**

A copy of the final ACHA must be provided to all Project RAPs. Ongoing consultation with RAPs should occur as the project progresses, to ensure ongoing communication about the project and key milestones, and to ensure the consultation process does not lapse, particularly with regard to consultation should the CFP be enacted.

7.1.6. Designing with Country

The consultant team has proactively engaged with Kevin O'Brien at BVN and Cox Inall Ridgeway to explore and integrate a meaningful Designing with Country framework into the proposal. This framework provides guidance for the meaningful and tangible interpretation and reflection of Aboriginal cultural heritage values of the place into the proposal. The adoption of such a framework has enormous heritage benefit for a project like this, for the City and its Aboriginal and non-Aboriginal communities.

7.1.6.1. Overview of Designing with Country

The Designing with Country Framework for the Atlassian Central Development establishes a clear focus for the Design Team that informs the public realm, provides further high-level design prompts and leads to tangible decisions that influence design development and realisation.

This Designing with Country Framework consists of three parts as follows:

- 'Part 1: The Framework' sets out the broader context of the site in relation to the Aboriginal Country it belongs to. It uncovers the geology, hydrology, flora and fauna, and historical and contemporary Aboriginal presence within the local Country. It clearly renders what the site belongs to and further reveals the prompts for consideration in the second part.
- 'Part 2: The Opportunities' takes the previous prompts and focuses them in relation to the Atlassian Central Development. It explores and tests, urban design, architectural and landscape architecture approaches, as well as wayfinding, archaeology, engineering and especially heritage bodies of work. Collaborative engagement with each discipline of the Design Team reveals opportunities for alignment through the design process.
- 'Part 3: The Propositions' advances the findings of the previous part and establishes a clear set of design outcome aligned to the concept of Country. In subsequent phases of the project, each consultant will be supported and enabled to develop and refine discipline specific outcomes.

The Designing with Country Framework is the necessary macro study that enables a micro study of the site, revealing Opportunities and leading to specific Propositions. All three are bound.

What is Country?

The idea of Country is drawn from a sense of belonging. When Aboriginal and Torres Strait Islander people speak of Country, it is about the place of their ancestors, stories, lore and knowledge. Country is what sustains us and is therefore as much a cultural and spiritual condition as it is a scientific one. It follows that within this knowledge capital there exists endless opportunities to engage with and affect the cultural and built capital of the campus.

In thinking about Country, there is a logic for movement located in the idea of a track, there is a logic for occupation located in the idea of a camp, and there is a logic for events located in the idea of ritual.

Acknowledging that a site belongs to a specific Country on a specific part of this continent enables us to draw inspiration, ideas, and opportunities directly from that place and the people who belong to it.

Why Design With Country?

Why would we make buildings, modern precincts and communities connect to Country and what makes this important? Our underlying belief is that it is the first point of connection to creativity and science and an awareness that it has existed in Australia for over 50,000 years.

The ambition of the Designing with Country Framework is to enable a greater relationship between People, Knowledge and Environment and work towards A Non-Conflicted Future. This ambition can be realized by acknowledging the significance of Aboriginal and Torres Strait Islander heritage in the development of the built environment.

This Layers of Influence diagram aims to summarise the potential symbiotic nature of the context in which the future project sits. At each stage, it is important to question, acknowledge and embed the story of place and people, to inform the consideration, articulation and design of the project.

Aligned to the Designing with Country Framework are processes of engagement with the local and wider Community to facilitate agency and authenticity for the Atlassian Central Development.

Next...

The following sections summarise and demonstrate the Designing with Country Framework as engaged by the Design Team

7.1.6.2. Opportunities

Opportunities Lens

The Opportunities Lens consists of three parts. The first part is Settings, which establishes a spatial set of sub-categories that align with experiential descriptions that begin to reveal Country, namely, Track, Camp and Ritual. Track refers to those lines of pedestrian movement that connect. Camp refers to those informal settings that allow pedestrians to gather, wait, or engage in conversation.

Ritual refers to the more formalised settings that enable specific, transactional events, both permanent and temporary, to occur. The second part is Palette, which is defined by Material, Flora and Colour drawn from this Country. The third part is Caring and is based on a consideration of respect for Country as a matter of energy. It questions what energy has been Displaced, Embodied and how the Performance of the development into the future has been considered.

The Opportunities Lens has been used by the Design Team to discover a way into Designing with Country. An iterative design process has enabled each discipline to explore opportunities and work towards an aligned Proposition that sits alongside greater cultural ambitions with respect to Agency and Community for the life of the development.

Opportunities and Exemplars

The Opportunities Lens can be better understood through Opportunities and Exemplars that draw upon completed works that implicitly and explicitly embody the principles of Designing with Country. Each exemplar extends the coding from the Opportunity Lens.

For example, SETTING/TRACK/PROMENADE refers to one of many possible references, however in this instance it is the pedestrian characteristics and spatial occupation of The Goods Line running into UTS. These qualities are what has been explored through the Opportunities part to arrive at Propositions.

The selected exemplars referred to here are a from a stand alone Opportunities document that provides more detail and more exemplars.

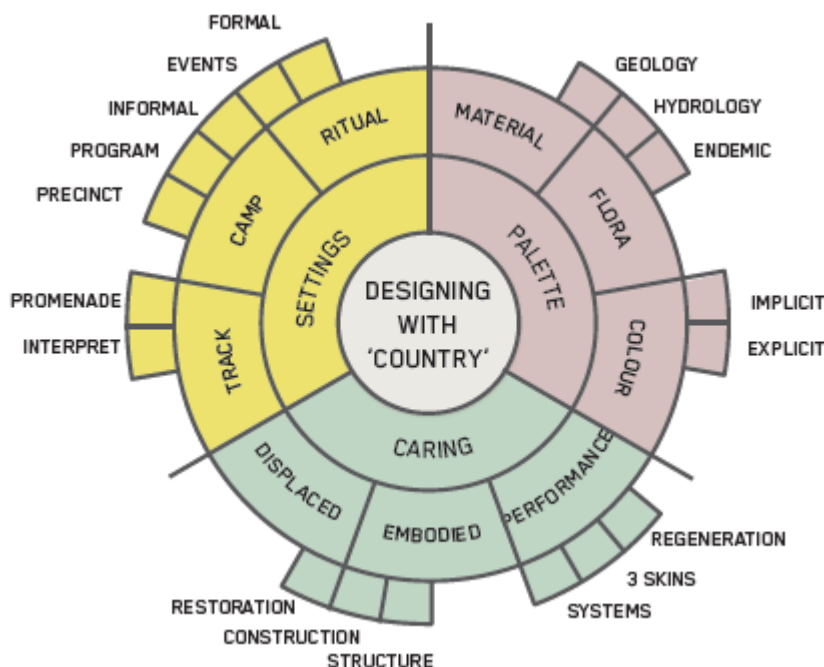


Figure 126 Opportunities Lens

Source: Cox Inall Ridgeway / BVN]

7.1.6.3. Propositions, Agency and Community

Propositions

Propositions have been explored by the Design Team through the Opportunities Lens and Connections and can be conceptually summarised through three zones namely the Public Realm, the Tower, and the Rooftop (specific detail is covered in discipline sections herein).

The Public Realm as the first zone consists of the ground levels, including the heritage structure, OSD and up to the soffit of the main tower. Here, the Settings categories of Camp and Track have been applied in order to unify the architectural design intent in terms of spatial use and occupation amongst the design team. This has in turn influenced the content, location and co-ordination of Interpretative works to enhance meaning within those spatial settings. Also applied are the Palette categories of Material, Colour and Flora in order to draw upon endemic conditions from the specific part of Country.

The Tower as the second zone is the main body of the tower primarily demonstrates all of the Caring (for Country) categories of Displaced, Embodied and Performance. In terms of Displaced, the landscape yield to site is positive.

That means there is more landscape area than site area restoring a landscape presence implicit to Country. Atlassian has committed to operate on 100% renewable energy and reach net zero emissions.

The project also targets 50% less embodied carbon in construction compared to conventional building; 50% less energy consumption compared with a new conventionally operated building; and the building will operate on 100% renewable energy from day one and include solar panels built into the facade.

The Rooftop as the third zone addresses all three aspects of the Opportunities Lens. Settings, Palette and Caring (for Country) have been drawn upon to determine the character and identity of rooftop native garden setting. The Rooftop also enables even further visual connections to not just the immediate Country and sky but also to other Country bound to the horizon.

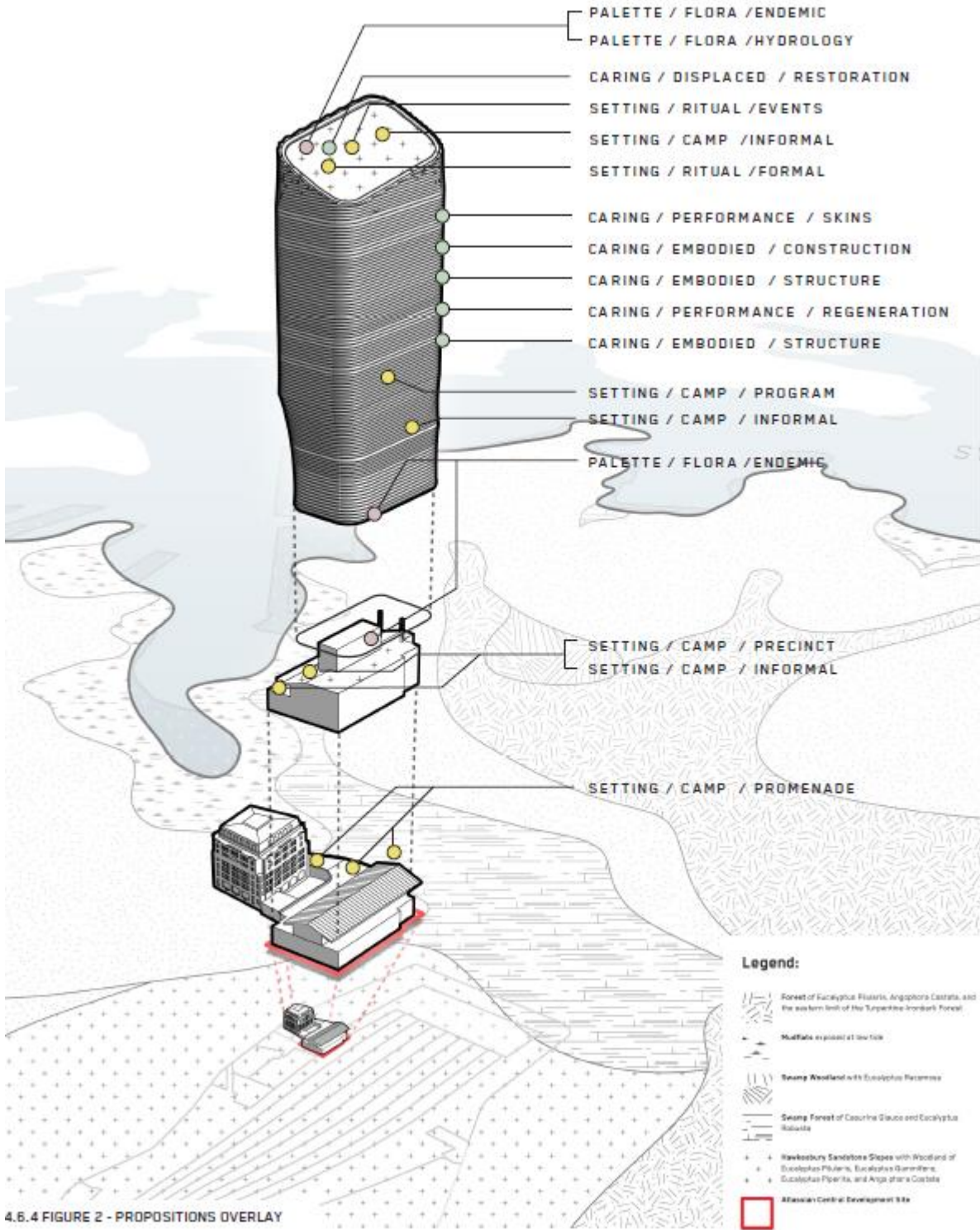
Agency

Atlassian has established an opportunity to pursue Agency for Aboriginal and Torres Strait Islander people through several considerations. This includes Aboriginal and Torres Strait Islander perspectives in the design and construction processes, alongside the creation and realization of economic opportunities for the life of the development. The involvement and leadership of Aboriginal and Torres Strait Islander people as Stakeholders, Consultants, Contractors, Suppliers and Specialists ensures both cultural and economic engagement.

A respectful consultation process has been initiated that shall continue beyond the SSDA with a view to achieving an informed position from the Community, and imbuing the project with a sense of cultural authenticity and relevance. This influential work is being undertaken by specialist consultants (Cox In all Ridgeway).

Community

Country is the origin of Community, and the concept of Community starts with acknowledging the Traditional Owners and members of the local community. After this, it is then possible to radiate out to immediate Stakeholders and the broader Aboriginal and Torres Strait Islander community, and where helpful for further learnings towards the international indigenous community. In this way, the implicit hierarchy and protocol within the concept of Community is observed, assisting respectful consultation and engagement processes that lead to meaningful outcomes.



4.6.4 FIGURE 2 - PROPOSITIONS OVERLAY

Figure 127 Propositions Overlay

Source: Cox Inall Ridgeway / BVN

7.1.7. Historical Archaeology

The following section has been sourced and summarised from the Historical Archaeological Assessment (HAA) prepared by AMBS (2020). Management of the historical archaeological resource on the site in accordance with the below Archaeological Research Design is considered to sufficiently and appropriately manage and mitigate the potential impacts of the proposal.

7.1.7.1. Archaeological Research Design

Archaeological remains can enhance the historical record and as such make a contribution to an understanding of the history and settlement of a local area. The proposed development at 8-10 Lee Street, Haymarket will have an adverse impact on the potential archaeological resources of the site; the excavation of two basement levels beneath the YHA (Former Inwards Parcels Shed) will likely remove the resource entirely in this area.

As identified in this report, if present with good integrity, the archaeological resource has high research potential and has been assessed as having state significance. Although the preferred management strategy is to retain archaeological resources in situ, a proposed development makes this option impossible, in which case an archaeological strategy for managing the archaeological resources must be developed; an archaeological research design.

The methodology and proposed research questions provide a framework for archaeological investigations and for the analysis of the results and the management of the artefactual material recovered from the excavations.

7.1.7.2. Research Questions

The archaeological resources of any site are finite but have the potential to provide insights into everyday life that are not available from any other resource. To ensure that the research potential and significance is realised, archaeological investigations undertaken anywhere in the Site should aim to address substantive research themes.

Landscape & Environmental Archaeology

- Is there surviving evidence of the early local environment; early soils, fossil pollens and seeds?
- Is there surviving evidence of early land-use practices and what can this evidence tell us about the modification of the original landscape?

Structural Design and Material Culture

- What can the construction techniques, size, layout and form of buildings associated with the Benevolent Asylum tell us regarding their period of use and areas of activity?
- What can the contents of occupation deposits from beneath floors, wells, rubbish and/or cess pits (if present) tell us about the operations and practices of the Benevolent Asylum and the daily lives of its inmates, that may not be available from other sources?
- What can the artefact assemblage tell us about the minutiae of everyday life for the people working and living at the Benevolent Asylum? What do they tell us about population densities, gender and class?
- What information can be gleaned from a comparative analysis of the artefact assemblage of the Benevolent Asylum with artefact assemblages from similar sites? What are the similarities and differences in the nature of the artefactual material?

The above research questions are specific to the site and will inform the procedure for recording the archaeological resources during excavation, the recovery and storage of artefacts and provide a framework for the excavation. In addition, new questions are likely to arise during excavation and / or during the post-excavation analysis, which may provide additional insights into different aspects of the site that may not have been previously considered.

7.1.7.3. Archaeological Management

The day to day management of the archaeological excavations will be undertaken by Secondary Excavation Director, Lian Ramage. However, as the potential archaeological resource will meet the threshold for state significance, the Primary Excavation Director (ED), Jennie Lindbergh, will attend the site in accordance with

the integrity and significance of the archaeological remains and with Heritage Council requirements. This will ensure that significant archaeology is managed in accordance with Heritage Council requirements.

Key members of the team will include Guy Hazell, surveyor, who will set out the site grid, and survey all site features to contribute to the overall plan of the site in its entirety. Victoria Cottle and Madeleine Rodwell, AMBS Historic Heritage Consultants, will be assisting both the Primary and Secondary EDs in the day to day management of the site.

The archaeological investigations program will comprise:

- Testing and monitoring slab and overburden removal to determine the extent, integrity and potential significance of the underlying archaeology.
- If archaeological remains are present with good integrity, open area stratigraphic excavation would proceed to salvage all archaeological remains within a defined area.

7.1.7.4. Archaeological Testing & Monitoring

Archaeological monitoring will be undertaken in all areas where ground breaking activities will occur. Mechanical removal of the basement level concrete slab of the YHA and overburden, will be monitored by Secondary ED. If there are no underlying archaeological resources, relics, features or deposits in the areas under investigation, the Primary ED will attend the site to confirm and issue a clearance certificate to inform the project team and proponent in writing.

Where archaeological remains with good integrity are exposed within the Site, open area excavation will proceed following removal of the overburden and once the area has been made safe to salvage the archaeological remains.

7.1.7.5. Open Area Stratigraphic Excavation

The extent that open area excavation will be required will not be known until the potential archaeology has been exposed with removal of slabs and overburden. Open area excavation will proceed once the site has been made safe. Initially, excavations will be directed by the Secondary ED, Lian Ramage, and assisted by Victoria Cottle and Madeleine Rodwell, AMBS Historic Heritage Consultants, in consultation and under the direction of the Primary ED, Jennie Lindbergh. The team will likely comprise up to 15 archaeologists, though this may increase or reduce in accordance with the site archaeology.

Excavation will be in accordance with the following methodology to ensure that all significant archaeological relics, features and deposits are appropriately managed and recorded:

- Site datum and grid will be established for the entire subject area in order to record all deposits, features and relics
- Occupation or underfloor deposits, if present, will be excavated within established grids and deposits below 100mm will be excavated using arbitrary spits or stratigraphic layers if identified and wet sieved
- Cess pits and rubbish pits will be excavated along tip lines (if identifiable)
- All footings and remains of built features and relics identified will be recorded using archaeological best practice, including:
 - All information regarding the location, dimensions and characteristics of all recorded archaeological features and deposits will be recorded on pro-forma context sheets
 - Digital photographs including JPEG and RAW of cleaned features
 - Scale plans
 - Elevations of features, if relevant
 - Photogrammetry, if relevant
- Sequential numbering of features and deposits to facilitate the preparation of a Harris Matrix and artefact labelling
- Preparation and development of a Harris Matrix, to show stratigraphic relationships between all recorded archaeological features and deposits

- All information regarding the location, dimensions and characteristics of all recorded archaeological features and deposits will be recorded on pro-forma context sheets
- Soil samples will be taken of significant soils which may provide further insight into the indigenous and introduced flora of the subject area and also the diet of the historical occupants
- Samples of bricks and mortar will be collected for individual structures should they be identified

7.1.7.6. Managing the Archaeological Resource and Future Research

This HARD was prepared to assess the historical archaeological potential and significance of the Site at 8-10 Lee Street, Sydney. This assessment has identified that there is potential for archaeological relics to be present with good integrity and with the potential to be of state archaeological significance. The proposed development will remove all archaeological deposits; therefore, an archaeological excavation program is required to investigate and salvage archaeological relics, should they be present in line with The Heritage Act 1977 and archaeological best practice.

Where there is an opportunity for inclusion of some of the artefactual material into the heritage interpretation for the project this would also require long-term care and management by Atlassian. Some examples of heritage interpretation methods include the re-use of excavated building materials, interpretative signage, and the display of a selected collection of artefacts recovered from excavations within the proposed development. Should substantial and significant structural remains associated with the Asylum be exposed, consideration should be given to redesigning the proposed building and integrating the in-situ remains into the site interpretation. An interpretation strategy will be developed post excavation should archaeological resources be present and materials salvaged.

The focus of research questions changes from generation to generation. Information gained during excavations, analysis of artefacts and the archaeology would make a significant contribution to on-going and future research for students, archaeologists and historians and as such, the information should be made freely available. This would include ensuring a secure and accessible repository for the artefacts, to be available for further research.

7.1.8. Heritage Interpretation

In recognition of the rich layering of heritage values associated with the site and in anticipation of the SSD-10405 conditions of consent, Freeman Ryan Design has been engaged as a key member of the consultant team for the project to provide a comprehensive heritage interpretation strategy for the place. Freeman Ryan Design is developing their heritage interpretation strategy concurrently with the design development and determination period of the proposal, and is working closely with Emma McDaniel the Art Consultant on the project and Aspect Studios the landscape designers, to provide a holistic and meaningful interpretation strategy for the place. While the strategy is still being developed, site investigations and opportunities for robust interpretation installations are being considered in collaboration with BVN and SHoP with regard to the final design.

The following sections are summarised from the draft heritage interpretation strategy by Freeman Ryan Design to demonstrate the framework being adopted for this integral piece of work on the project. The interpretation strategies which will be outlined herein will enable the continued interpretation and celebration of the many and varied layers of history and cultural heritage on the site, and this strategy will be important to ensure the recognition and conservation of the identified heritage values of the place.

7.1.8.1. Aims of the heritage interpretation strategy

The Strategy aims to:

- Provide a high-level thematic structure that allows for the detailed development of a range of engaging stories to be developed in the subsequent detailed planning stages.
- Provide a Curatorial Vision to guide the conceptual framework for any future Interpretation works
- Allow for potential synergies with neighbouring sites within the Western Gateway Precinct
- Conceptualise a suite of appropriate design opportunities aligning with the building architecture, landscape and public realm design vision for the development
- Recommend a variety of different physical expressions of interpretation appropriate to the site and built spatial opportunities Communicate in a range of ways to best embrace the broad ranging audience anticipated, inclusive of all within Atlassian Central and those that pass through the site.
- Provide engaging experiences for people that will encourage curiosity and further heritage investigation
- Embed the Designing with Country Framework seamlessly into the Interpretation
- Be reflective of the collaboration made with the client and consultant team to firmly establish the Interpretation as an integral component to the scheme, for which there is a confirmed commitment to maintain.

Heritage Interpretation may encompass a variety of physical, and digital, expressions. As well as being embedded in the building architecture and interiors, the landscape and planting, the interpretation may be woven subtly through the fabric of the public realm.

7.1.8.2. Narratives and Themes

The Draft heritage interpretation strategy has considered a number of themes to draw interpretation content and narratives from and these are outlined below:

Lines of communication

This theme will explain the significance of the Inward Parcels Shed site as part of a network of communication from the pre-colonial period as well as the periods both before and after the construction of Central Station.

Part and parcel of everyday life

This content will put the Inward Parcels Shed in its historical context within the social history of Sydney.

Lie of the Land

A comprehensive heritage interpretation will celebrate the full span of the site's history, not simply the immediately previous use.

Substance of Place

This theme explores the materiality and physical presence of the building and distinctive design features.

7.1.8.3. Audience Typology

The Draft heritage interpretation strategy has considered a number of audience typologies that are relevant to the place and these are outlined below:

- Atlassian staff and Tech Hub tenants
- Visitors to Atlassian and Tech Hub
- History enthusiasts
- Commuters and Passers-by
- Contemporary Art and Architecture Enthusiasts

7.1.9. Visual Impacts

The following section has been sourced and summarised from the Heritage Visual Assessment prepared by Jane Maze-Riley at Urbis (2020) which is also appended to this Heritage Impact Statement as **Appendix C**. Overall the visual analysis concludes that the proposal will not have an adverse impact on existing views to or from heritage items. We have reviewed the findings of this visual analysis and agree with the conclusions as outlined below.

7.1.9.1. Conclusions of Visual Analysis

- The subject site sits within a unique visual context adjacent to heritage items and within a wider visual context that is predominantly characterised by low-height built form and relatively uniform street frontage heights. Streetscapes immediately surrounding the subject site include visually significant heritage items including Central Station and Clock Tower, the Adina Hotel building and others that are located north-west of the subject site.
- The views potentially most affected are close views which include heritage items examples of which have been selected for modelling and analysis in order to satisfy requirement 11 in the SEARs. The visual effects and potential visual impacts of the proposed development have been analysed in a selection of potentially affected views.
- No views analysed were found to be designed or documented 'historic views'. If views were subsequently found to have been documented 'historic views' they would be rated at the lowest level L5 based on criteria and ratings that have previously been accepted in the Land and Environment Court of New South Wales.
- In close views where the foreground included heritage items the level of proposed tower form was found to be spatially well separated and juxtaposed with the lowheight form and visual character of heritage items. In the close views modelled, the proposed tower form did not dominate the composition, the open space setting or 'visual curtilage' of items which remained visually distinct and prominent features in views. The architectural detailing, façade treatment, materials and colours proposed for the tower are contemporary and contrast highly with the predominant colours and materials which character the heritage items.
- This fine-grained level of visual contrast creates a further juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view visually and spatially separating them so that both can be easily perceived and neither dominate the view.
- The construction of the built form shown will not block views to or between heritage items, access to scenic features beyond the site and predominantly block areas of open sky.
- The visual impacts were rated as med-high for two close views for example; from the western Concourse and the apex at Pitt and George Streets was rated as a med-high visual impact. The visual impacts of two views were rated as low and one view was rated as low-medium. No views were rated as having visual impacts of high significance.
- Notwithstanding the high level of visual effects in two close views the assessment of other relevant factors such as compatibility with the strategic planning context and desired future character for the sub-precinct and wider precinct reduced the overall level of visual impact.
- The visual prominence of the proposed tower will gradually diminish as other proposed and approved tower forms emerge into the skyline. The towers will be located in close proximity to form a cluster of height and a new visual gateway at the south end of the CBD. Such visual changes are compatible with the desired future character for the areas and are anticipated by the strategic planning framework for the site, sub-precinct and wider Central State Significant Precinct.
- The proposed development is spatially well separated from immediate surrounding heritage items.
- The proposed development is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually documented public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower.

- The proposed development is spatially well separated from and does not directly present to Prince Alfred Park. The slim tower form and angled roof are responsive to the amenity and open space of the park. The tall tower form will occupy a narrow part of the horizon and sky in views from Prince Alfred Park.
- The location of the proposed development, including its setbacks and spatial relationships with neighbouring heritage items does not negatively affect the visual prominence or landmark significance of the Clock Tower or create any significant visual impacts on the view corridors along Broadway, Pitt and George Streets to Central Station. The form, character and height of the tower allows for the maintenance of vistas to and from Central Station and the Concourse and maintenance of visual connections between heritage items including the Haymarket Special Character Area.

7.1.10. Engagement with Stakeholders

The proponent and its consultants have consulted with the relevant heritage-related Government agencies as outlined below to ensure that feedback on the heritage aspects of the design was received and integrated into the proposal.

City of Sydney Council

- Regular engagement with Council's Chief Executive Officer regarding the Tech Taskforce
- Briefing on the proposal with senior planning officers
- Early discussions on design competition process
- Representation on the Design Competition Jury

NSW Government Architect's Office

- Briefing on draft Design Excellence Strategy.
- Early discussions on design competition process.
- Representation (Chair) on the Design Competition Jury.
- Signatory to the Design Competition Report.
- Signatory to the Design Integrity Report.
- Design with Country engagement.

Heritage NSW & Heritage Council of NSW

- Meetings with Heritage NSW and the Heritage Council of NSW to discuss the proposed development and heritage response.
- Meeting with Heritage Council of NSW to provide updated presentation on proposed scheme

Aboriginal Stakeholders

- Statutory consultation with Registered Aboriginal Parties (RAPs) as part of the preparation of the Aboriginal Cultural Heritage Assessment

7.2. FORMER INWARDS PARCELS SHED CONSERVATION MANAGEMENT PLAN POLICIES

Urbis prepared a Conservation Management Plan for the Former Inwards Parcels Shed in 2020. The following table outlines an assessment of the proposal against the relevant policies within this site-specific Conservation Management Plan.

Table 10 Impact Assessment against the 2020 Former Inwards Parcels Shed Conservation Management Plan Policies

Policy	Discussion
<p>Policy 8. Elements of high significance within the place are graded so because they have a high degree of integrity or they make a defining contribution to the significance of the place. These elements of high significance should be retained and conserved. Minor change is permissible as long as this does not detract from the identified significance of the place. Elements of high significance should not be obscured by new works, structures or services where possible, and should be clearly visible and interpreted as part of any new works.</p>	<p>Elements of High significance include the timber structure of the shed and the original timber sliding doors.</p> <p>The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. A spliced pair of steel columns in the proposed void pick up floating timber shed columns in a meaningful exhibition of the harmonious interface of new and old. This methodology means that the original timber structure, which will be stripped of its later paint and restored, will be a principal feature in the new development, accessible to the public and form the focus point of entrance to the new tower building so that interpretation and celebration of the space is facilitated.</p> <p>A section of the timber structure will be removed to allow for the insertion of the tower lift core. The timber members removed from this area will be salvaged and reused elsewhere during the reconstruction to patch previously disturbed areas (for example the north-eastern corner of the shed where a later amenities block necessitated the removal of part of the structure) or where splicing or replacement elements are required due to damage or inferior timber. This will ensure that the timber elements of the frame with the highest degree of integrity are retained and utilised in the reconstruction.</p> <p>The approach to doors and windows throughout the building is sympathetic and given the level of change which has already occurred over time to these elements, there are no identified adverse heritage impacts associated with the proposed design for these elements. The design creatively addresses how to best emphasise and respond to these elements in the context of providing new methods of access for the place in conjunction with</p>

Policy	Discussion
	<p>interpretation of the former accessibility and use of the site.</p> <p>Originally, the large openings to the western elevation featured large timber sliding doors, however only four are extant today and are located on the interior of the main foyer space of hotel. These doors will be retained and conserved as part of the reconstruction of the building. Additional doors may be reconstructed as required to facilitate further interpretation of the former functional and operable use of this western elevation</p>
<p>Policy 9. Elements of moderate significance are graded so because they have been altered or modified, or do not make a defining contribution to the significance of the place, however they do make a contribution to the overall significance and understanding of the place or are original to the place. Change is allowed so long as it does not detract from the identified significance of the place.</p>	<p>Elements of Moderate significance include the original modified windows to the northern elevation.</p> <p>All of the existing windows in the Former Inwards Parcels Shed building were replaced with aluminium framed windows during the conversion for the current YHA use. There are two original timber framed windows on the northern elevation which were altered later with additional panes added above. While the later aluminium windows along the western and eastern elevations are being removed, and on the western elevation replaced with glazing panels between the structure, the two timber window frames on the northern elevation are being retained and integrated into the reconstructed timber structure of the building. These two windows will be visible in southern-facing views towards the shed and will be set behind glazing which occupies the whole of this upper ground elevation to enable visual connectivity with the important interior spaces and interpretation of this former industrial building structure.</p> <p>The concrete, brick and stone retaining wall to Ambulance Avenue is required to be modified to facilitate the construction of the proposal for the following key reasons:</p> <ul style="list-style-type: none"> ▪ A large arched opening is required to be constructed in the wall as part of the pedestrian link zone linking Henry Dean Plaza / Devonshire Street Tunnel and Ambulance Avenue. This link zone will create an improved network of pedestrian connectivity through the Western Gateway Sub-precinct and the wider Central Station precinct, as part of the State Government's broader plans for the creation of Sydney's third square known as Central Square, and future works to the Central Station precinct. This link zone will be critical to facilitate the pedestrian

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movements associated with the precinct in the future.

- Structural pylons associated with the proposal to support the dive ramp and basement levels will need to be constructed along the inside face of the existing wall. The construction of these elements adjoining the wall cannot be undertaken with the wall in-situ without the potential for adverse impacts.

To enable the above critical works to be undertaken, the design team together with Urbis heritage consultants, TTW engineers and James Ginter from Traditional Restorations Company, workshop solutions to achieve the outcome while trying to minimise the potential adverse heritage impacts.

In the end, the most appropriate approach was considered to involve a combination of the following methods:

- Retention and protection of the eastern section of the brick wall below the existing Former Inwards Parcels Shed. This section of the wall will be retained and braced throughout construction to prevent adverse impacts. No changes are proposed to the existing openings of this section of the wall. The wall will be retained until after the pilaster.
- Careful salvage, storage, conservation and eventual reinstatement of all sandstone embellishment elements along the wall. These elements will be stored and conserved in Traditional Restoration's workshop for the duration of construction prior to reinstatement or replacement with new stone as appropriate, with regard for the condition of stonework.
- Careful salvage of the brick parapet wall along Upper Carriage Lane for future reinstatement.
- Careful salvage of all original timber window elements for reinstatement or storage as determined by the location of the proposed new expanded archway.
- Demolition of all remaining brick masonry elements with an intended salvage rate of 5% - 10% of bricks where feasible given existing the cementitious mortar. Salvaged bricks are to be cleaned and

<p>Policy</p>	<p>Discussion</p> <p>palette stored on site for potential future patching and conservation works to retained brick elements.</p> <ul style="list-style-type: none"> ▪ Commissioning a run of new bricks to match the existing closely, for the reconstruction of all brick elements below the parapet and west of the section of wall to be <p>This option has been adopted and has been assessed by Urbis and the broader consultant team to be the most appropriate response as it seeks to retain, salvage, conserve and reinstate as much original fabric as possible, while allowing for a sympathetic reconstruction of the lower brick wall with new bricks to address aesthetic, structural and heritage concerns.</p> <p>James Ginter from Traditional Restorations Company has provided a detailed methodology for the preferred approach.</p> <p>Overall and with consideration for the extent of work required to facilitate this important project for the wider benefit of Central Station and the precinct, Urbis heritage are comfortable with the approach as set out in this heritage impact statement and the methodology set out in Traditional Restoration Company's report. The heritage impact of the works is considered acceptable in the context of the broader development.</p>
<p>Policy 10. Elements graded as being of little significance do not substantially add to the significance of the place, though neither do they detract from its overall significance. Elements of little significance may also reflect fabric that is reproduction or may have been substantially altered or modified or may reflect non-significant phases of development. Changes are allowed, including removal, so long as it does not adversely affect values and fabric of higher significance.</p>	<p>Elements of Little significance include the roof cladding and corrugated metal cladding to the shed elevations.</p> <p>In lieu of the original opaque corrugated iron cladding of the existing building, a combination of clear and reeded glass cladding has been designed to recollect the original metal cladding whilst responding to contemporary requirements of a building lobby. The arrangement of these reeded glazing panels adjacent the timber portals along the western elevation of the shed reinforces the vertical rhythm of the former cladding. The corrugated metal cladding is an intrinsic element to the vernacular industrial style of the shed, and this interpretation of fabric is a sympathetic response to allow the former industrial character of the place to be understood.</p> <p>Urbis has provided heritage advice throughout the design development to ensure that the proposed rooftop garden and communal structures do not have an adverse heritage impact on the Former Inwards Parcels Shed building. Urbis has provided advice that the following</p>

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	<p>measures should be implemented to mitigate the potential impacts of the proposal:</p> <ul style="list-style-type: none"> ▪ The rooftop landscaping area should be setback from the edge of the existing roof line to allow exposure of the corrugated metal cladding which currently covers the roof and which will be reconstructed as part of the proposal. The corrugated metal cladding on the roof will be the only remaining element of this particular materiality following reconstruction and is an important aspect of the building's industrial and utilitarian history. As a result the design incorporates a border of corrugated metal cladding around the periphery of the shed roof to enable visibility and interpretation of this element. ▪ The natural landscaped roof should have regard for the Designing with Country framework being employed for the proposal, with an emphasis on native landscaping in a similar vein to the Yerrabingin project at Eveleigh. <p>The proposed rooftop structures including the enclosed pavilion to mitigate potential winds impacts, will be recessive in significant views towards the place as this is mostly obscured by the new lift core of the tower form. The design has also applied substantial greenery to screen the form and made this element as light weight as possible to enable an inside/outside communal space which is integral to the Atlassian ethos.</p> <p>Overall the rooftop will appear, from the public domain and from below the reconstructed awning level, as the original roof. The retention of the fascia and border of corrugated iron, as well as the expressed timber structure which provides rhythmic brackets along the verandah, will ensure that the roof form and overall building form, as well as important materiality, is retained and interpreted.</p>

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Policy 16. Future proposals for new uses for the place should consider its strategic location adjoining the Central Station precinct to identify a highest and best use which balances the management of significant fabric with the development of Sydney as a global city.

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The proposal is an ambitious response to the heritage values of the site in realising the broader strategic vision for the precinct. The proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station listed heritage item curtilage.

However, this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government's ambitions for a tech precinct at the Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community.

The proposed design for the Former Inwards Parcels Shed adopts sympathetic and innovative design solutions to achieve the desired outcome for the building through this adaptive reuse process. The reconstructed Former Inwards Parcels Shed will incorporate reeded / ribbed glass cladding along the western elevation to interpret the corrugated metal cladding which will be removed to allow for natural light and ventilation into the space. The corrugated metal cladding is an intrinsic element to the vernacular industrial style of the shed, and this interpretation of fabric is a sympathetic response to allow the former industrial character of the place to be understood. Despite the proposal for a landscaped and trafficable rooftop on the shed, a perimeter border of corrugated metal roof sheeting will be retained to interpret the vernacular industrial character of the place.

The greater public benefits that will be provided by the proposal outweigh the heritage impacts to the Former Inwards Parcels Shed and forecourt and retaining wall.

Urbis have reviewed the heritage impacts of this transformational project, and for the reasons outlined above we consider that the heritage impacts are acceptable.

Policy	Discussion
<p>Policy 17. Future uses should facilitate the adaptive reuse of the Former Inwards Parcels Shed building as a meaningful and integral part of any new development. Significant fabric should be retained and conserved wherever possible.</p>	<p>The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. A spliced pair of steel columns in the proposed void pick up floating timber shed columns in a meaningful exhibition of the harmonious interface of new and old. This methodology means that the original timber structure, which will be stripped of its later paint and restored, will be a principal feature in the new development, accessible to the public and form the focus point of entrance to the new tower building so that interpretation and celebration of the space is facilitated.</p>
<p>Policy 18. New uses should allow for the interpretation and celebration of the history and function of the place as an Inwards Parcels Shed with important associations with both the Central Station precinct and the former Parcels Post Office building (now the Adina Hotel).</p>	<p>The proposal is facilitating a holistic review of interpretation on the site and a robust and layered interpretation strategy will be implemented post approval.</p>
<p>Policy 19. Where possible, new uses should promote public accessibility to allow for meaningful interpretation and celebration of the significance of the place.</p>	<p>The new use of the place will allow for greater public accessibility to the subject site and Central Station precinct. The amendments to the ground plane of the subject site support the historic and significant use of the Central Station precinct as a rail transport interchange.</p>
<p>Policy 22. Retention of significant fabric is preferred, but if removal or reconstruction is required to facilitate a broader outcome which has an overall acceptable heritage impact, all options for retention and interpretation of significant fabric must be explored thoroughly.</p>	<p>The proposal provides for extensive intervention into the fabric of the Former Inwards Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse.</p> <p>The preparation of this methodology includes input from leading heritage experts in the industry including James Ginter from Tradition Restorations Company as an experienced conservator in managing intervention into significant fabric, a deconstruction methodology prepared by TTW engineers and BVN architects to scope up graphic diagrams demonstrating the approach to various elements and fabric.</p> <p>The expressed timber structure of the building which is graded as being of 'High' heritage significance will be</p>

Policy	Discussion
<p>Policy 24. Any elements of significance proposed for demolition, removal or alteration, should be subject to archival photographic recording, copies of which should be retained on site and provided to the relevant consent authorities (City of Sydney and Heritage NSW). This should include photography and / or measured drawings as deemed necessary. Archival recordings should be undertaken in accordance with the former NSW OEH Heritage Division's Guidelines for 'Photographic Recording of Heritage Items Using Film or Digital Capture'.</p>	<p>This heritage impact statement includes a recommendation for a thorough archival recording of the place prior to any major works being undertaken.</p>
<p>Policy 25. Elements of significance which are required to be removed as part of future works that can practically be reused should be thoroughly recorded and stored on site within the wider Central Station precinct for potential future reinstatement or for use as conservation material as required.</p> <p>Policy 27. Reconstruction is appropriate only where there is sufficient evidence to reproduce fabric to an original state. Reconstruction should be identifiable as new work on close inspection or through additional interpretation and include date stamping where appropriate.</p>	<p>See above discussion and demolition, dismantling, salvage and reconstruction plans regarding significant fabric at Section 7.1.1.</p>
<p>Policy 28. Central Station is significant as the most important rail transport interchange in the State. Interventions into fabric may be supportable if they</p>	<p>The new use of the place will allow for greater public accessibility to the subject site and Central Station precinct. The amendments to the ground plane of the</p>

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<p>safeguard and contribute to the place as a transport interchange.</p>	<p>subject site support the historic and significant use of the Central Station precinct as a rail transport interchange.</p> <p>The heritage impacts of the proposal must be considered in the context of the broader strategic vision for the precinct. The improvement to the site interface Henry Dean Plaza and the broader Central Station precinct demonstrates a public benefit that will contribute to the ongoing vitality and vibrancy of the Western Gateway Sub-precinct and broader Central Station precinct. The delivery of this activation is achieved through architectural and urban design strategies including siting of retail uses along the proposed 'Link Zone' and an increase in the permeability through the Site. This similarly enables opportunities for passive surveillance, improving the amenity and safety of the adjacent pedestrian and street network. The greater public benefits that will be provided by the proposal outweigh the heritage impacts to the Former Inwards Parcels Shed and forecourt and retaining wall.</p> <p>Urbis have reviewed the heritage impacts of this transformational project, and for the reasons outlined above we consider that the heritage impacts are acceptable.</p>
<p>Policy 29. A vertical extension to the Former Inwards Parcels Shed may be possible if the overall form and significance of the shed building is retained, conserved and interpreted. Large scale additions will need to be sufficiently vertically separated between the shed and potential soffit in order to mitigate the potential impact of the addition.</p>	<p>The proposed tower form above the Former Inwards Parcels Shed is considered to have an acceptable heritage impact for the following reasons.</p> <ul style="list-style-type: none"> ▪ The large vertical tower extension to the building has been designed with a sizable gap between the shed roof and the tower soffit, such that the historic shed retains a sense of its own legibility and setting. These surfaces further provide the opportunity to explore innovative heritage interpretation approaches that celebrate the history and significance of the place. ▪ The new development, the result of a design competition, is, in our opinion, of excellent and innovative design quality. The tower we propose is designed to serve as a thrilling and appropriate symbol for the Tech Precinct, extending its identity into the sky. ▪ The Urbis visual analysis has demonstrated an acceptable visual impact on the wider Central Station precinct. It concludes that the proposed development is spatially well separated from immediate

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surrounding heritage items, and in particular is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually document public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower.

- The new use of the place will allow for greater public accessibility to the subject site and Central Station precinct. The amendments to the ground plane of the subject site support the historic and significant use of the Central Station precinct as a rail transport interchange.
- The heritage impacts of the proposal must be considered in the context of the broader strategic vision for the precinct. The improvement to the site interface Henry Dean Plaza and the broader Central Station precinct demonstrates a public benefit that will contribute to the ongoing vitality and vibrancy of the Western Gateway Sub-precinct and broader Central Station precinct. The delivery of this activation is achieved through architectural and urban design strategies including siting of retail uses along the proposed 'Link Zone' and an increase in the permeability through the Site. This similarly enables opportunities for passive surveillance, improving the amenity and safety of the adjacent pedestrian and street network. The greater public benefits that will be provided by the proposal outweigh the heritage impacts to the Former Inwards Parcels Shed and forecourt and retaining wall.

Policy 30. Any vertical extension will need to ensure that the roof form of the building is able to be read and understood and that any rooftop structures are set back appropriately from the roof edge to enable interpretation and retention of roof form and materiality and the original. The utilitarian industrial character of the shed must be retained. The design of any rooftop treatments could be informed by Designing with Country principles.

Urbis has provided heritage advice throughout the design development to ensure that the proposed rooftop garden and communal structures do not have an adverse heritage impact on the Former Inwards Parcels Shed building. Urbis has provided advice that the following measures should be implemented to mitigate the potential impacts of the proposal:

- The rooftop landscaping area should be setback from the edge of the existing roof line to allow exposure of the corrugated metal cladding which currently covers the roof and which will be

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	<p>reconstructed as part of the proposal. The corrugated metal cladding on the roof will be the only remaining element of this particular materiality following reconstruction and is an important aspect of the building's industrial and utilitarian history. As a result the design incorporates a border of corrugated metal cladding around the periphery of the shed roof to enable visibility and interpretation of this element.</p> <ul style="list-style-type: none"> ▪ The natural landscaped roof should have regard for the Designing with Country framework being employed for the proposal, with an emphasis on native landscaping in a similar vein to the Yerrabingin project at Eveleigh. <p>The proposed rooftop structures including the enclosed pavilion to mitigate potential winds impacts, will be recessive in significant views towards the place as this is mostly obscured by the new lift core of the tower form. The design has also applied substantial greenery to screen the form and made this element as light weight as possible to enable an inside/outside communal space which is integral to the Atlassian ethos.</p> <p>Overall the rooftop will appear, from the public domain and from below the reconstructed awning level, as the original roof. The retention of the fascia and border of corrugated iron, as well as the expressed timber structure which provides rhythmic brackets along the verandah, will ensure that the roof form and overall building form, as well as important materiality, is retained and interpreted.</p>
<p>Policy 52. The significant physical, visual and associative relationship between the Former Inwards Parcels Shed and the former Parcels Post Office (Adina Hotel) and the Central Station should be retained, conserved and interpreted.</p>	<p>The proposal is facilitating a holistic review of interpretation on the site and a robust and layered interpretation strategy will be implemented post approval. This interpretation will seek to promote an understanding of the associations between the subject site, the former Parcels Post Office building Central Station more broadly. Further, the Former Inwards Parcels Shed is being reconstructed in the existing location, and therefore will continue to be located within close visual and physical proximity to the former Parcels Post Office building.</p>

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<p>Policy 54. A Heritage Interpretation Strategy/Plan for the Former Inwards Parcels Shed should be developed for the site and its recommendations should be undertaken and implemented as soon as practical or in conjunction with a major phase of works.</p> <p>Policy 55. Interpretation should adopt 'best practice' methods to deliver key themes and messages that connect places to stories, using methods and techniques that are relevant to the Former Inwards Parcels Shed, are engaging and respond to the target audiences.</p> <p>Policy 56. Interpretation should address tangible and intangible evidence and values including Aboriginal cultural heritage values, historical archaeology, buildings and structures, natural and cultural landscape and the people associated with the place.</p> <p>Policy 57. Interpretation measures should be meaningful, robust, creative and ambitious to appropriately reflect and celebrate the complex historical significance of the place.</p> <p>Policy 66. Interpretation of the heritage values of the place should acknowledge and incorporate all aspects of the site's history including the site's important Aboriginal cultural heritage values. Interpretation should be incorporated which meaningfully recognises and celebrates the rich cultural history and contribution of Australia's Aboriginal heritage.</p>	<p>In recognition of the rich layering of heritage values associated with the site and in anticipation of the SSD-10405 conditions of consent, Freeman Ryan Design has been engaged as a key member of the consultant team for the project to provide a comprehensive heritage interpretation strategy for the place.</p> <p>Freeman Ryan Design is developing their heritage interpretation strategy concurrently with the design development and determination period of the proposal, and is working closely with Emma McDaniel the Art Consultant on the project and Aspect Studios the landscape designers, to provide a holistic and meaningful interpretation strategy for the place. While the strategy is still being developed, site investigations and opportunities for robust interpretation installations are being considered in collaboration with BVN and SHoP with regard to the final design.</p> <p>The interpretation strategies which will be outlined in the report will enable the continued interpretation and celebration of the many and varied layers of history and cultural heritage on the site, and this strategy will be important to ensure the recognition and conservation of the identified heritage values of the place.</p> <p>Further, the architectural design incorporates many aspects that interpret the existing or former fabric of the place.</p> <p>The reconstructed Former Inwards Parcels Shed will incorporate reeded / ribbed glass cladding along the western elevation to interpret the corrugated metal cladding which will be removed to allow for natural light and ventilation into the space. The corrugated metal cladding is an intrinsic element to the vernacular industrial style of the shed, and this interpretation of fabric is a sympathetic response to allow the former industrial character of the place to be understood. Despite the proposal for a landscaped and trafficable rooftop on the shed, a perimeter border of corrugated metal roof sheeting will be retained to interpret the vernacular industrial character of the place.</p> <p>At the lower level, a new insitu concrete vaulted soffit is set out in homage to the original steel and concrete system as a series of jack vaults. This interpretation in architectural form mitigates the impact of the removal of this fabric of moderate significance within the lower ground floor area. The proposal more broadly contains a</p>

Policy	Discussion
	number of innovative and creative architectural approaches to the interpretation of existing fabric which is a clear heritage benefit of the project whilst achieving a contemporary world class development.

7.3. CENTRAL STATION CONSERVATION MANAGEMENT PLAN POLICIES

The following table outlines an assessment of the proposal against the relevant policies within 2013 Central Station Conservation Management Plan.

Table 11 Impact Assessment against the 2013 Central Station Conservation Management Plan Policies

Policy	Discussion
<p>Promote compatible use for the building which allows for demonstration of the former industrial use of the interior including large areas of exposed roof trusses.</p>	<p>The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. A spliced pair of steel columns in the proposed void pick up floating timber shed columns in a meaningful exhibition of the harmonious interface of new and old. This methodology means that the original timber structure, which will be stripped of its later paint and restored, will be a principal feature in the new development, accessible to the public and form the focus point of entrance to the new tower building so that interpretation and celebration of the space is facilitated.</p> <p>A section of the timber structure will be removed to allow for the insertion of the tower lift core. The timber members removed from this area will be salvaged and reused elsewhere during the reconstruction to patch previously disturbed areas (for example the north-eastern corner of the shed where a later amenities block necessitated the removal of part of the structure) or where splicing or replacement elements are required due to damage or inferior timber. This will ensure that the timber elements of the frame with the highest degree of integrity are retained and utilised in the reconstruction.</p>
<p>Demolition of or changes to the existing internal lightweight fitout for YHA use should be allowed without formal approval provided no significant fabric is impacted on by the change.</p>	<p>The existing later fitout will be removed as part of this proposal.</p>
<p>Consider the impact on the adjacent significant buildings and elements in any new development.</p>	<p>The proposal has been developed with consideration for potential impacts on the adjoining and vicinity heritage items. There are no physical impacts on any vicinity heritage items. Back of house and access areas of the Adina Hotel (former Parcels Post Office) will be affected during the demolition and construction phases of development, as this building shares loading and storage areas with the subject site. However, significant fabric associated with this work will be avoided. The pavement lights on Upper Carriage Lane to the northern elevation of the former Parcels Post Office building (Adina Hotel) may need to be removed to facilitate the proposal,</p>

Policy	Discussion
	<p>however where this is required the pavement lights will be recorded, carefully salvaged, conserved and restored, and reinstated. There will be no material or permanent adverse heritage impacts to the significant fabric of the former Parcels Post Office building.</p> <p>The proposed development is spatially well separated from immediate surrounding heritage items. The proposed development is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually documented public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower.</p> <p>The proposed development is spatially well separated from and does not directly present to Prince Alfred Park. The slim tower form and angled roof are responsive to the amenity and open space of the park. The tall tower form will occupy a narrow part of the horizon and sky in views from Prince Alfred Park.</p> <p>The location of the proposed development, including its setbacks and spatial relationships with neighbouring heritage items does not negatively affect the visual prominence or landmark significance of the Clock Tower or create any significant visual impacts on the view corridors along Broadway, Pitt and George Streets to Central Station. The form, character and height of the tower allows for the maintenance of vistas to and from Central Station and the Concourse and maintenance of visual connections between heritage items including the Haymarket Special Character Area.</p>
<p>Ensure the significant fabric of the building is conserved through a maintenance program.</p>	<p>This Heritage Impact Statement includes a recommendation for a schedule of conservation work and maintenance plan to be prepared and to be implemented. It is envisaged that elements of significance being retained or reconstructed will undergo conservation work during construction.</p>
<p>Do not allow negative impacts on significant fabric, spatial qualities and setting for short term gain. E.g. commercial signage.</p>	<p>The proposal is a strategic longer term vision for the place in conjunction with the redevelopment of the broader Central Station precinct. There are no negative impacts as a result of short term 'gain'.</p>

7.4. DRAFT WESTERN GATEWAY SUB-PRECINCT DESIGN GUIDE

In accordance with Clause 6.53(4) of LEP 2012, a draft guideline has been prepared for the Western Gateway Sub-precinct. The Draft Western Gateway Sub-precinct Design Guide (the Design Guide) has been prepared by TNSW in consultation with DPIE, City of Sydney Council and the key stakeholders for Blocks A and B. The Design Guide was exhibited with the Planning Proposal for the rezoning of the Western Gateway Sub-precinct, and an amended version was prepared in June 2020.

While still a draft document, in accordance with Clause 6.53(4) of LEP 2012, the Atlassian Central development has taken the Design Guide into consideration in designing the proposed development.

An assessment of the relevant provisions of the Design Guide is detailed in the table below.

Table 12 Impact Assessment against the Western Gateway Provisions

Provision	Discussion
<p>3.2.1 Heritage</p> <p><i>Objectives</i></p> <p>(a) Development should appropriately respond to items of heritage significance within the sub-precinct and ensure items of heritage significance are maintained and celebrated wherever possible.</p> <p>(b) Development should retain and re-use any assessed heritage significant features, specific spaces and fabric of significance.</p> <p><i>Design guidance</i></p> <p>(1) A Statement of Heritage Impact is to be accompany any future DA for new buildings within the sub-precinct and is to be prepared in accordance with the NSW Heritage Manual 'Statement of Heritage Impact.'</p> <p>(2) Any future DA for new buildings within the sub-precinct is to be accompanied by a Heritage Interpretation Strategy that identifies opportunities for the presentation of the history of the site and surrounds. This should include Aboriginal and non-Aboriginal themes and present the findings of any desktop analysis of the likely archaeological significance of the site and the immediate surrounds. All documentation should be prepared in accordance with Interpreting Heritage Places and Items Guidelines.</p> <p>(3) Development should comprise building forms and design treatments that give consideration and positively responds to heritage items within and immediately surrounding the sub-precinct. The Statement of Heritage Impact that accompanies a development application should identify and assess any direct and/ or indirect impacts (including cumulative impacts) to the heritage</p>	<p>The following studies and reports have been prepared in support of this proposal.</p> <ul style="list-style-type: none"> ▪ Heritage Conservation Management Plan prepared by Urbis Heritage at Appendix J ▪ Statement of Heritage Impact have been prepared by Urbis Heritage at Appendix I ▪ Historical Archaeological Assessment and Research Design prepared by AMBS Ecology + Heritage at Appendix K ▪ Aboriginal Cultural Heritage Assessment prepared by Urbis Heritage at Appendix L <p>In addition to the above reports, the project consultant team has proactively engaged with Kevin O'Brien at BVN and Cox Inall Ridgeway to explore an integrate a meaningful Designing with Country framework into the proposal. This framework provides guidance for the meaningful and tangible interpretation and reflection of Aboriginal cultural heritage values of the place into the proposal. The adoption of such a framework has enormous heritage benefit for a project like this, for the City and it's Aboriginal and non-Aboriginal communities. A respectful consultation process has been initiated that shall continue beyond the SSDA with a view to achieving an informed position from the Community and imbuing the project with a sense of cultural authenticity and relevance.</p> <p>In recognition of the rich layering of heritage values associated with the site and in anticipation of the SSD-10405 conditions of consent, Freeman Ryan Design has been engaged as a key member of the consultant team for the project to provide a comprehensive heritage interpretation strategy for the place. Freeman Ryan Design is developing their heritage interpretation strategy</p>

Provision	Discussion
<p>significance of the buildings and elements within the precinct.</p> <p>(4) Development on Block A is to:</p> <p>a. provide a minimum clearance of 10.8m between the topmost point of the roof of the Former Inwards Parcel Shed and the underside of any tower generally in accordance with Figure 6: Separation Distances and Setbacks</p> <p>b. retain the simple form of the Former Inwards Parcel Shed, including the form and shape of the roof, an understanding of the bolted timber post and truss system</p> <p>c. incorporate a building design and materiality that appropriately responds to the Inwards Parcel Shed, the Former Parcels Post Office and Central Station</p> <p>(5) Development on Block B is to</p> <p>a. ensure the materiality and design of the podium responds to the scale and materiality of the surrounding built form character (e.g. Central Station, Marcus Clarke Building and the Former Parcels Post Office,) and is designed to be visually distinguished from the towers above</p>	<p>concurrently with the design development and determination period of the proposal, and is working closely with Emma McDaniel the Art Consultant on the project and Aspect Studios the landscape designers, to provide a holistic and meaningful interpretation strategy for the place. While the strategy is still being developed, site investigations and opportunities for robust interpretation installations are being considered in collaboration with BVN and SHoP with regard to the final design. The interpretation strategies which will be outlined herein will enable the continued interpretation and celebration of the many and varied layers of history and cultural heritage on the site, and this strategy will be important to ensure the recognition and conservation of the identified heritage values of the place.</p> <p>The above reports and analysis have informed the development of the design and achieve the objectives through the following methods:</p> <ul style="list-style-type: none"> ▪ All items of heritage significance are retained within the sub-precinct. It is noted that the proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station listed heritage item curtilage. However, this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government’s ambitions for a tech precinct at the Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community. ▪ Every element of the proposal has been meticulously reviewed to ensure that the final approach is the most appropriate approach after consideration of all alternative opportunities to achieve the same outcome. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Where intervention to heritage fabric and spaces is unavoidable, all efforts have been made to minimise the impact and utilise salvage, reconstruction or interpretation to mitigate the impacts.

Provision	Discussion
	<ul style="list-style-type: none"> <li data-bbox="810 232 1426 891"> <p>▪ The proposal provides for extensive intervention into the fabric of the Former Inwards Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse. The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. Some elements of 'Moderate' and 'Little' significance will be removed to facilitate the new building, and where possible this fabric will be reused elsewhere within the proposal or salvaged for potential future use.</p> <li data-bbox="810 927 1426 1585"> <p>▪ The proposed design for the Former Inwards Parcels Shed adopts sympathetic and innovative design solutions to achieve the desired outcome for the building through this adaptive reuse process. The reconstructed Former Inwards Parcels Shed will incorporate reeded / ribbed glass cladding along the western elevation to interpret the corrugated metal cladding which will be removed to allow for natural light and ventilation into the space. The corrugated metal cladding is an intrinsic element to the vernacular industrial style of the shed, and this interpretation of fabric is a sympathetic response to allow the former industrial character of the place to be understood. Despite the proposal for a landscaped and trafficable rooftop on the shed, a perimeter border of corrugated metal roof sheeting will be retained to interpret the vernacular industrial character of the place.</p> <p data-bbox="810 1621 1378 1765">Urbis have reviewed the heritage impacts of this transformational project, and for the reasons outlined above we consider that the heritage impacts are acceptable.</p>

7.5. CITY OF SYDNEY PROVISIONS

7.5.1. Sydney Local Environmental Plan 2012

Table 13 Impact Assessment against the Sydney Local Environmental Plan 2012

Clause	Discussion
<p>(2) Requirement for consent</p> <p><i>Development consent is required for any of the following:</i></p> <p><i>(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):</i></p> <p><i>(i) a heritage item,</i></p> <p><i>(ii) an Aboriginal object,</i></p> <p><i>(iii) a building, work, relic or tree within a heritage conservation area,</i></p> <p><i>(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,</i></p> <p><i>(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,</i></p> <p><i>(d) disturbing or excavating an Aboriginal place of heritage significance,</i></p> <p><i>(e) erecting a building on land:</i></p> <p><i>(i) on which a heritage item is located or that is within a heritage conservation area, or</i></p> <p><i>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,</i></p> <p><i>(f) subdividing land:</i></p> <p><i>(i) on which a heritage item is located or that is within a heritage conservation area, or</i></p> <p><i>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.</i></p>	<p>The subject site is part of a state listed heritage item and accordingly consent for works is required from the City of Sydney as well as the Heritage Council of NSW.</p>

Clause	Discussion
<p>(4) Effect of proposed development on heritage significance</p> <p><i>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</i></p>	<p>A detailed impact assessment is included in this Heritage Impact Statement.</p>
<p>(5) Heritage assessment</p> <p><i>The consent authority may, before granting consent to any development:</i></p> <p>(a) <i>on land on which a heritage item is located, or</i></p> <p>(b) <i>on land that is within a heritage conservation area, or</i></p> <p>(c) <i>on land that is within the vicinity of land referred to in paragraph (a) or (b),</i></p> <p><i>require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.</i></p>	<p>This Heritage Impact Statement has been prepared to satisfy this requirement and the SEARs for SSD-10405.</p>
<p>(6) Heritage conservation management plans</p> <p><i>The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.</i></p>	<p>The proposal has been assessed with reference to the guiding policies and provisions in the following documents and guidelines:</p> <ul style="list-style-type: none"> ▪ Urbis 2020, Former Inwards Parcels Shed Conservation Management Plan ▪ Rappoport Pty Ltd 2013, Central Station Conservation Management Plan
<p>(7) Archaeological sites</p> <p><i>The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies):</i></p> <p>(a) <i>notify the Heritage Council of its intention to grant consent, and</i></p>	<p>The archaeological resources of the site will be managed in accordance with the recommendations outlined in the Historical Archaeological Assessment prepared by AMBS 2020, and the Aboriginal Cultural Heritage Assessment Report prepared by Urbis 2020, as part of this SSD-10405.</p>

Clause	Discussion
<p><i>(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.</i></p>	
<p>(8) Aboriginal places of heritage significance</p> <p><i>The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance:</i></p> <p><i>(a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and (b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.</i></p>	<p>The archaeological resources of the site will be managed in accordance with the recommendations outlined in the Historical Archaeological Assessment prepared by AMBS 2020, and the Aboriginal Cultural Heritage Assessment Report prepared by Urbis 2020, as part of this SSD-10405.</p>
<p>(9) Demolition of nominated State heritage items</p> <p><i>The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item:</i></p> <p><i>(a) notify the Heritage Council about the application, and</i></p> <p><i>(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.</i></p>	<p>Throughout the design development phase of this transformational project, we have consistently and collaboratively engaged with the Heritage Council of NSW, the Heritage NSW team and the City of Sydney's heritage team. Feedback has been iteratively received throughout design development and integrated into the proposal.</p> <p>The proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station state listed heritage item curtilage.</p> <p>This impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government's ambitions for a tech precinct at the Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community.</p>

7.5.2. Sydney Development Control Plan 2012

Table 14 Impact Assessment against the Sydney Development Control Plan 2012

Clause	Discussion
3.9 HERITAGE	
<p>3.9.1 Heritage Impact Statements</p> <p>(6) Where the development application proposes the full or substantial demolition of a heritage item, or a contributory building within a heritage conservation area, the Heritage Impact Statement is to:</p> <p>(a) demonstrate why the building is not capable of retention or re-use;</p> <p>(b) include a statement from a quantity surveyor comparing the cost of demolition to the cost of retention if the demolition is recommended primarily on economic grounds;</p> <p>(c) include a report by a suitably qualified structural engineer if the demolition is proposed on the basis of poor structural condition; and</p> <p>(d) include a pest inspection report if the building is a weatherboard building.</p>	<p>The proposal is an ambitious response to the heritage values of the site in realising the broader strategic vision for the precinct. The proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station listed heritage item curtilage.</p> <p>However, this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government's ambitions for a tech precinct at the Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community.</p> <p>The detailed impact assessment in this report outlines the reasons why this level of heritage impact is acceptable in this very unique circumstance.</p> <p>Urbis have reviewed the heritage impacts of this transformational project, and for the reasons outlined above we consider that the heritage impacts are acceptable. We have included key recommendations in this report which should be adopted and integrated into conditions of consent.</p>
<p>3.9.5 Heritage items</p> <p>(1) Development affecting a heritage item is to:</p> <p>(a) minimise the extent of change to significant fabric, elements or spaces;</p> <p>(b) use traditional techniques and materials where possible unless techniques and materials can offer substantial conservation benefits;</p> <p>(c) enable the interpretation of each of the significant values of the item through the treatment of the item's fabric, spaces and setting;</p> <p>(d) provide a use compatible with its significance and which with any changes proposed, including any BCA</p>	<p>Refer to Section 7.1 for a detailed impact assessment of individual elements of the proposal, and how they have been designed to appropriately respond to and celebrate the identified significance of the Former Inwards Parcels Shed.</p>

Clause	Discussion
<p>upgrade or the introduction of services will have minimal impact on significant fabric, elements or spaces;</p> <p>(e) the provision of on-site interpretation, or a combination of each of these measures;</p> <p>(f) not reduce or obscure the heritage significance of the item; and</p> <p>(g) be reversible where necessary so new work can be removed with minimal damage, or impact to significant building fabric.</p> <p>(h) be consistent with an appropriate Heritage Conservation Management Plan, Conservation Management Strategy, or policy guidelines contained in the Heritage Inventory Assessment report for the item;</p> <p>(i) ensure that any changes to the original/significant room configuration is evident and can be interpreted; and</p> <p>(j) respect the pattern, style, dimensions or original windows and doors.</p>	
<p>(2) Development should enhance the heritage item by removing unsympathetic alterations and additions and reinstating missing details, building and landscape elements, where physical or documentary evidence is available.</p>	<p>The proposal does not reconstruct missing elements but instead is an innovative and ambitious adaptive reuse of a modest utilitarian industrial rail building to provide a world class tech precinct within the Central Station precinct. The assessment herein outlines the design solutions undertaken to minimise adverse impacts and to celebrate and interpret the history and character of the place.</p>
<p>(3) Alterations and additions to buildings and structures and new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the:</p> <p>(a) building envelope;</p> <p>(b) proportions;</p> <p>(c) materials, colours and finishes; and</p> <p>(d) building and street alignment.</p>	<p>Refer to Section 7.1 for a detailed impact assessment of individual elements of the proposal, and how they have been designed to appropriately respond to and celebrate the identified significance of the Former Inwards Parcels Shed.</p> <p>The proposal is a unique and transformational project which has acceptable heritage impacts in the context of the longer term benefits to the community, the state listed Central Railway Station item and the development of Sydney as a global city with a world class tech precinct.</p>
<p>(4) Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by:</p> <p>(a) providing an adequate area around the building to allow interpretation of the heritage item;</p>	<p>The proposal has been developed with consideration for potential impacts on the adjoining and vicinity heritage items. There are no physical impacts on any vicinity heritage items. Back of house and access areas of the Adina Hotel (former Parcels Post Office) will be affected during the demolition and construction phases of</p>

Clause	Discussion
<p>(b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item);</p> <p>(c) protecting, where possible and allowing the interpretation of archaeological features; and</p> <p>(d) Retaining and respecting significant views to and from the heritage item.</p>	<p>development, as this building shares loading and storage areas with the subject site. However, significant fabric associated with this work will be avoided. The pavement lights on Upper Carriage Lane to the northern elevation of the former Parcels Post Office building (Adina Hotel) may need to be removed to facilitate the proposal, however where this is required the pavement lights will be recorded, carefully salvaged, conserved and restored, and reinstated. There will be no material or permanent adverse heritage impacts to the significant fabric of the former Parcels Post Office building.</p> <p>The proposed development is spatially well separated from immediate surrounding heritage items. The proposed development is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually documented public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower.</p> <p>The proposed development is spatially well separated from and does not directly present to Prince Alfred Park. The slim tower form and angled roof are responsive to the amenity and open space of the park. The tall tower form will occupy a narrow part of the horizon and sky in views from Prince Alfred Park.</p> <p>The location of the proposed development, including its setbacks and spatial relationships with neighbouring heritage items does not negatively affect the visual prominence or landmark significance of the Clock Tower or create any significant visual impacts on the view corridors along Broadway, Pitt and George Streets to Central Station. The form, character and height of the tower allows for the maintenance of vistas to and from Central Station and the Concourse and maintenance of visual connections between heritage items including the Haymarket Special Character Area.</p>
2.1.11 RAILWAY SQUARE/CENTRAL STATION SPECIAL CHARACTER AREA	
Principles	With consideration for the Central State Significant Precinct and the Western Gateway Sub-precinct approved planning proposal, it is considered that the

Clause	Discussion
<p>(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.</p> <p>(b) Recognise the role of Railway Square as the western and southern gateway to Central Sydney.</p> <p>(c) Reinforce the significance of the existing heritage fabric and complement it with high quality contemporary fabric and contribute to the layers of meanings and content of the locality.</p> <p>(d) Maintain a high level of daylight access to Railway Square and its associated open spaces by restricting building height.</p> <p>(e) Maintain and enhance the visual prominence and landmark significance of the clock tower of Central Railway Station in the views and vistas from various points, particularly along Broadway and George Street, when approaching or departing the city.</p> <p>(f) New development is to maintain and enhance vistas to Central Railway station.</p> <p>(g) Reinforce the urban character and scale of Railway Square by requiring new buildings surrounding the Square to:</p> <ul style="list-style-type: none"> i. be built to the street alignment; ii. have street frontage heights consistent with the prevailing form of buildings adjacent to this Special Character Area; and iii. have building setbacks above the street frontage heights. <p>(h) Ensure that any development associated with the important public transport interchange provided at Railway Square is consistent with enhancement of the public domain of Railway Square.</p> <p>(i) Conserve and enhance the heritage significance and character of the nineteenth and twentieth century public and commercial buildings and their settings.</p> <p>(j) Enhance the pedestrian amenity of Railway Square and environs.</p>	<p>subject proposal aligns with the broader strategic objectives for the location.</p> <p>The proposal is an ambitious response to the heritage values of the site in realising the broader strategic vision for the precinct. The proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station listed heritage item curtilage.</p> <p>However, this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government’s ambitions for a tech precinct at the Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community.</p> <p>Every element of the proposal has been meticulously reviewed to ensure that the final approach is the most appropriate approach after consideration of all alternative opportunities to achieve the same outcome. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Where intervention to heritage fabric and spaces is unavoidable, all efforts have been made to minimise the impact and utilise salvage, reconstruction or interpretation to mitigate the impacts.</p> <p>Urbis have reviewed the heritage impacts of this transformational project, and for the reasons outlined above we consider that the heritage impacts are acceptable.</p> <p>Please refer to the detailed impact assessment herein for an assessment of the potential impacts and mitigation measures applied in the proposal to avoid or reduce heritage impacts.</p>

7.6. HERITAGE NSW ASSESSMENT GUIDELINES

The proposed works are addressed in relation to relevant questions posed in the Heritage NSW's 'Statement of Heritage Impact' guidelines.

Table 15 Impact Assessment against the Heritage NSW Guidelines

Clause	Discussion
<p>The following aspects of the proposal could detrimentally impact on heritage significance.</p> <p>The reasons are explained as well as the measures to be taken to minimise impacts:</p>	<p>With consideration for the Central State Significant Precinct and the Western Gateway Sub-precinct approved planning proposal, it is considered that the subject proposal aligns with the broader strategic objectives for the location.</p> <p>The proposal is an ambitious response to the heritage values of the site in realising the broader strategic vision for the precinct. The proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station listed heritage item curtilage.</p> <p>However, this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government's ambitions for a tech precinct at the Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community.</p> <p>Every element of the proposal has been meticulously reviewed to ensure that the final approach is the most appropriate approach after consideration of all alternative opportunities to achieve the same outcome. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Where intervention to heritage fabric and spaces is unavoidable, all efforts have been made to minimise the impact and utilise salvage, reconstruction or interpretation to mitigate the impacts.</p> <p>Urbis have reviewed the heritage impacts of this transformational project, and for the reasons outlined above we consider that the heritage impacts are acceptable.</p> <p>Please refer to the detailed impact assessment herein for an assessment of the potential impacts and mitigation measures applied in the proposal to avoid or reduce heritage impacts.</p>

Clause	Discussion
<p>Demolition of a building or structure</p> <p>Have all options for retention and adaptive re-use been explored?</p> <p>Can all of the significant elements of the heritage item be kept and any new development be located elsewhere on the site?</p> <p>Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?</p> <p>Has the advice of a heritage consultant been sought? Have the consultant's recommendations been implemented? If not, why not?</p>	<p>The proposal provides for extensive intervention into the fabric of the Former Inwards Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse.</p> <p>The preparation of this methodology includes input from leading heritage experts in the industry including James Ginter from Tradition Restorations Company as an experienced conservator in managing intervention into significant fabric, a deconstruction methodology prepared by TTW engineers and BVN architects to scope up graphic diagrams demonstrating the approach to various elements and fabric.</p> <p>The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. Some elements of 'Moderate' and 'Little' significance will be removed to facilitate the new building, and where possible this fabric will be reused elsewhere within the proposal or salvaged for potential future use.</p> <p>While the adverse heritage impact on the existing shed is acknowledged, this is not wholesale demolition, and every attempt to retain, restore and reconstruct significant fabric has been made in order to minimise or mitigate the potential heritage impacts. In the context of the broader strategic outcome of the precinct, and with consideration for the efforts made to reduce and manage negative outcomes, the heritage impacts associated with the demolition and dismantling/reconstruction of fabric are considered to be acceptable in this very particular circumstance.</p>
<p>Major additions</p> <p>How is the impact of the addition on the heritage significance of the item to be minimised?</p> <p>Can the additional area be located within an existing structure? If not, why not?</p>	<p>The proposed tower form above the Former Inwards Parcels Shed is considered to have an acceptable heritage impact for the following reasons.</p> <ul style="list-style-type: none"> ▪ The large vertical tower extension to the building has been designed with a sizable gap between the shed roof and the tower soffit, such that the historic shed retains a sense of its own legibility and setting. These surfaces further provide the opportunity to

Clause	Discussion
<p>Will the additions tend to visually dominate the heritage item?</p> <p>Are the additions sited on any known or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?</p> <p>Are the additions sympathetic to the heritage item?</p> <p>In what way (e.g. form, proportions, design)?</p>	<p>explore innovative heritage interpretation approaches that celebrate the history and significance of the place.</p> <ul style="list-style-type: none"> ▪ The new development, the result of a design competition, is, in our opinion, of excellent and innovative design quality. The tower we propose is designed to serve as a thrilling and appropriate symbol for the Tech Precinct, extending its identity into the sky. ▪ The Urbis visual analysis has demonstrated an acceptable visual impact on the wider Central Station precinct. It concludes that the proposed development is spatially well separated from immediate surrounding heritage items, and in particular is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually document public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower. ▪ The new use of the place will allow for greater public accessibility to the subject site and Central Station precinct. The amendments to the ground plane of the subject site support the historic and significant use of the Central Station precinct as a rail transport interchange. ▪ The heritage impacts of the proposal must be considered in the context of the broader strategic vision for the precinct. The improvement to the site interface Henry Dean Plaza and the broader Central Station precinct demonstrates a public benefit that will contribute to the ongoing vitality and vibrancy of the Western Gateway Sub-precinct and broader Central Station precinct. The delivery of this activation is achieved through architectural and urban design strategies including siting of retail uses along the proposed 'Link Zone' and an increase in the permeability through the Site. This similarly enables opportunities for passive surveillance, improving the amenity and safety of the adjacent pedestrian and street network. The greater public benefits that will be provided by the proposal

Clause	Discussion
	<p>outweigh the heritage impacts to the Former Inwards Parcels Shed and forecourt and retaining wall.</p>
<p>New development adjacent to a heritage item</p> <p>How does the new development affect views to, and from, the heritage item?</p> <p>What has been done to minimise negative effects?</p> <p>How is the impact of the new development on the heritage significance of the item or area to be minimised?</p> <p>Why is the new development required to be adjacent to a heritage item?</p> <p>How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</p> <p>Is the development sited on any known, or potentially significant archaeological deposits?</p> <p>If so, have alternative sites been considered? Why were they rejected?</p> <p>Is the new development sympathetic to the heritage item?</p> <p>In what way (e.g. form, siting, proportions, design)?</p> <p>Will the additions visually dominate the heritage item?</p> <p>How has this been minimised?</p> <p>Will the public, and users of the item, still be able to view and appreciate its significance?</p>	<p>The proposal has been developed with consideration for potential impacts on the adjoining and vicinity heritage items. There are no physical impacts on any vicinity heritage items. Back of house and access areas of the Adina Hotel (former Parcels Post Office) will be affected during the demolition and construction phases of development, as this building shares loading and storage areas with the subject site. However, significant fabric associated with this work will be avoided. The pavement lights on Upper Carriage Lane to the northern elevation of the former Parcels Post Office building (Adina Hotel) may need to be removed to facilitate the proposal, however where this is required the pavement lights will be recorded, carefully salvaged, conserved and restored, and reinstated. There will be no material or permanent adverse heritage impacts to the significant fabric of the former Parcels Post Office building.</p> <p>The proposed development is spatially well separated from immediate surrounding heritage items. The proposed development is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually documented public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower.</p> <p>The proposed development is spatially well separated from and does not directly present to Prince Alfred Park. The slim tower form and angled roof are responsive to the amenity and open space of the park. The tall tower form will occupy a narrow part of the horizon and sky in views from Prince Alfred Park.</p> <p>The location of the proposed development, including its setbacks and spatial relationships with neighbouring heritage items does not negatively affect the visual prominence or landmark significance of the Clock Tower or create any significant visual impacts on the view corridors along Broadway, Pitt and George Streets to Central Station. The form, character and height of the tower allows for the maintenance of vistas to and from Central Station and the Concourse and maintenance of</p>

Clause	Discussion
	visual connections between heritage items including the Haymarket Special Character Area.

7.7. BETTER PLACED HERITAGE GUIDELINES

The proposed works are addressed in relation to relevant questions posed in the NSW Government Architect's Better Placed guidelines.

Table 16 Impact Assessment against the Better Placed Guidelines

Guideline	Discussion
<p>A Understand the significance of the place</p> <p>Establish a clear understanding of the heritage significance of the building or site. The level of detail required will depend on the heritage status of the building or site, and the early involvement of heritage advice is crucial.</p> <p>B Articulate the Heritage Significance</p> <p>Conservation documents explain what is important about the place and guide the future of the site and its long-term management.</p> <p>They enable considered decisions about uses, approaches, and what to keep and change. The type of documents required will depend on the significance of the site and the nature of the reports and documents already available.</p>	<p>The identified significance of the place is outlined at Section 6 of this report and within the Conservation Management Plan prepared for the Former Inwards Parcels Shed by Urbis in 2020.</p>
<p>E. Identify an appropriate use</p> <p>The proposed use must be appropriate to the heritage significance of the place, whether the project involves converting the place for a new use, or new work to facilitate an existing purpose. The Burra Charter describes an appropriate use as one that retains the cultural significance of the place.</p>	<p>With consideration for the Central State Significant Precinct and the Western Gateway Sub-precinct approved planning proposal, it is considered that the subject proposal aligns with the broader strategic objectives for the location.</p> <p>The proposal is an ambitious response to the heritage values of the site in realising the broader strategic vision for the precinct. The proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station listed heritage item curtilage.</p> <p>However, this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government's ambitions for a tech precinct at the Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community.</p> <p>Every element of the proposal has been meticulously reviewed to ensure that the final approach is the most</p>

<p>Guideline</p>	<p>Discussion</p> <p>appropriate approach after consideration of all alternative opportunities to achieve the same outcome. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Where intervention to heritage fabric and spaces is unavoidable, all efforts have been made to minimise the impact and utilise salvage, reconstruction or interpretation to mitigate the impacts.</p> <p>The new use of the place will allow for greater public accessibility to the subject site and Central Station precinct. The amendments to the ground plane of the subject site support the historic and significant use of the Central Station precinct as a rail transport interchange.</p> <p>Urbis have reviewed the heritage impacts of this transformational project, and for the reasons outlined above we consider that the heritage impacts are acceptable.</p> <p>Please refer to the detailed impact assessment herein for an assessment of the potential impacts and mitigation measures applied in the proposal to avoid or reduce heritage impacts.</p>
<p>G. Develop the brief</p> <p>The design brief establishes the ground rules for the project, and is informed by the work undertaken in the previous steps. The practical and aspirational requirements of the brief must be integrated with a full understanding of the heritage significance of the place.</p> <p>Articulating the needs, expectations, and aspirations of clients, owners, and users through the brief is essential to developing a sophisticated, meaningful, and practical design response.</p>	<p>The development of the proposal design was led by BVN and SHoP architecture firms with consistent and collaborative input from all consultant groups, including Urbis’s heritage consultants to help guide the design and manage the significance of the site. The new development, the result of a design competition, is, in our opinion, of excellent and innovative design quality.</p> <p>Every element of the proposal has been meticulously reviewed to ensure that the final approach is the most appropriate approach after consideration of all alternative opportunities to achieve the same outcome. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Where intervention to heritage fabric and spaces is unavoidable, all efforts have been made to minimise the impact and utilise salvage, reconstruction or interpretation to mitigate the impacts.</p> <p>The proponent and its consultants have consulted with the relevant heritage-related Government agencies to ensure that feedback on the heritage aspects of the design was received and integrated into the proposal as the design progressed. Throughout the design development phase of this transformational project, we</p>

Guideline	Discussion
	<p>have consistently and collaboratively engaged with the Heritage Council of NSW, the Heritage NSW team and the City of Sydney’s heritage team. Feedback has been iteratively received throughout design development and integrated into the proposal.</p>
<p>H. Design for the context</p> <p>Additions and new buildings in valued heritage contexts should be sympathetic to the local streetscape and urban grain. New design should respond to its heritage context through an informed analysis of the area’s character.</p> <p>K. Explore how heritage can inspire the new</p> <p>The heritage significance of the place should inspire the adaptation and new work. Fully understanding the significance of a heritage place is a vital part of developing creative design solutions that ensure ongoing use and relevance and minimise negative impacts.</p> <p>L. Design new work to read as distinct</p> <p>One key principle of the Burra Charter is that new insertions and interventions, as distinct from restoration or reconstruction, should be clearly identifiable as new, and should not replicate the heritage fabric. This design approach must go hand-in-glove with other principles in the Burra Charter regarding respecting and having minimal impact on the significance of the place. It is not enough for the work to simply read as “new”.</p> <p>It must also be sympathetic to its setting and support the heritage significance of the place.</p> <p>This requires a sensitive design approach that ensures the new work complements and enhances the heritage place, rather than competing with it, or compromising it through poor design solutions. Detailed guidance can be found in the Burra Charter Practice Note – New Work.</p>	<p>The proposal has been developed with regard for the many and varied layers of heritage and history applicable to the site. Each layer has been explored to inform the design to ensure the proposal responds appropriately to its context.</p> <p>The proposal is an ambitious response to the heritage values of the site in realising the broader strategic vision for the precinct. The proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station listed heritage item curtilage.</p> <p>However, this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government’s ambitions for a tech precinct at the Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community.</p> <p>The project consultant team has proactively engaged with Kevin O’Brien at BVN and Cox Inall Ridgeway to explore an integrate a meaningful Designing with Country framework into the proposal. This framework provides guidance for the meaningful and tangible interpretation and reflection of Aboriginal cultural heritage values of the place into the proposal. The adoption of such a framework has enormous heritage benefit for a project like this, for the City and it’s Aboriginal and non-Aboriginal communities. A respectful consultation process has been initiated that shall continue beyond the SSDA with a view to achieving an informed position from the Community and imbuing the project with a sense of cultural authenticity and relevance.</p> <p>Detailed analysis of the historical archaeological and Aboriginal archaeological values of the place have been undertaken in a separate Historical Archaeological Assessment and Aboriginal Cultural Heritage Assessment prepared for the proposal. Management of the potential historical archaeological resource and</p>

Guideline

Discussion

potential Aboriginal archaeological resource on the site is being undertaken through the adoption of a consolidated test excavation program to confirm the presence or absence of archaeological artefacts and deposits. Test excavation will be monitored by suitably qualified archaeologists who will provide advice and guidance on the management of any artefacts or archaeological deposits discovered during excavation. Adoption of the above archaeological management strategy is considered to sufficiently and appropriately manage and mitigate the potential impacts of the proposal.

In recognition of the rich layering of heritage values associated with the site and in anticipation of the SSD-10405 conditions of consent, Freeman Ryan Design has been engaged as a key member of the consultant team for the project to provide a comprehensive heritage interpretation strategy for the place. Freeman Ryan Design is developing their heritage interpretation strategy concurrently with the design development and determination period of the proposal, and is working closely with Emma McDaniel the Art Consultant on the project and Aspect Studios the landscape designers, to provide a holistic and meaningful interpretation strategy for the place. While the strategy is still being developed, site investigations and opportunities for robust interpretation installations are being considered in collaboration with BVN and SHoP with regard to the final design. The interpretation strategies which will be outlined herein will enable the continued interpretation and celebration of the many and varied layers of history and cultural heritage on the site, and this strategy will be important to ensure the recognition and conservation of the identified heritage values of the place.

M. Understand “new work” and reconstruction

It is also important to understand the difference between “new work” and reconstruction, as this determines how fabric should be treated.

In the context of the Burra Charter, not all work on heritage sites is defined as “new work”

The proposal provides for extensive intervention into the fabric of the Former Inwards Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse.

The preparation of this methodology includes input from leading heritage experts in the industry including James Ginter from Tradition Restorations Company as an experienced conservator in managing intervention into

Guideline	Discussion
	<p>significant fabric, a deconstruction methodology prepared by TTW engineers and BVN architects to scope up graphic diagrams demonstrating the approach to various elements and fabric.</p> <p>The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. Some elements of 'Moderate' and 'Little' significance will be removed to facilitate the new building, and where possible this fabric will be reused elsewhere within the proposal or salvaged for potential future use.</p> <p>While the adverse heritage impact on the existing shed is acknowledged, this is not wholesale demolition, and every attempt to retain, restore and reconstruct significant fabric has been made in order to minimise or mitigate the potential heritage impacts. In the context of the broader strategic outcome of the precinct, and with consideration for the efforts made to reduce and manage negative outcomes, the heritage impacts associated with the demolition and dismantling/reconstruction of fabric are considered to be acceptable in this very particular circumstance.</p>
<p>N. Minimise the impact of new work</p> <p>New design work should have minimal impact on the heritage place. The appropriate extent of new work should be guided by the significance of the place, and will vary according to context.</p>	<p>Every element of the proposal has been meticulously reviewed to ensure that the final approach is the most appropriate approach after consideration of all alternative opportunities to achieve the same outcome. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Where intervention to heritage fabric and spaces is unavoidable, all efforts have been made to minimise the impact and utilise salvage, reconstruction or interpretation to mitigate the impacts.</p> <p>The Former Inwards Parcels Shed while being part of the broader Central Station precinct and listed heritage item, is not in itself a highly significant component of the broader railway group. The Former Inwards Parcels Shed is of Moderate significance to the broader group and is a modest example of an industrial vernacular parcel distribution shed. Its significance is primarily vested in its historical function and association with the broader mail distribution operations of Central Station and the rail network. While the proposal provides for major change to this building, it does not have any adverse impacts on the principal elements within the</p>

Guideline

Discussion

Central Station precinct including the main terminal and platforms.

The design of the large vertical tower extension to the building has been designed with a sizable gap between the shed roof and the tower soffit such that the historic shed retains a sense of its own legibility and setting.

The proposal provides for extensive intervention into the fabric of the Former Inwards Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse. The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. Some elements of 'Moderate' and 'Little' significance will be removed to facilitate the new building, and where possible this fabric will be reused elsewhere within the proposal or salvaged for potential future use.

The proposed design for the Former Inwards Parcels Shed adopts sympathetic and innovative design solutions to achieve the desired outcome for the building through this adaptive reuse process. The reconstructed Former Inwards Parcels Shed will incorporate reeded / ribbed glass cladding along the western elevation to interpret the corrugated metal cladding which will be removed to allow for natural light and ventilation into the space. The corrugated metal cladding is an intrinsic element to the vernacular industrial style of the shed, and this interpretation of fabric is a sympathetic response to allow the former industrial character of the place to be understood. Despite the proposal for a landscaped and trafficable rooftop on the shed, a perimeter border of corrugated metal roof sheeting will be retained to interpret the vernacular industrial character of the place.

8. CONCLUSION AND RECOMMENDATIONS

8.1. CONCLUDING ASSESSMENT

The proposal is an ambitious response to the heritage values of the site in realising the broader strategic vision for the precinct. The proposal has an obvious and irreversible impact on the Former Inwards Parcels Shed, the lower ground Gate Gourmet areas, Upper Carriage Lane and forecourt and the retaining wall elements within the Central Station listed heritage item curtilage.

However, this impact is considered to be acceptable in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government's ambitions for a tech precinct at the Western Gateway. The design has been developed to be as responsible in the management of the heritage values of the place as possible while delivering an outcome that is transformational for the City and the community. The following elements summarise the mitigation measures taken to minimise or avoid heritage impacts where possible.

- Urbis was engaged to prepare a Conservation Management Plan for the Former Inwards Parcels Shed to satisfy the SEARs for this project SSD-10405. This site-specific Conservation Management Plan focuses on the Former Inwards Parcels Shed only and does not include other areas within the Central Station heritage item curtilage. The Conservation Management Plan outlines the significance of the place, includes a detailed fabric analysis and provides policies for the management of the heritage values of the place. Particular regard has been had to this proposal SSD-10405 in the development of appropriate conservation policies for the protection, conservation and interpretation of significant elements throughout the site. The policies in the Conservation Management Plan have provided heritage principles to guide the design development of the proposal to ensure that the heritage significance of the place is recognised and conserved.
- The development of the proposal design was led by BVN and SHoP architecture firms with consistent and collaborative input from all consultant groups, including Urbis's heritage consultants to help guide the design and manage the significance of the site. The new development, the result of a design competition, is, in our opinion, of excellent and innovative design quality.
- Every element of the proposal has been meticulously reviewed to ensure that the final approach is the most appropriate approach after consideration of all alternative opportunities to achieve the same outcome. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Where intervention to heritage fabric and spaces is unavoidable, all efforts have been made to minimise the impact and utilise salvage, reconstruction or interpretation to mitigate the impacts.
- The Former Inwards Parcels Shed while being part of the broader Central Station precinct and listed heritage item, is not in itself a highly significant component of the broader railway group. The Former Inwards Parcels Shed is of Moderate significance to the broader group and is a modest example of an industrial vernacular parcel distribution shed. Its significance is primarily vested in its historical function and association with the broader mail distribution operations of Central Station and the rail network. While the proposal provides for major change to this building, it does not have any adverse impacts on the principal elements within the Central Station precinct including the main terminal and platforms.
- The design of the large vertical tower extension to the building has been designed with a sizable gap between the shed roof and the tower soffit such that the historic shed retains a sense of its own legibility and setting.
- The proposal provides for extensive intervention into the fabric of the Former Inwards Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse. The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. Some elements of 'Moderate' and 'Little' significance will be removed to facilitate the new building, and where possible this fabric will be reused elsewhere within the proposal or salvaged for potential future use.
- The proposed design for the Former Inwards Parcels Shed adopts sympathetic and innovative design solutions to achieve the desired outcome for the building through this adaptive reuse process. The reconstructed Former Inwards Parcels Shed will incorporate reeded / ribbed glass cladding along the

western elevation to interpret the corrugated metal cladding which will be removed to allow for natural light and ventilation into the space. The corrugated metal cladding is an intrinsic element to the vernacular industrial style of the shed, and this interpretation of fabric is a sympathetic response to allow the former industrial character of the place to be understood. Despite the proposal for a landscaped and trafficable rooftop on the shed, a perimeter border of corrugated metal roof sheeting will be retained to interpret the vernacular industrial character of the place.

- The proponent and its consultants have consulted with the relevant heritage-related Government agencies to ensure that feedback on the heritage aspects of the design was received and integrated into the proposal as the design progressed. Throughout the design development phase of this transformational project, we have consistently and collaboratively engaged with the Heritage Council of NSW, the Heritage NSW team and the City of Sydney's heritage team. Feedback has been iteratively received throughout design development and integrated into the proposal.
- The project consultant team has proactively engaged with Kevin O'Brien at BVN and Cox Inall Ridgeway to explore an integrate a meaningful Designing with Country framework into the proposal. This framework provides guidance for the meaningful and tangible interpretation and reflection of Aboriginal cultural heritage values of the place into the proposal. The adoption of such a framework has enormous heritage benefit for a project like this, for the City and its Aboriginal and non-Aboriginal communities. A respectful consultation process has been initiated that shall continue beyond the SSDA with a view to achieving an informed position from the Community and imbuing the project with a sense of cultural authenticity and relevance.
- Detailed analysis of the historical archaeological and Aboriginal archaeological values of the place have been undertaken in a separate Historical Archaeological Assessment and Aboriginal Cultural Heritage Assessment prepared for the proposal. Management of the potential historical archaeological resource and potential Aboriginal archaeological resource on the site is being undertaken through the adoption of a consolidated test excavation program to confirm the presence or absence of archaeological artefacts and deposits. Test excavation will be monitored by suitably qualified archaeologists who will provide advice and guidance on the management of any artefacts or archaeological deposits discovered during excavation. Adoption of the above archaeological management strategy is considered to sufficiently and appropriately manage and mitigate the potential impacts of the proposal.
- In recognition of the rich layering of heritage values associated with the site and in anticipation of the SSD-10405 conditions of consent, Freeman Ryan Design has been engaged as a key member of the consultant team for the project to provide a comprehensive heritage interpretation strategy for the place. Freeman Ryan Design is developing their heritage interpretation strategy concurrently with the design development and determination period of the proposal, and is working closely with Emma McDaniel the Art Consultant on the project and Aspect Studios the landscape designers, to provide a holistic and meaningful interpretation strategy for the place. While the strategy is still being developed, site investigations and opportunities for robust interpretation installations are being considered in collaboration with BVN and SHoP with regard to the final design. The interpretation strategies which will be outlined herein will enable the continued interpretation and celebration of the many and varied layers of history and cultural heritage on the site, and this strategy will be important to ensure the recognition and conservation of the identified heritage values of the place.
- The Urbis visual analysis has demonstrated an acceptable visual impact on the wider Central Station precinct. It concludes that the proposed development is spatially well separated from immediate surrounding heritage items, and in particular is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually document public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower.
- The new use of the place will allow for greater public accessibility to the subject site and Central Station precinct. The amendments to the ground plane of the subject site support the historic and significant use of the Central Station precinct as a rail transport interchange.
- The heritage impacts of the proposal must be considered in the context of the broader strategic vision for the precinct. The improvement to the site interface Henry Dean Plaza and the broader Central Station precinct demonstrates a public benefit that will contribute to the ongoing vitality and vibrancy of the Western Gateway Sub-precinct and broader Central Station precinct. The delivery of this activation is achieved through architectural and urban design strategies including siting of retail uses along the

proposed 'Link Zone' and an increase in the permeability through the Site. This similarly enables opportunities for passive surveillance, improving the amenity and safety of the adjacent pedestrian and street network. The greater public benefits that will be provided by the proposal outweigh the heritage impacts to the Former Inwards Parcels Shed and forecourt and retaining wall.

Urbis have reviewed the heritage impacts of this transformational project, and for the reasons outlined above we consider that the heritage impacts are acceptable. We have included key recommendations below which should be adopted and integrated into conditions of consent.

Urbis Heritage support this project and recommend that it is approved from a heritage perspective.

8.2. RECOMMENDATIONS

The following recommendations should be adopted to ensure that the heritage values of the place are appropriately managed within the context of this proposal.

- A comprehensive archival recording must be undertaken prior to any works being undertaken. The archival recording should include all elements of the building, the site, the retaining wall and Upper Carriage Lane, significant views and the setting of the place. Copies of the archival recording should be retained on site and provided to the relevant consent authorities (City of Sydney and Heritage NSW). This should include photography and / or measured drawings as deemed necessary. Archival recordings should be undertaken in accordance with the former NSW OEH Heritage Division's Guidelines for 'Photographic Recording of Heritage Items Using Film or Digital Capture'.
- A schedule of conservation works should be prepared for the site and identify priority and longer-term maintenance conservation works for the significant fabric being retained and reconstructed on the site. Particular attention should be given to the conservation of sandstone embellishments, masonry elements and the timber structure and sliding doors being salvaged and reconstructed as part of the proposal. Conservation works should be undertaken by a specialist conservator with demonstrated experience in heritage fabric and should be undertaken following dismantling and before reconstruction.
- The interpretation strategy being prepared by Freeman Ryan Design should be developed into a heritage interpretation strategy prior to Construction Certificate to identify preferred interpretation media and content in conjunction with the finalised approved design for the proposal. Interpretation must be implemented as per the plan prior to obtaining an Occupation Certificate.
- The archaeological management recommendations outlined in both the Historical Archaeological Assessment (AMBS, 2020) and the Aboriginal Cultural Heritage Assessment Report (Urbis, 2020) must be implemented to appropriately manage the potential archaeological values of the place.

9. GLOSSARY & KEY TERMS

9.1. GLOSSARY OF KEY TERMS

Term	Definition
Atlassian Site	8 – 10 Lee Street, Haymarket
The Project	Commercial and hotel development above the Former Inwards Parcel Shed at 8-10 Lee Street, Haymarket
Block B or “Dexus/ Frasers Site”	14-30 Lee Street Haymarket. Adjoining land immediately to the south currently comprising three 8 storey commercial buildings.
Block C or Adina Hotel	2 Lee Street, Haymarket The Former Parcels Post Office The Adina Apartment Hotel Sydney Central
Central Sydney	Land identified as Central Sydney under the Sydney LEP 2012 and includes Sydney’s Central Business District
Sub-precinct	Western Gateway Sub-precinct
Atlassian Central	The Atlassian tower building (building only)
Atlassian Central development	The whole Atlassian development within the Atlassian Site including the tower and public domain works.
Devonshire Street Tunnel	The pedestrian and cycle tunnel running between Chalmers Street and Lee Street
Link Zone	The publicly accessible land within the Site.
Central Walk West	The future western pedestrian entry to the new 19 metre wide underground concourse connecting customers to suburban rail and Sydney Metro platforms.
Habitat Level 1	Flexibly ventilated workspace areas

9.2. ABBREVIATIONS

Abbreviation	Meaning
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHIMS	Aboriginal Heritage Information Management System
AHIP	Aboriginal Heritage Impact Permit
APAR	Airports Protection of Airspace Regulations
ARD	Archaeological Research Design
AS	Australian Standard
ASS	Acid Sulfate Soils
ATP	Australia Technology Park

Abbreviation	Meaning
BC Act	<i>Biodiversity Conservation Act 2016</i>
BCA	Building Code of Australia
BDAR	Biodiversity Assessment Report
Camperdown-Ultimo Strategy	Camperdown-Ultimo Collaboration Area and Place Strategy
CDRP	Central Design Review Panel
Central SSP	Central Station State Significant Precinct
C2E Strategy	Central to Eveleigh Urban Transformation Strategy
CMP	Conservation Management Plan
Council	City of Sydney Council
CPTED	Crime Prevention Through Environmental Design
CPTMP	Construction Parking and Traffic Management Plan
CSPS	Draft Central Sydney Planning Strategy
DES	Design Excellence Strategy
Design Brief	Architectural Design Competition Brief
Design Competition	Architectural Design Competition
Design Guideline	Western Gateway Design Guideline
Devonshire Tunnel	Devonshire Street Pedestrian Tunnel
District Plan	<i>Eastern City District Plan</i>
DPC	NSW Department of Premier and Cabinet
DPIE/Department	NSW Department of Planning, Industry and Environment
DP	Deposited Plan
DSI	Detailed Site Investigation
EIS	Environmental Impact Statement
EPA	<i>NSW Environment Protection Authority</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ESD	Ecologically Sustainable Development
GANSW	NSW Government Architect's Office
GFA	Gross Floor Area (as defined under the <i>Sydney Local Environmental Plan 2012</i>)
HAA	Historical Archaeological Assessment

Abbreviation	Meaning
HIS	Heritage Impact Statement or Heritage Interpretation Strategy
Infrastructure Strategy	<i>State Infrastructure Strategy 2018-2038</i>
LGA	City of Sydney Local Government Area
LSPS	Draft Sydney Local Strategic Planning Statement
m	metre
NIA	Noise Impact Assessment
OEH	NSW Office of Environment and Heritage
OLS	Obstacle Limitation Surface
OWMP	Operational Waste Management Plan
Parcels Shed	Former Inward Parcels Shed
PSI	Preliminary Site Investigation
Region Plan	<i>A Metropolis of Three Cities – Greater Sydney Region Plan</i>
RAP	Remediation Action Plan
RAPs	Registered Aboriginal Parties
RMS	Roads and Maritime Services
RTTC	Radar Terrain Clearance Chart
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 55	<i>State Environmental Planning Policy No.55 – Remediation of Land</i>
SEPP Infrastructure	<i>State Environmental Planning Policy (Infrastructure) 2007</i>
SEPP SRD	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
sqm	Square Metres
SREP SH	<i>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</i>
SSD	State Significant Development
SSDA	State Significant Development Application
Sub-precinct	Western Gateway Sub-precinct
Sydney 2030	Sustainable Sydney 2030 Strategy
Sydney LEP 2012	Sydney Local Environmental Plan 2012
Taskforce	Tech Taskforce

Abbreviation	Meaning
TIA	Transport and Accessibility Impact Assessment
TfNSW	Transport for New South Wales
The Minister	The Minister for Planning, Industry and Environment
The Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
Transport Strategy	<i>Future Transport Strategy 2056</i>
Urbis	Urbis Pty Ltd
VIA	Visual Impact Assessment
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

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APPENDIX A

DECONSTRUCTION METHODOLOGY – FORMER INWARDS PARCELS SHED

Draft Structural Deconstruction Methodology

Parcel Shed, Atlassian

Atlassian / 29 September 2020

191797

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1.0 Document Register

AUTHOR	REVIEWED	APPROVED	ISSUE	STATUS	DATE
Angus Busuttil	Martin Folan	-	Draft	Rev. 1	19/08/20
Angus Busuttil	Martin Folan	-	Draft	Rev. 2	04/09/20
Angus Busuttil	Martin Folan	-	Draft	Rev. 3	29/09/20

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2.0 Introduction

2.1 Context of This Document

This deconstruction methodology has been prepared as part of the development proposal for the new Atlassian Headquarters at Central Station, Sydney. The existing Parcels Shed is of heritage significance and requires elements to be retained as part of the proposed design. This document has been prepared to identify a safe method of methodically deconstructing and reconstructing the existing shed in order to maintain structural stability, retain critical heritage fabric and provide efficiency.

2.2 Site Location

The existing Parcels Shed is located at Central Station, Sydney with railway tracks on its eastern façade and ambulance Avenue on its northern façade. The shed has an adjacent building at its North Eastern corner, but is otherwise considered free standing. Originally used by the Australian Postal Service, the site has recently been used for backpacker accommodation and has undergone a subsequent fit out.

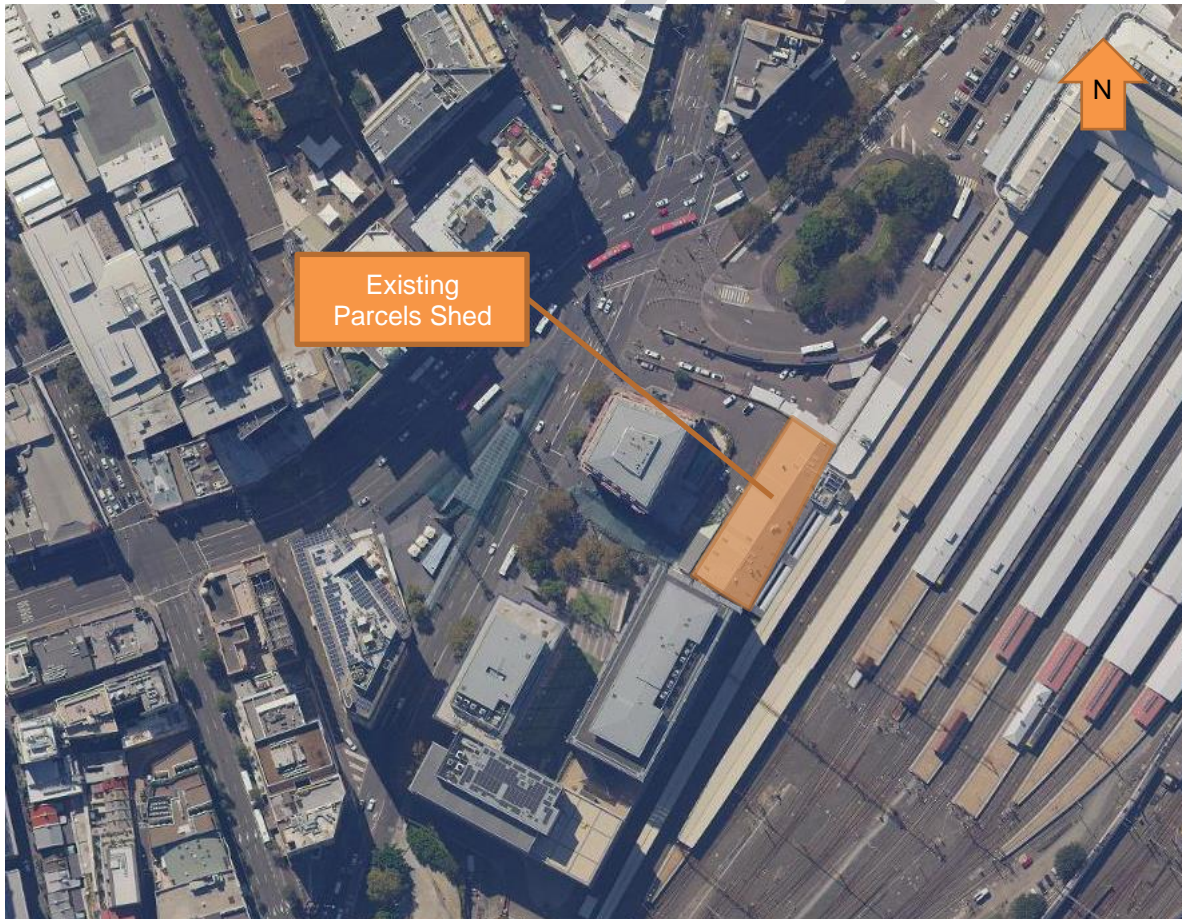


Figure 1 - Location Former Inwards Parcels Shed, Central Station, Sydney (Source: SIX Maps)

3.0 The Existing Structure

For the purpose of this report, Ambulance avenue is assumed to run in an East West direction with the northernmost façade of the Parcels Shed facing Ambulance Avenue. The existing structure consists of timber framing with bays of timber trusses spanning east west. The bays are braced by haunched sections in both the east / west and north / south direction. Intermediate east / west roof beams are supported by a bowstring truss which runs north south between main trusses.

4.0 Intention

The intention of this report is to outline a methodology for the staged deconstruction of the Parcels Shed, Central. The goal of the methodology is to be sympathetic to the heritage requirements of the building, with a focus on maintaining stability throughout the process and allowing materials to be retained for reconstruction. Elements have been inspected and the proposed methodology is sympathetic to the original construction techniques and connections.

5.0 Deconstruction Restrictions

In terms of heritage restrictions, an up to date conservation management plan is in progress, which will scale existing fabric on a scale from low to high. This document will be used to determine what can and can't be removed from the existing structure. It is understood that the critical items to be retained are:

- 1) Timber barn door
- 2) Timber trusses and columns
- 3) Truss connections
- 4) Timber windows
- 5) Masonry Walls and chimneys

6.0 Existing Condition of Retained Elements

The existing condition of retained structural elements such as timber trusses and connections has not been investigated as part of this methodology report. The timber should be tested and a timber grade should be established. From visual inspection the timber appeared to be in reasonable condition for age however this may have been obscured by paint. Pending the condition of the timber once disassembled and tested, strengthening may be required however the shed structure may transmit lateral load onto the new core which will assist in stability.

Existing connections between timber members were typically steel plate with bolts through. Testing can be carried out however the bolts and connections will typically require replacement to match the existing in proportion and style where possible, to not detract from the originality of the trusses. Regardless of re-use, each connection and component should be labelled and stored accordingly. The timber column bases, require consideration, they are currently cast into the concrete slab to an unknown depth. Removal will require saw cutting, which will shorten the columns, alternatives will be locally cutting the slab to maintain the timber column.

7.0 Order of Deconstruction

The deconstruction process illustrated in appended sketches is a balance between efficiency, damage reduction and lateral stability of the existing structure. The process of structural deconstruction will begin primarily with removing non-structural elements such as services and roof plant. It is to be advised that the roof sheeting has been scheduled to be removed sequentially to limit the exposure of the existing timber trusses to the elements. The sequence involves treating each bay separately, with columns and associated chimneys considered to be one item.

- 1) Roof sheeting, cladding and chimneys are to be removed within the bay
- 2) Columns are to be propped in the bay on 2 axis
- 3) Purlins and lateral haunches can then be removed
- 4) External awning timber sections (A) may be removed
- 5) External awning timber sections (B) may be removed
- 6) External awning timber sections (C) may be removed
- 7) Intermediate beams, columns and bow strings may be removed
- 8) Truss beam and haunches may be removed
- 9) Columns may be lifted out and props removed
- 10) Return to step 1 and repeat for next bay.

The focus of this draft deconstruction and reconstruction methodology has been on the sheds superstructure. It is understood that more structure will need to be deconstructed for the proposed construction.

8.0 Order of Reconstruction

The reconstruction process of the Parcels Shed will be the opposite of the deconstruction process. Allowances will need to be made for the location of the new structural core and connections between re-installed trusses and the concrete core. The interface between the old and new structural elements require final detailing. Analysis will need to be carried out to determine forces in cut truss members.

A critical part of the deconstruction process will be accurately numbering disassembled members and bolts to ensure the same bolts, plates and timber members are used for the same connections. This will reduce the risk of the sections not going back together efficiently. Sections which are scheduled to not be reused should be considered to be kept until the project end in the event of accidental damages.

- 1) Columns may be lifted in and props installed
- 2) Truss beam and haunches may be installed
- 3) Intermediate beams, columns and bow strings may be installed
- 4) External awning timber sections (C) may be installed
- 5) External awning timber sections (B) may be installed
- 6) External awning timber sections (A) may be installed
- 7) Purlins and lateral haunches can then be installed
- 8) Columns props may be removed
- 9) Roof sheeting, cladding and chimneys are to be installed within the bay
- 10) Return to step 1 and repeat for next bay.

9.0 Existing Sections

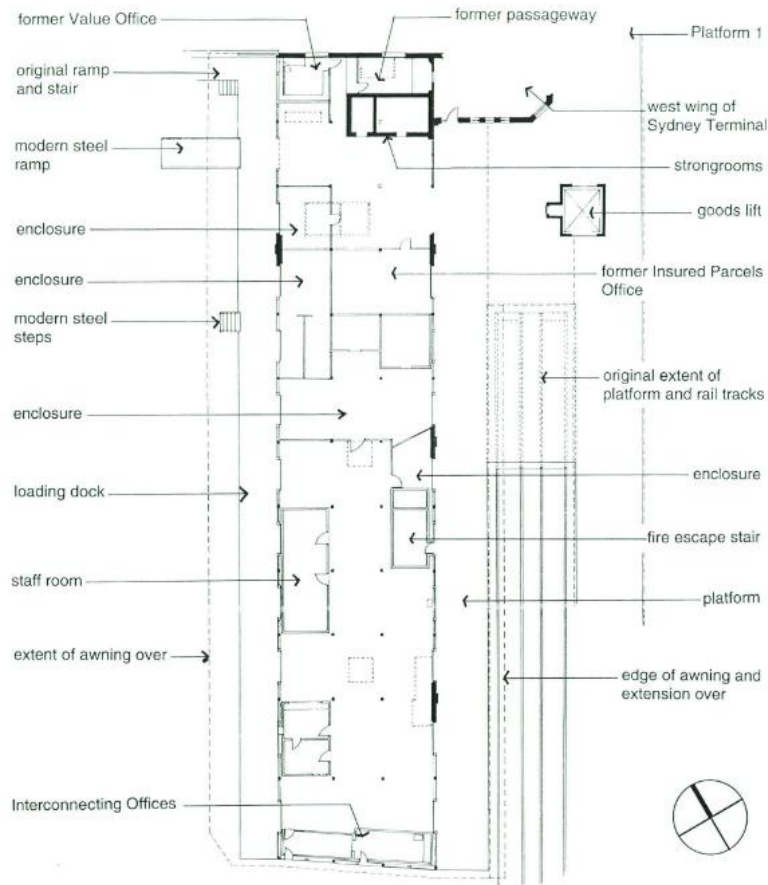


Figure 2 – Existing Floor Plan of Inwards Parcel Shed, Sydney Terminal¹

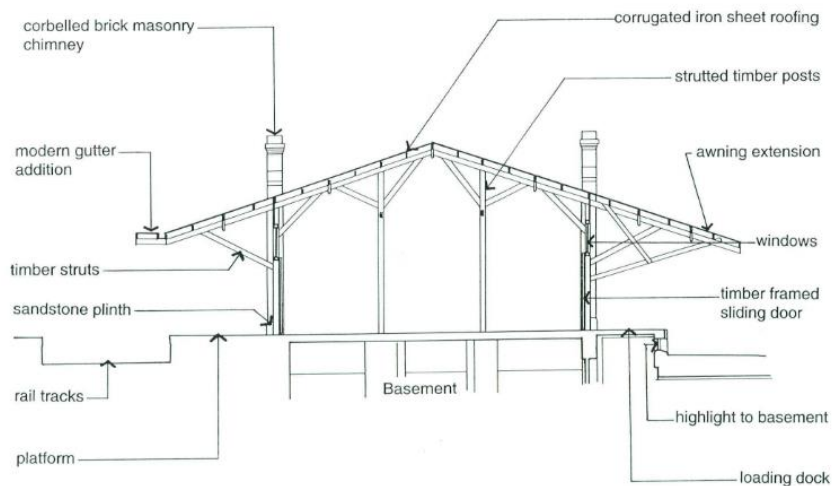


Figure 3 – Typical Section Through Inwards Parcel Shed, Sydney Terminal²

¹ GML, Inwards Parcels Shed, Sydney Terminal – Conservation Management Plan, September 1999

² GML, Inwards Parcels Shed, Sydney Terminal – Conservation Management Plan, September 1999

10.0 Information Required

Following this draft report, we require site information for the following items to confirm our design parameters, and to reduce the chance of latent building conditions:

- Existing slab thickness, reinforcement and durability
- Finalised list of items which are of high significance and are required to be reinstated. This will impact what we schedule to be taken apart as opposed to lifted off site in sections.
- What is the intention for the existing masonry arches to the north of the parcels shed?
- Existing purlin length, the length of the purlins will determine how many bays are required to be demolished at one time.
- Contractors preference of propping all columns simultaneously and removing elements 'as one' in opposition to a sequential approach with fewer props.
- The existing roof sheeting has been graded as of *little* significance in Urbis' Draft Schedule of Significant Elements. Is the intention to reuse the roof sheeting?
- The existing timber trusses have been painted, is the intention to repaint? Was this the original condition?

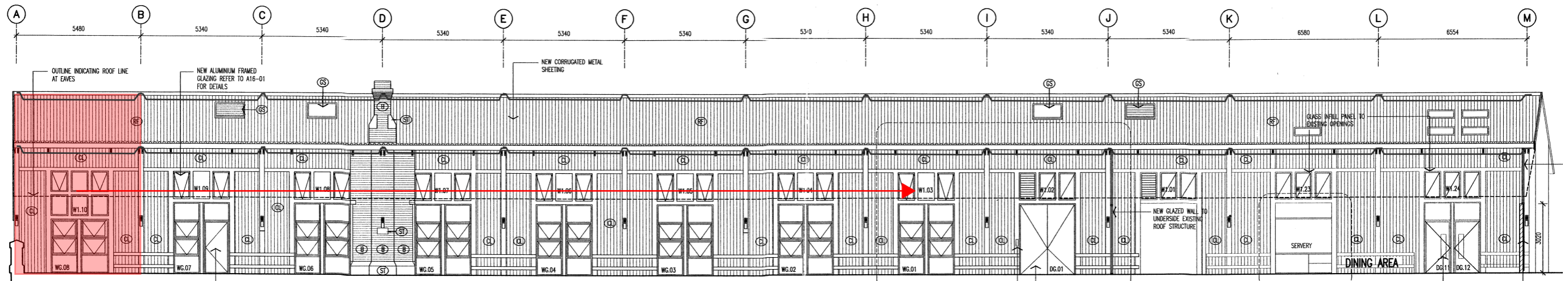
11.0 Deconstruction Methodology to be Documented

Following this draft report, the following zones will require deconstruction and reconstruction methodologies

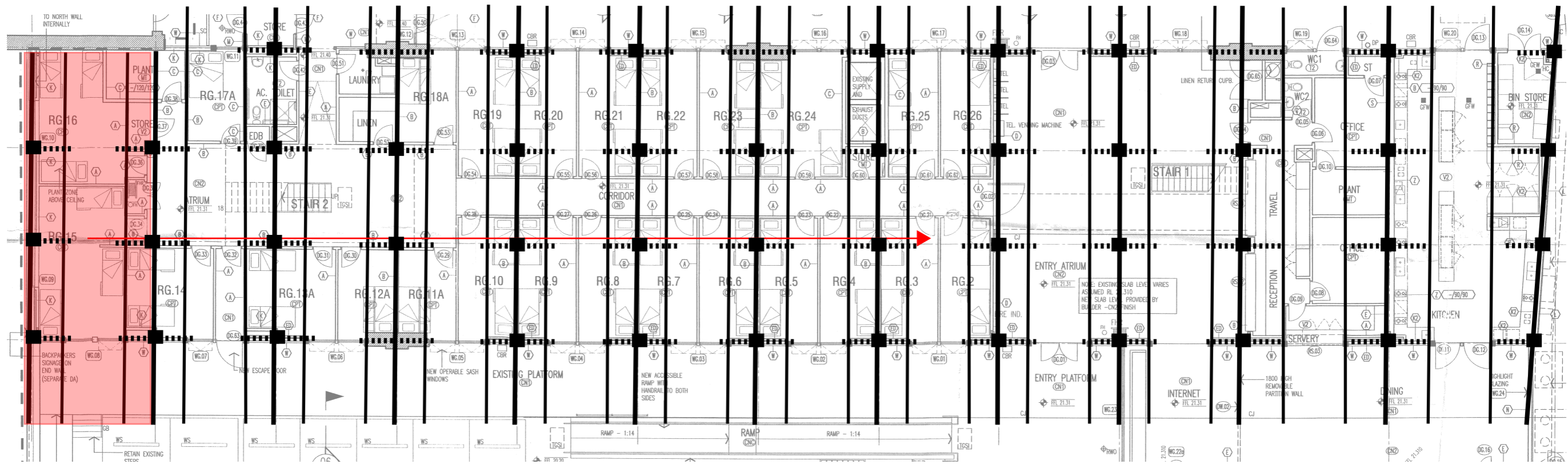
- Existing masonry arched walls retention
- Existing masonry wall awning deconstruction
- Existing masonry wall staged deconstruction, reconstruction and rectifications

12.0 Appendix A – Deconstruction Methodology Sketches

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ELEVATION VIEW OF THE EXISTING PARCELS SHED



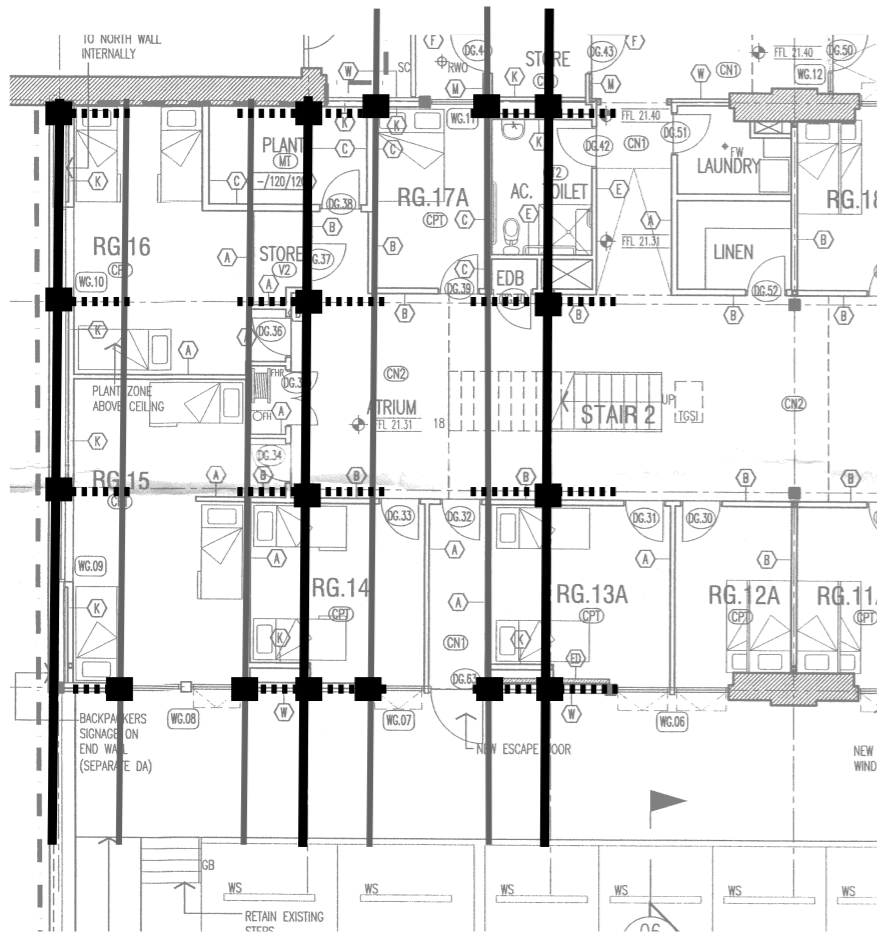
PLAN VIEW OF THE EXISTING PARCELS SHED

REMOVAL NOTES:

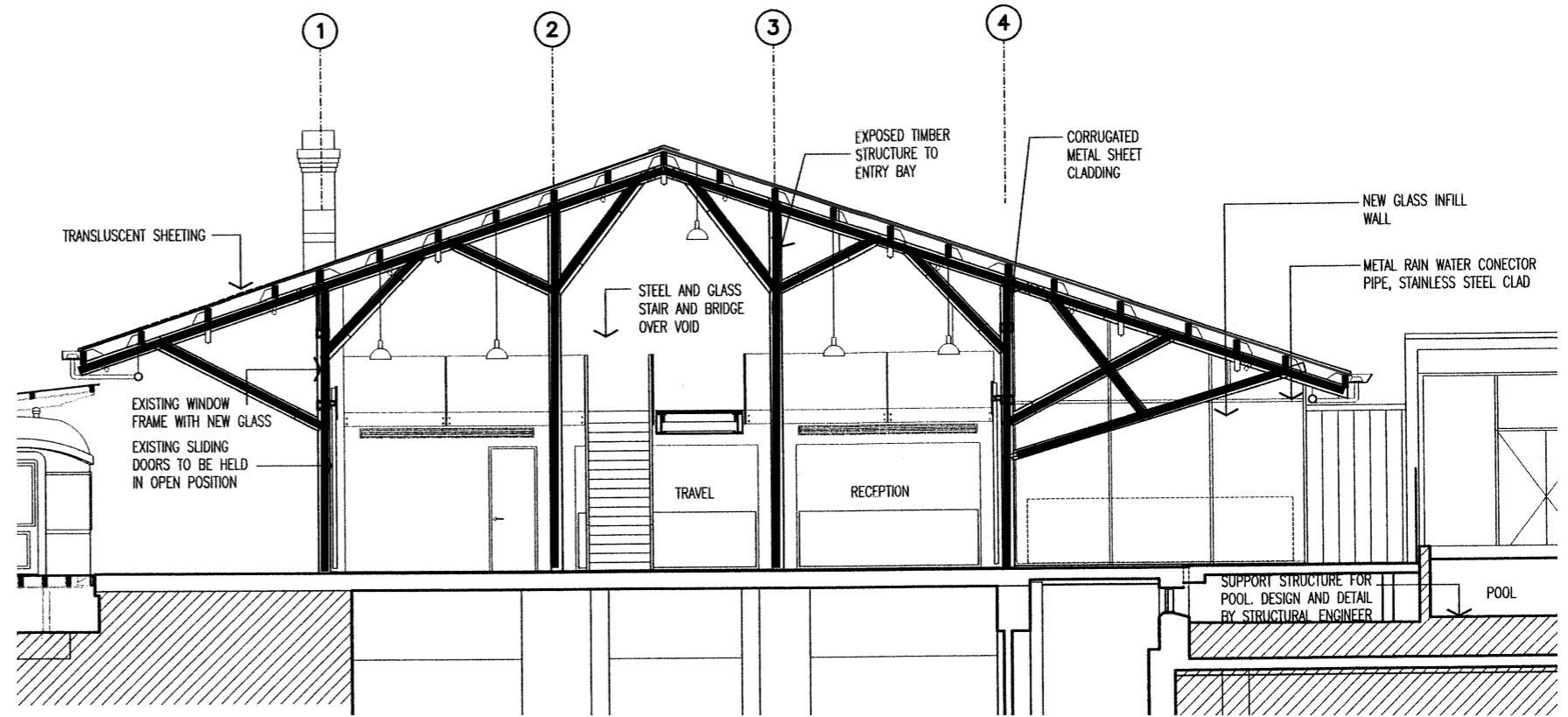
- THE FOLLOWING OPTIONS FOR THE SEQUENCE OF REMOVAL CAN BE CONSIDERED
- 1) SEQUENTIALLY FROM LEFT TO RIGHT AS INDICATED ABOVE, MOVING COLUMN PROPS THROUGH THE BUILDING AS REQUIRED
 - 2) FROM EITHER END AND AS ABOVE
 - 3) AT ONCE, WITH ALL COLUMNS PROPPED TOGETHER.

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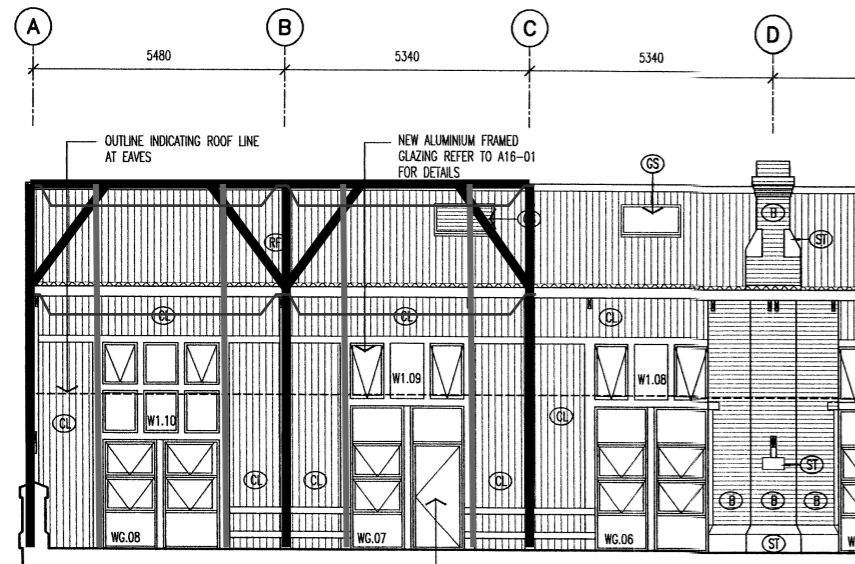
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			ARCHITECT BVN			DATE 19-08-20	APPROVED M.F	SCALE NTS
A	FOR INFORMATION	19-08-20	<small>THIS DRAWING AND DESIGN REMAINS THE PROPERTY OF TAYLOR THOMSON WHITTING (NSW) AND MAY NOT BE COPIED IN WHOLE OR PART WITHOUT THE PRIOR WRITTEN APPROVAL OF TAYLOR THOMSON WHITTING</small>		TITLE INWARDS PARCELS SHED DEMOLITION METHODOLOGY	DRAWING NUMBER 191797-TTW-SK-CE-001-RA		REVISION A
REVISION	AMENDMENT	DATE			<small>Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au</small>			



PLAN VIEW OF THE EXISTING PARCELS SHED SEQUENCE



SECTION VIEW OF THE EXISTING PARCELS SHED SEQUENCE



ELEVATION VIEW OF THE EXISTING PARCELS SHED SEQUENCE

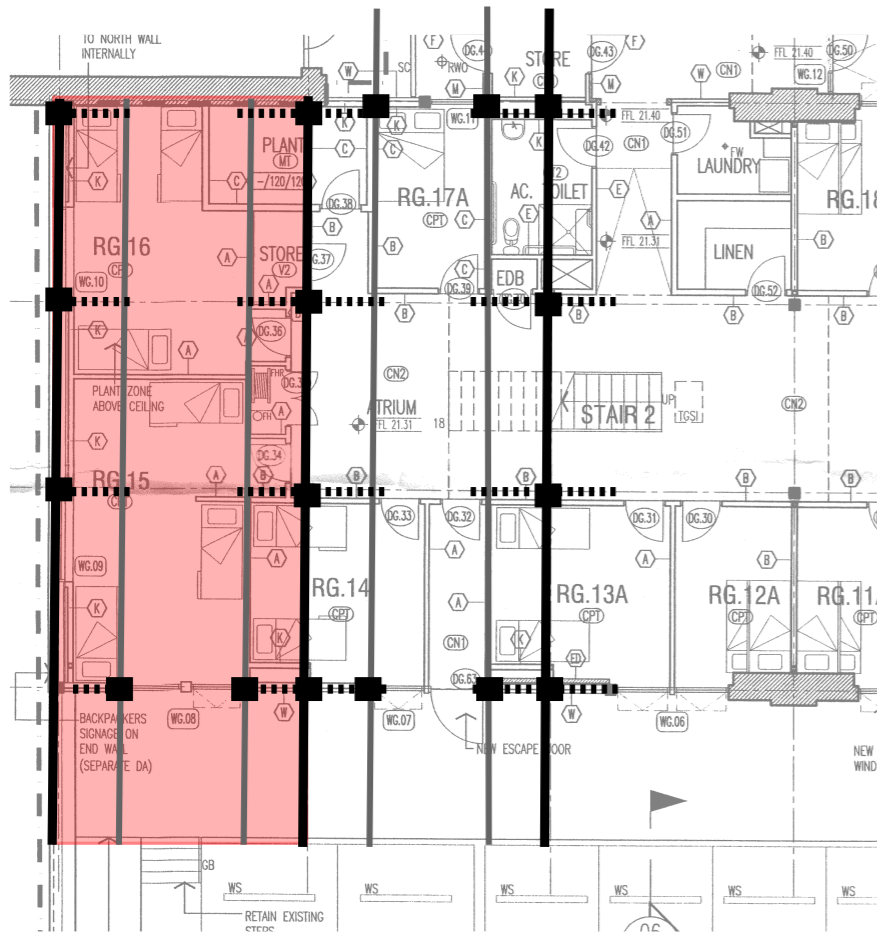
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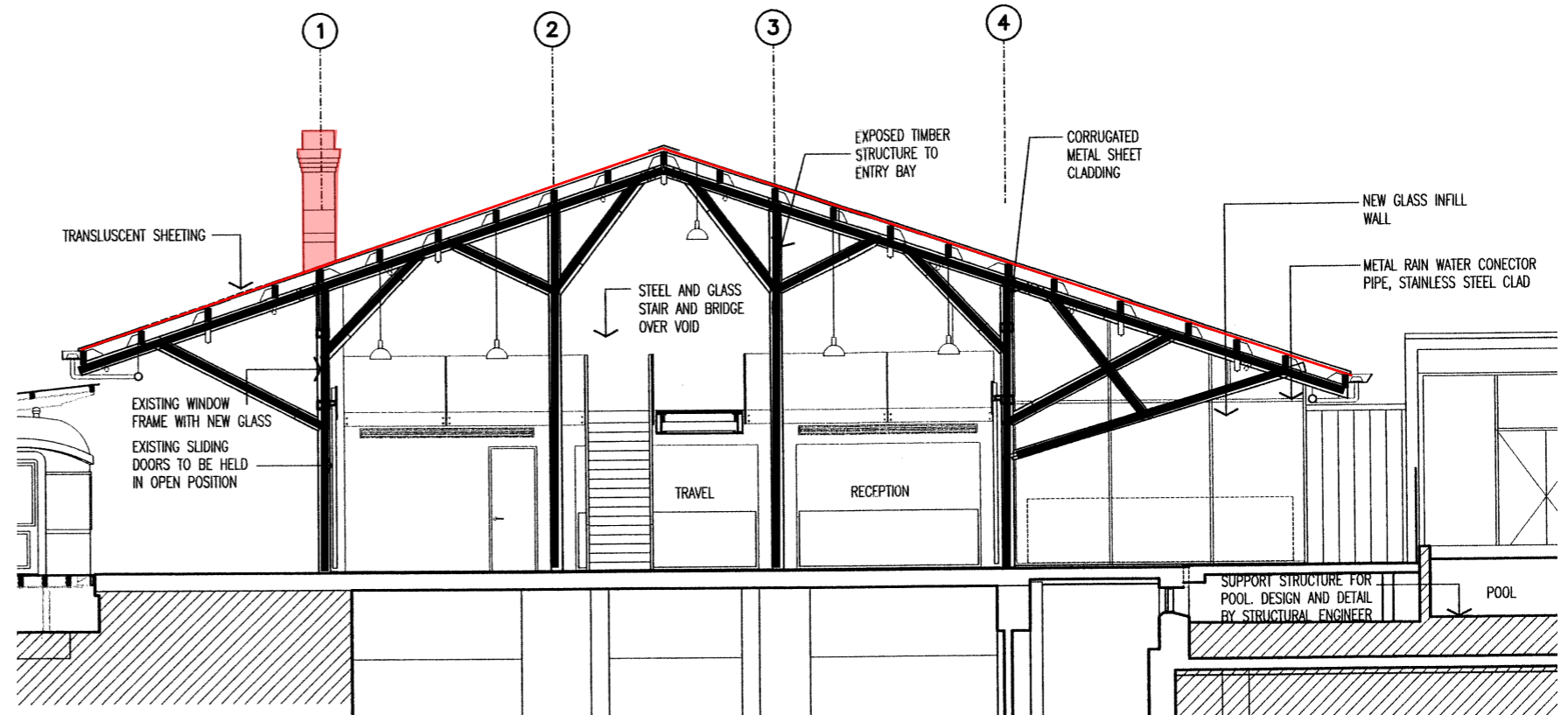
- 1) ROOF SHEETING CLADDING AND CHIMNEYS ARE TO BE REMOVED WITHIN THE BAY
- 2) COLUMNS ARE TO BE PROPPED IN THE BAY ON 2 AXIS
- 3) PURLINS AND LATERAL HAUNCHES CAN THEN BE REMOVED
- 4) EXTERNAL AWNING TIMBER SECTIONS (A) MAY BE REMOVED
- 5) EXTERNAL AWNING TIMBER SECTIONS (B) MAY BE REMOVED
- 6) EXTERNAL AWNING TIMBER SECTIONS (C) MAY BE REMOVED
- 7) INTERMEDIATE BEAMS AND COLUMNS MAY BE REMOVED
- 8) TRUSS BEAM AND HAUNCHES MAY BE REMOVED
- 9) COLUMNS MAY BE LIFTED OUT AND PROPS REMOVED
- 10) RETURN TO STEP 1 AND REPEAT FOR NEXT BAY.

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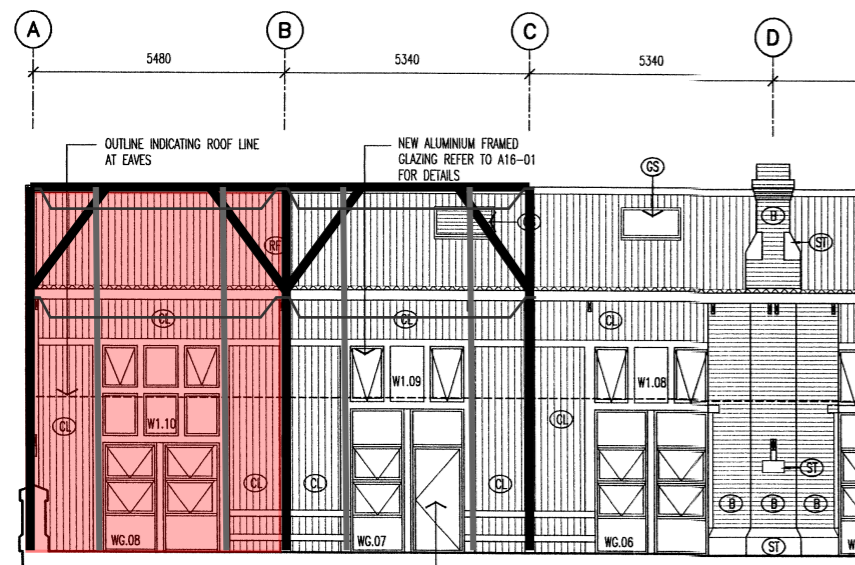
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PLAN VIEW OF THE EXISTING PARCELS SHED SEQUENCE



SECTION VIEW OF THE EXISTING PARCELS SHED SEQUENCE



ELEVATION VIEW OF THE EXISTING PARCELS SHED SEQUENCE

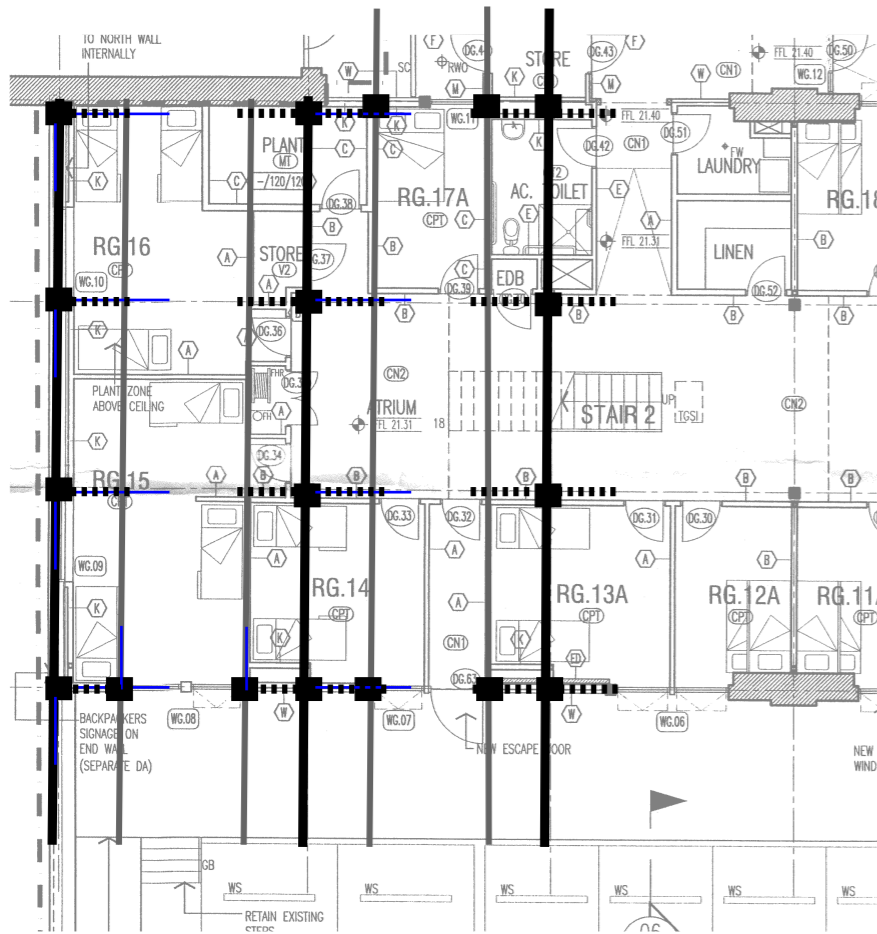
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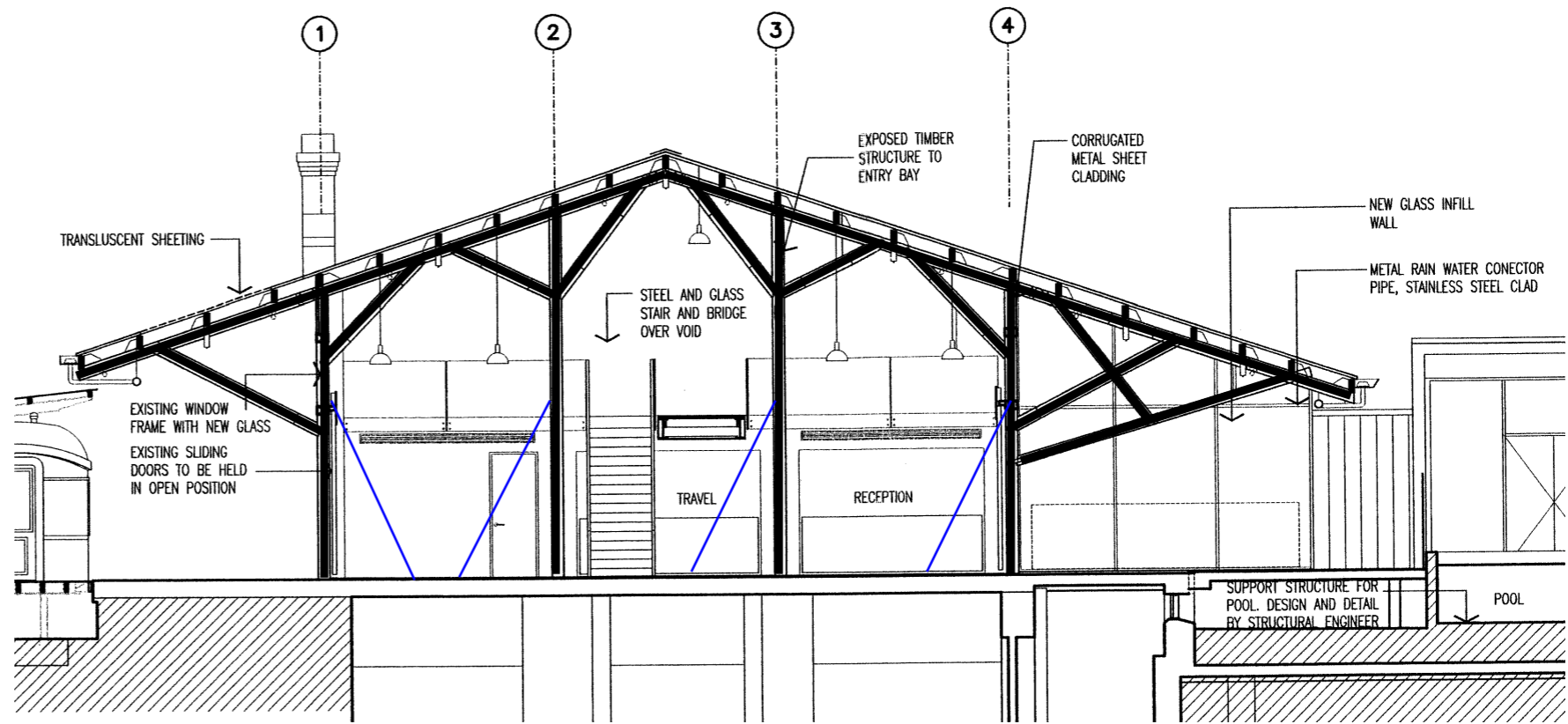
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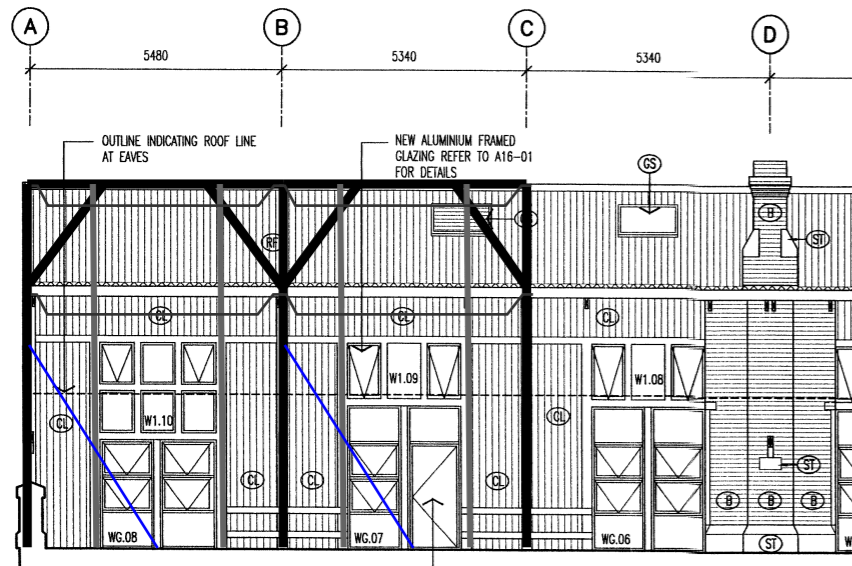
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SECTION VIEW OF THE EXISTING PARCELS SHED SEQUENCE



ELEVATION VIEW OF THE EXISTING PARCELS SHED SEQUENCE

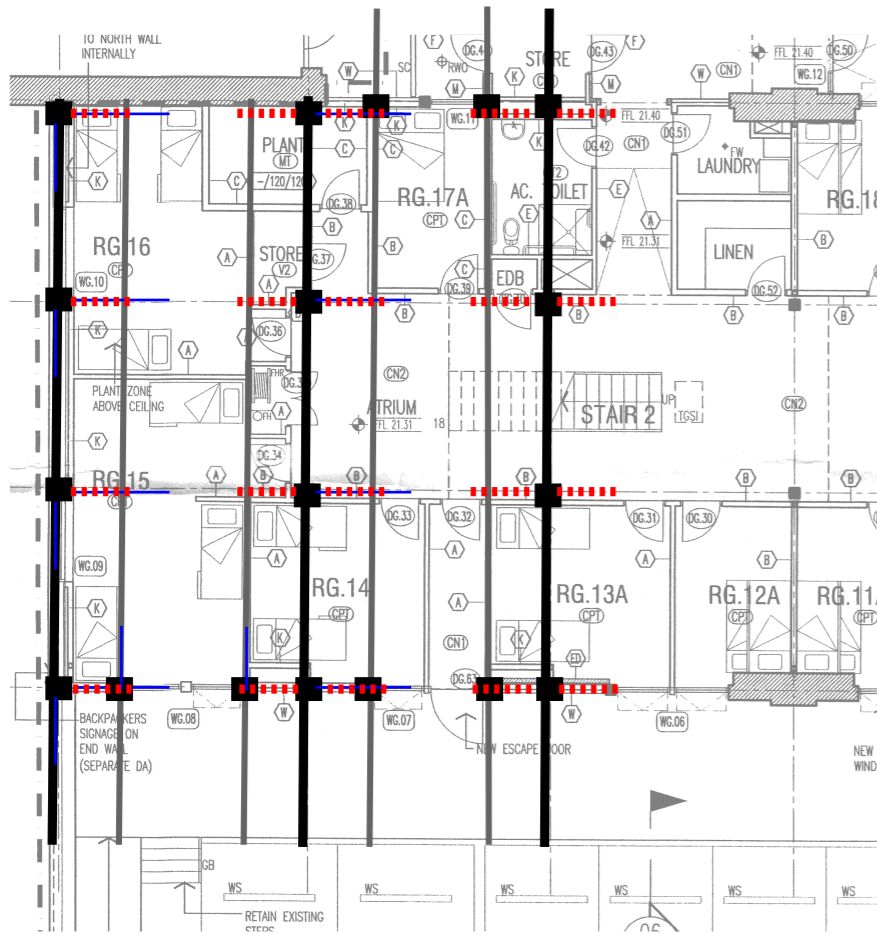
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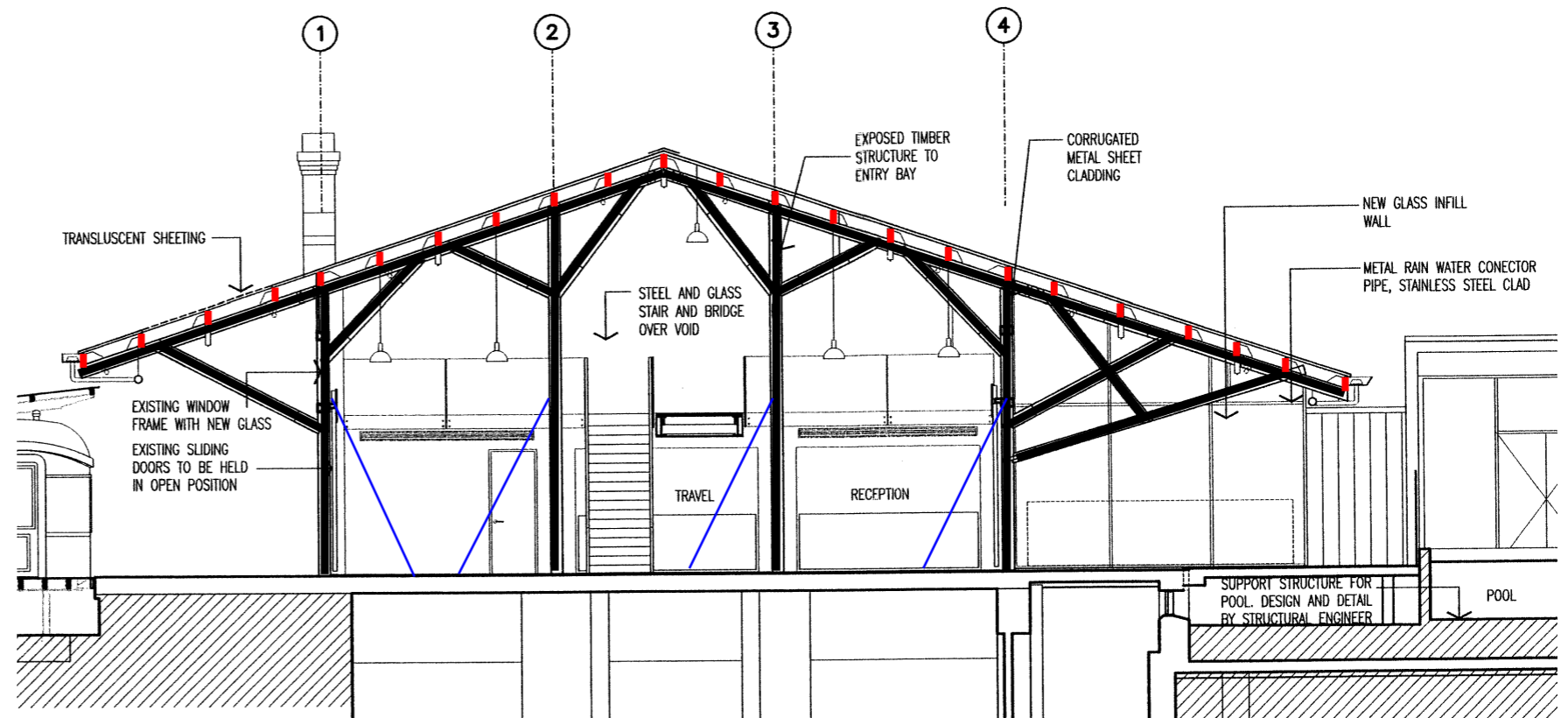
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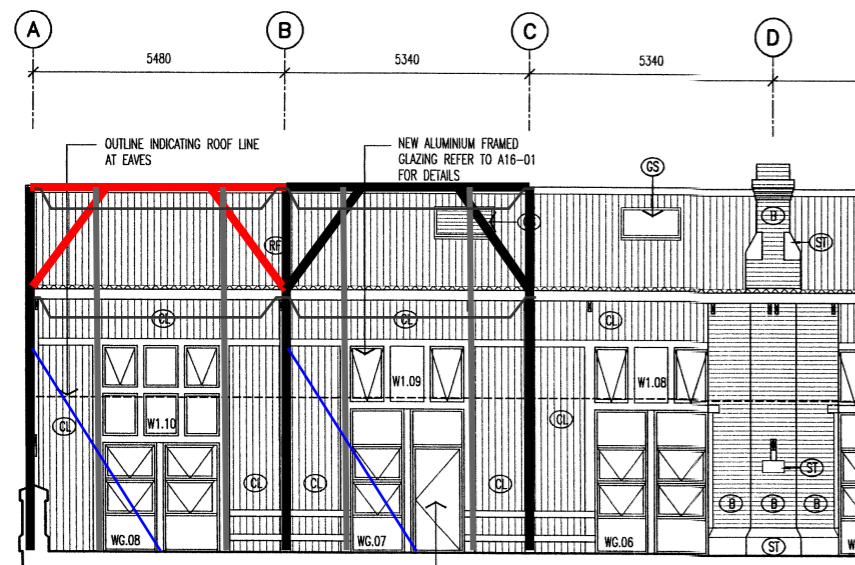
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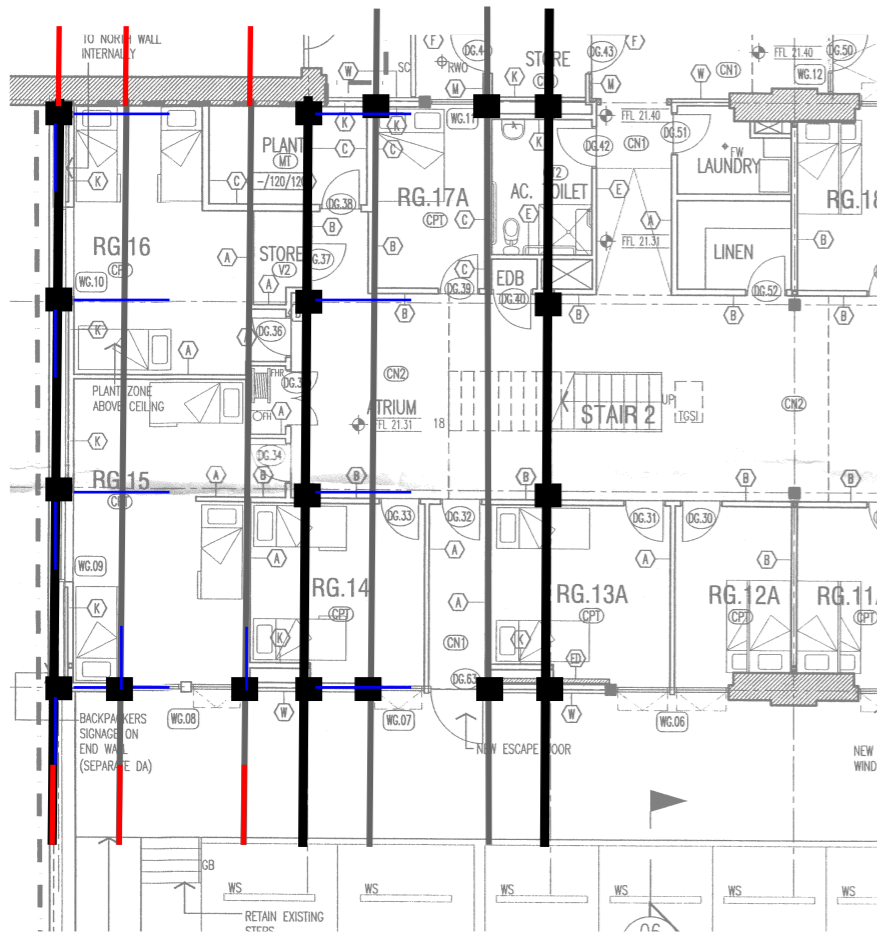
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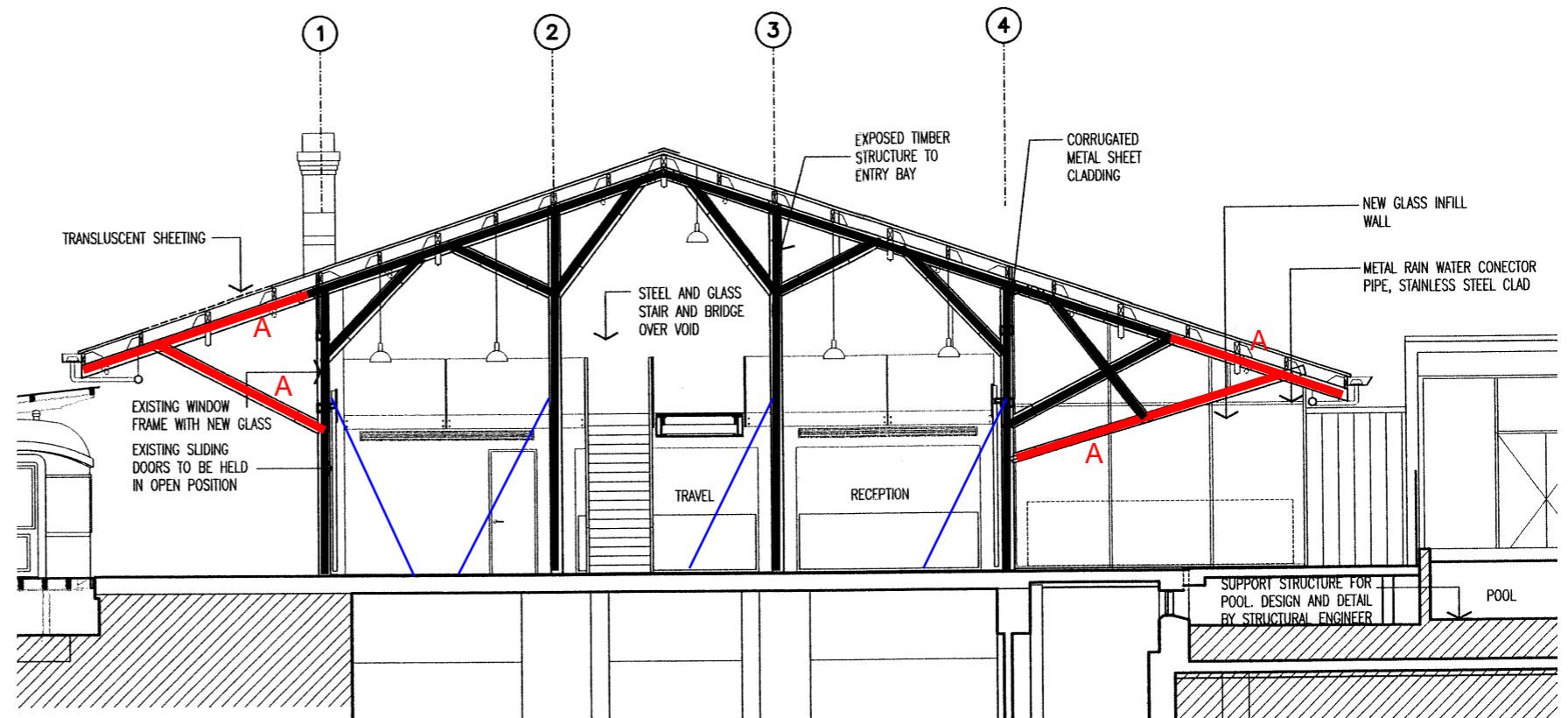
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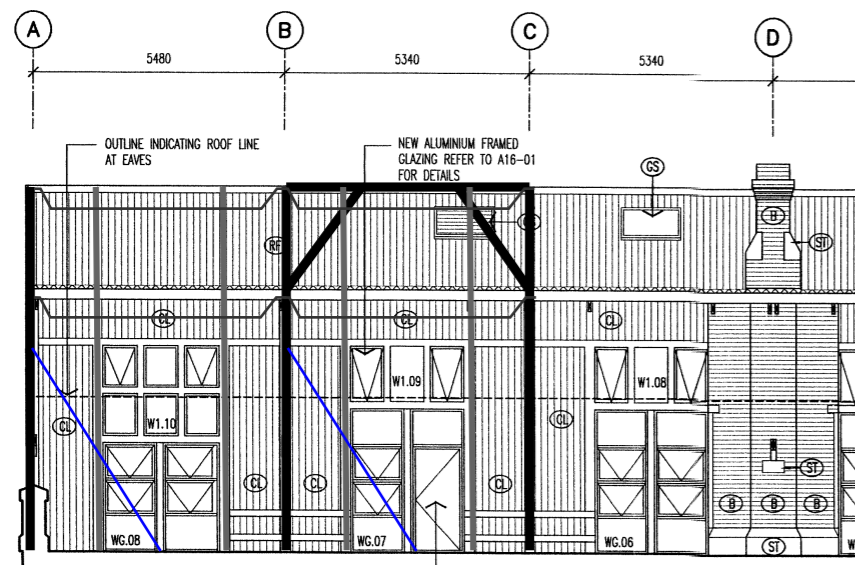
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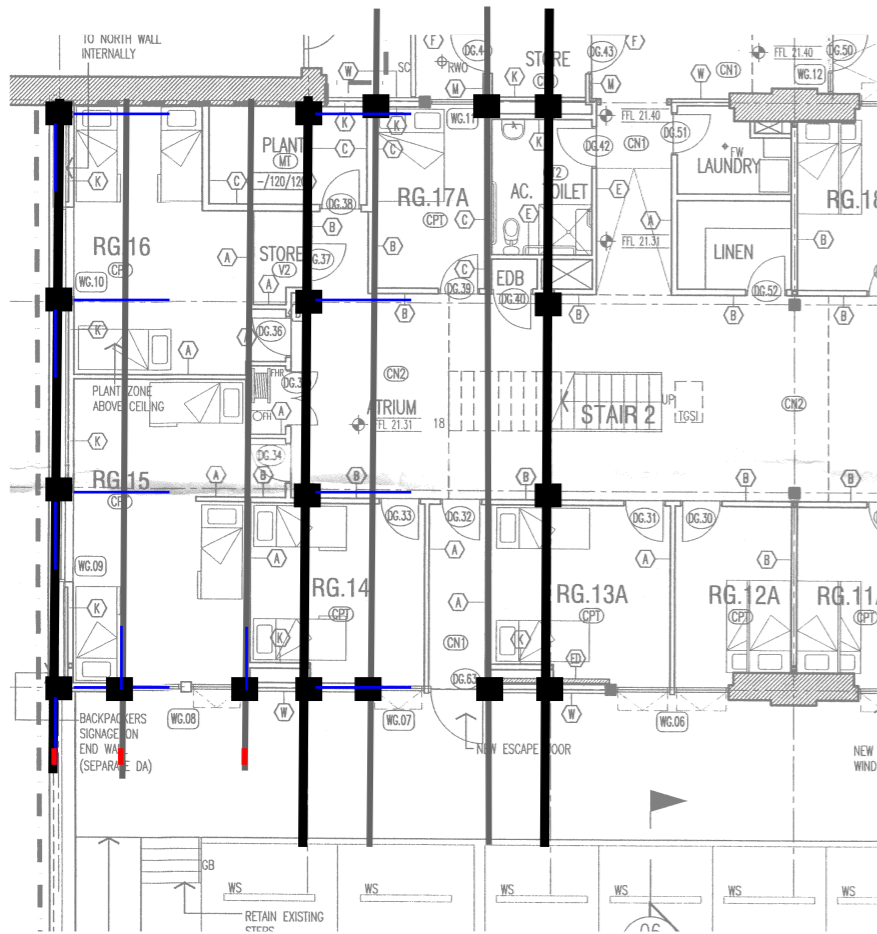
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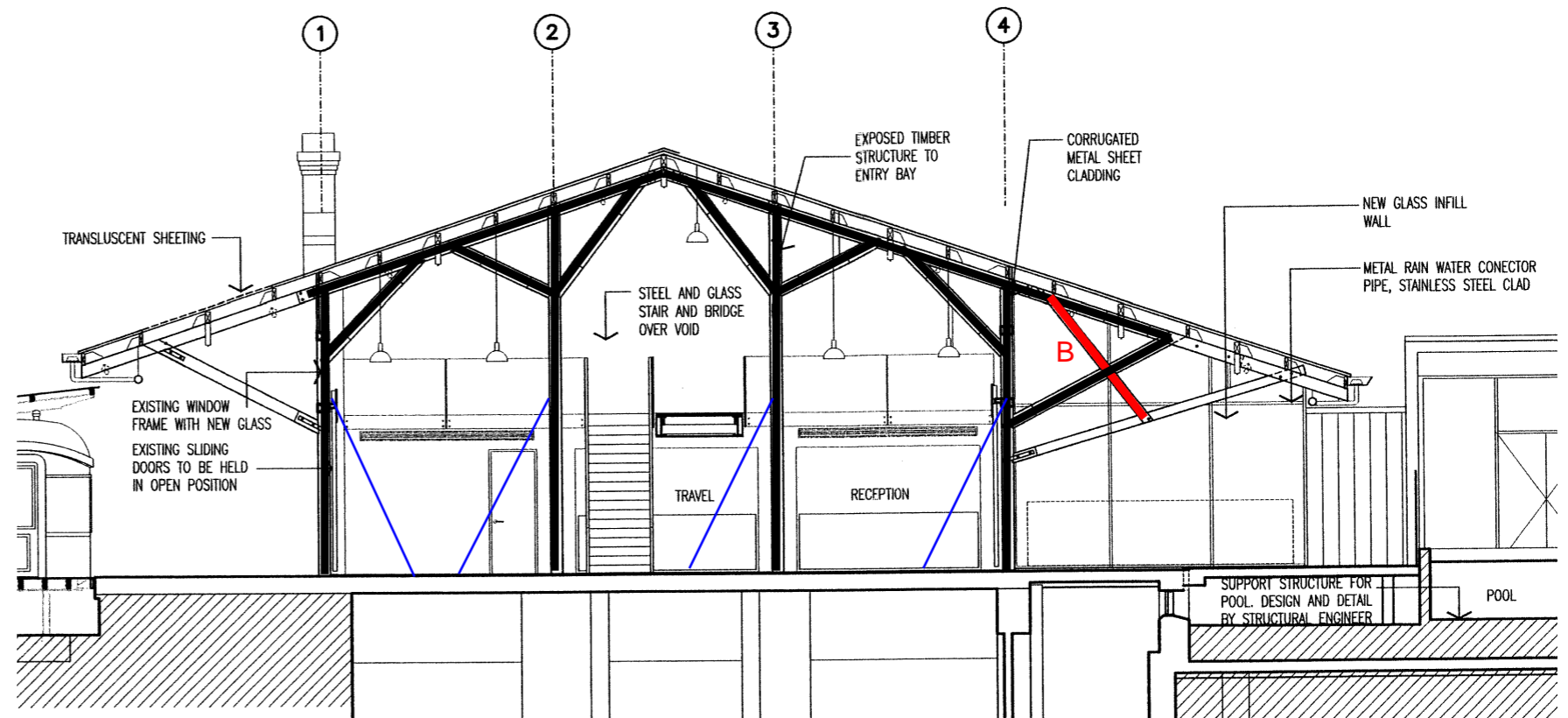
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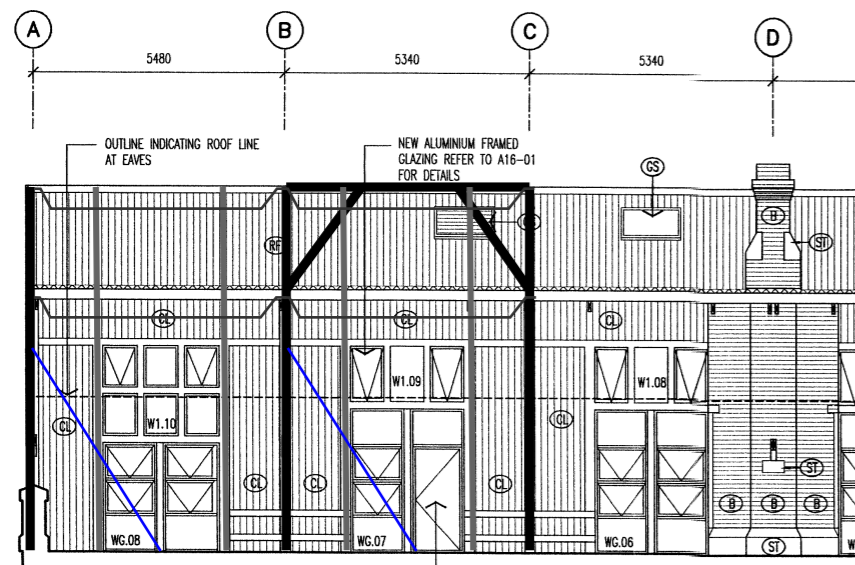
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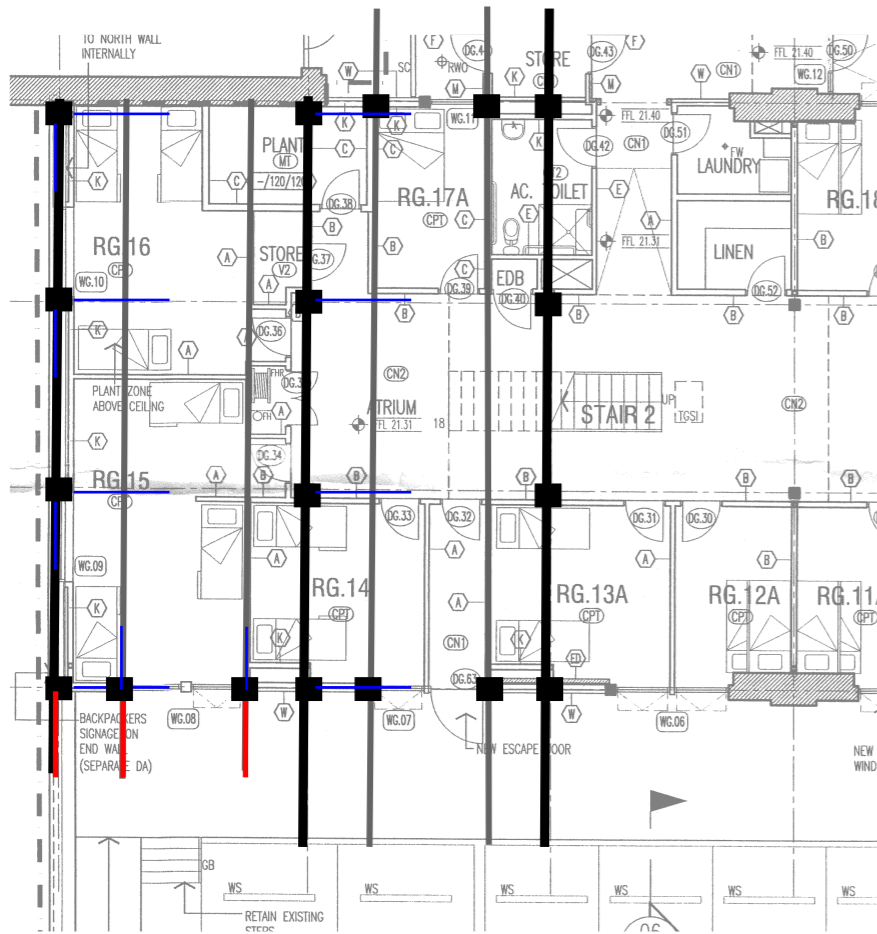
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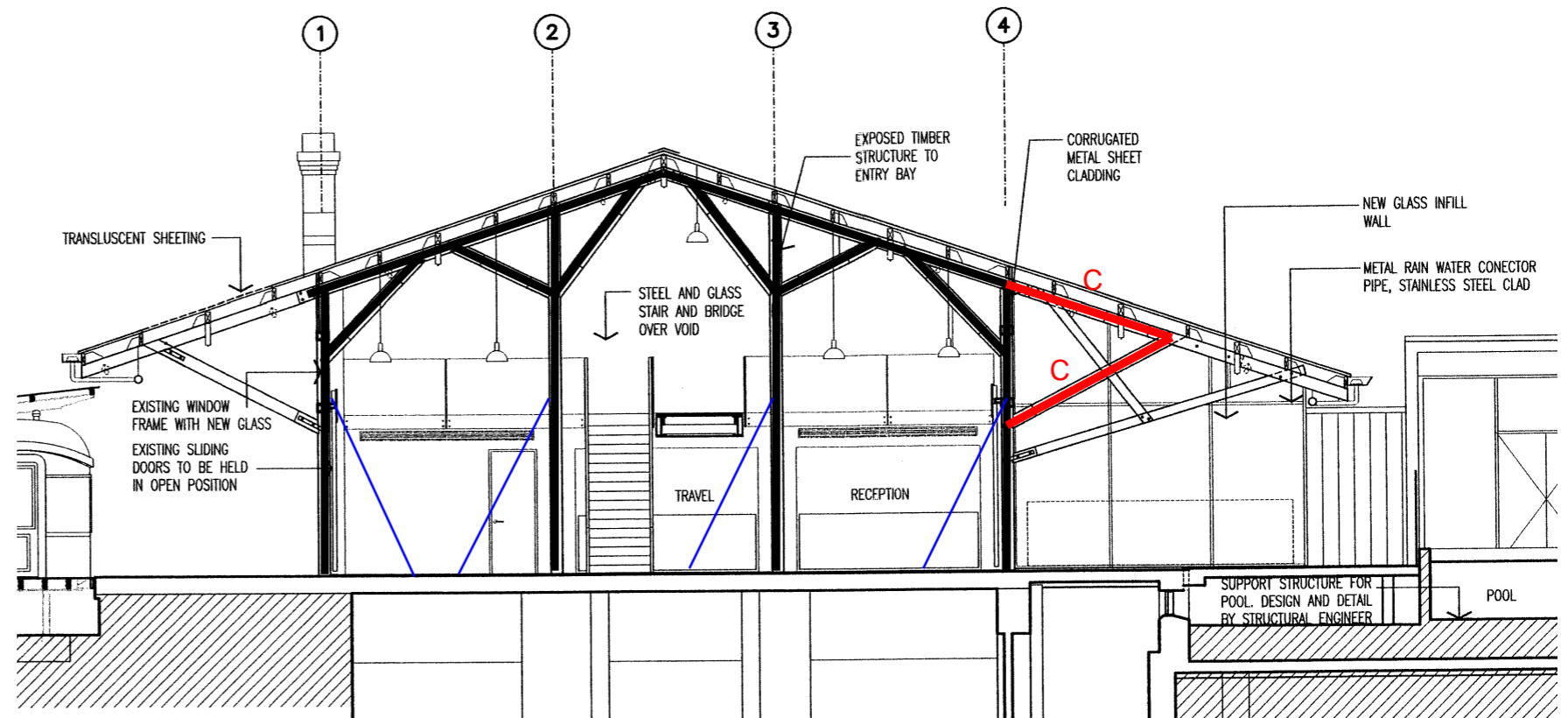
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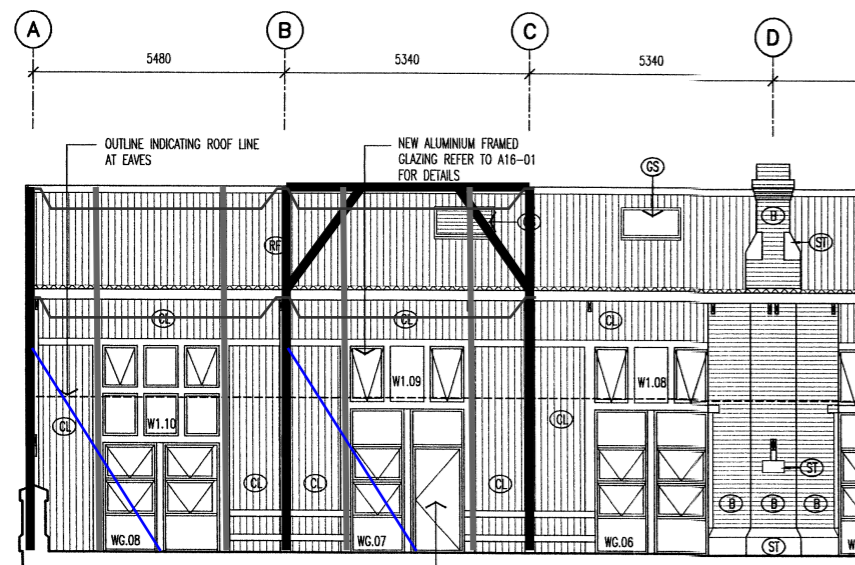
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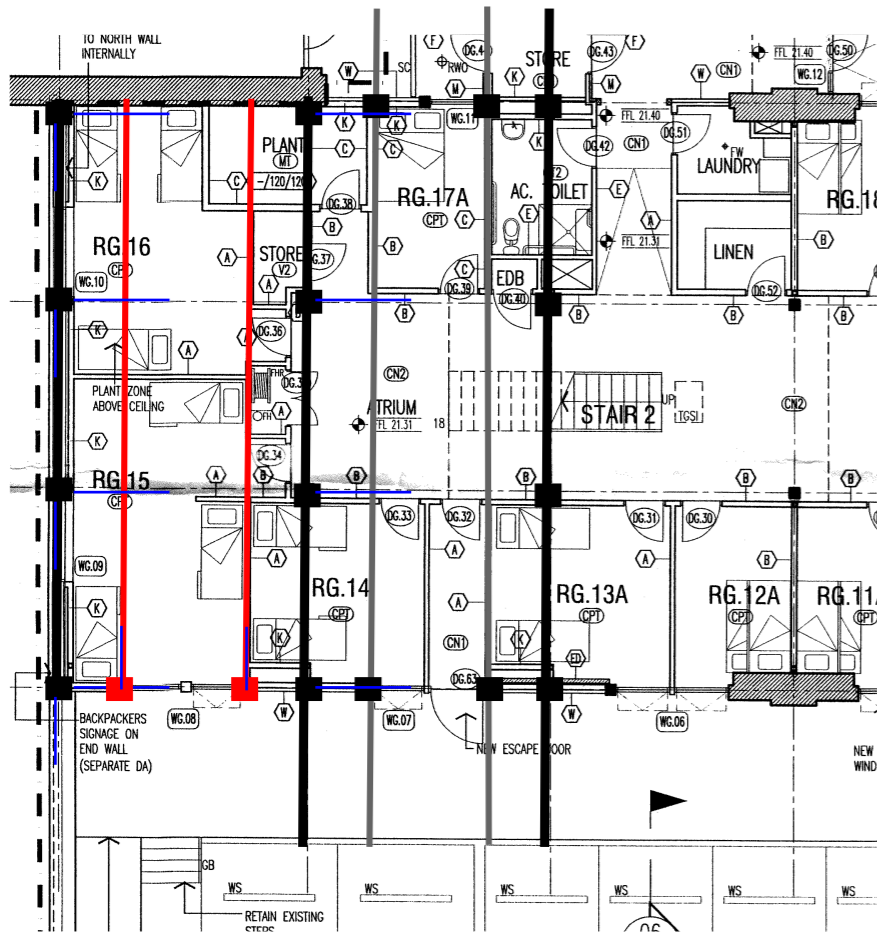
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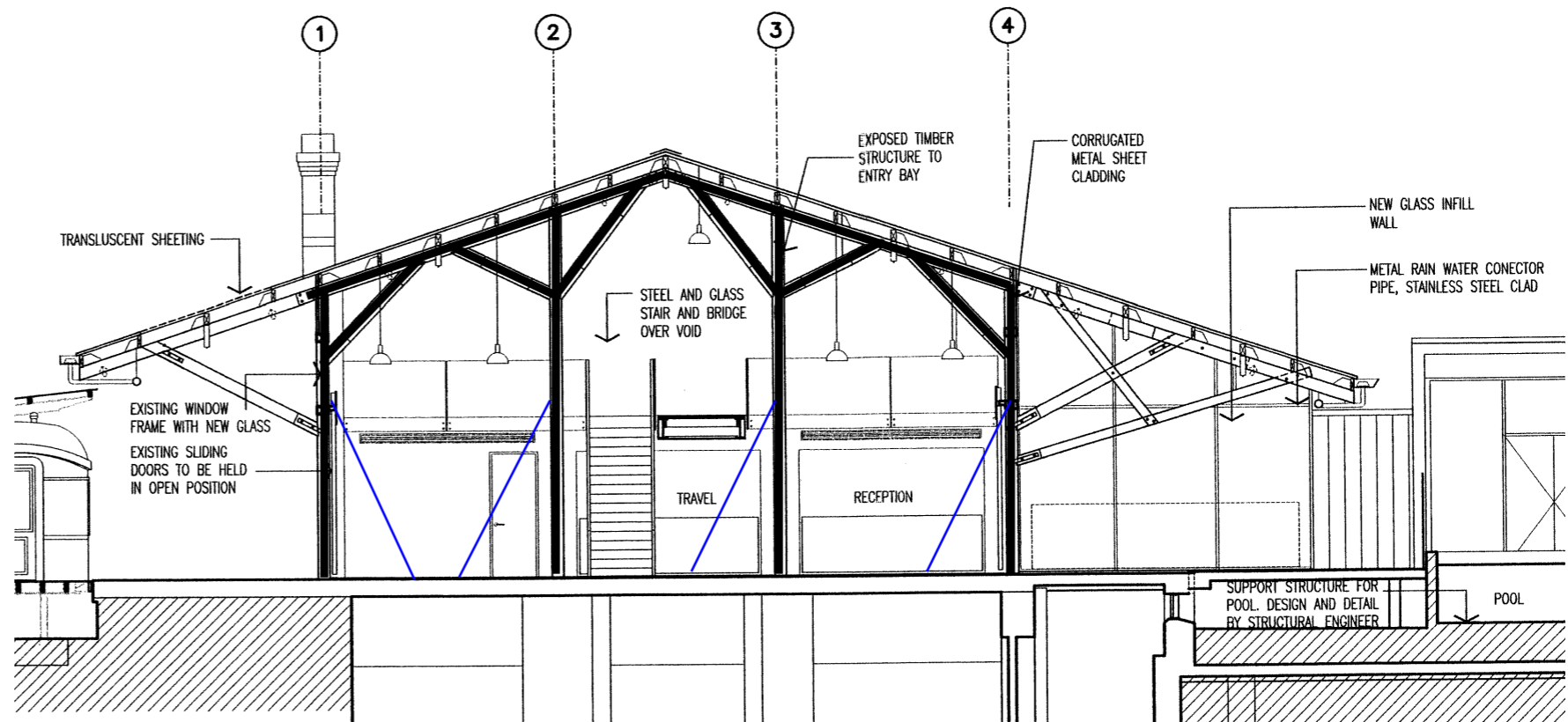
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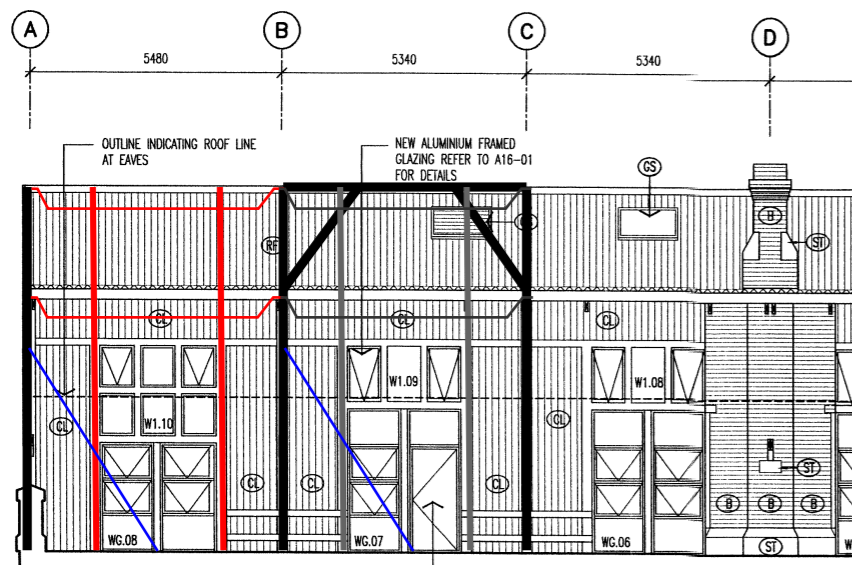
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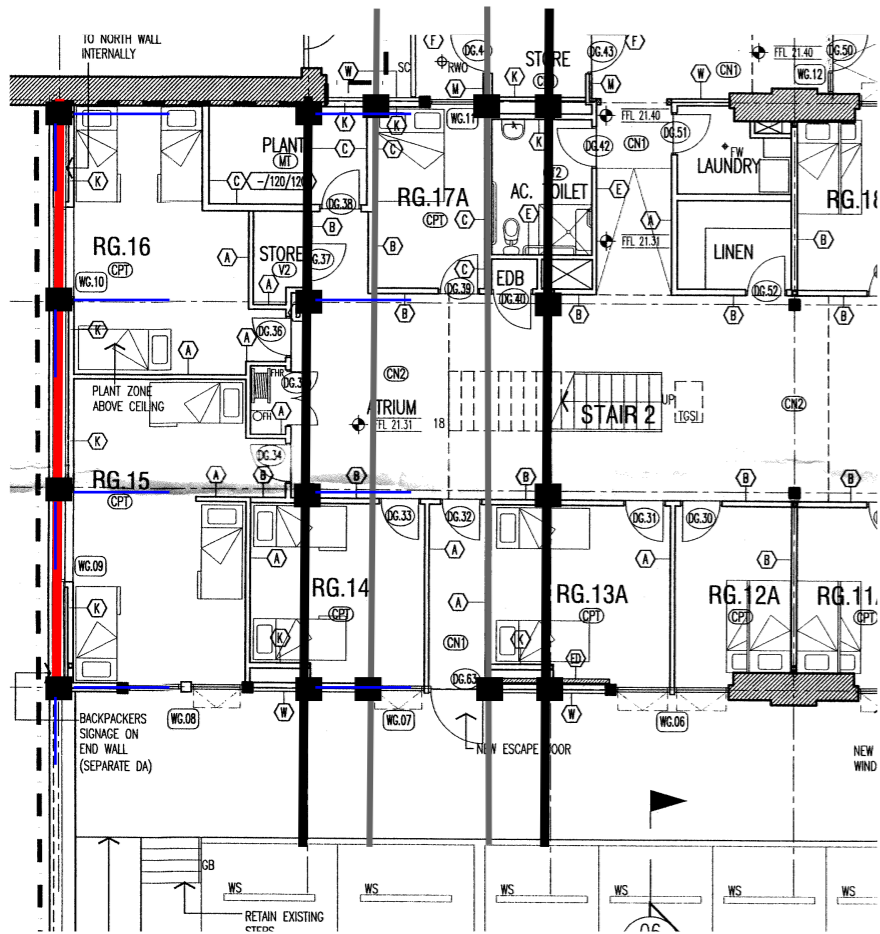
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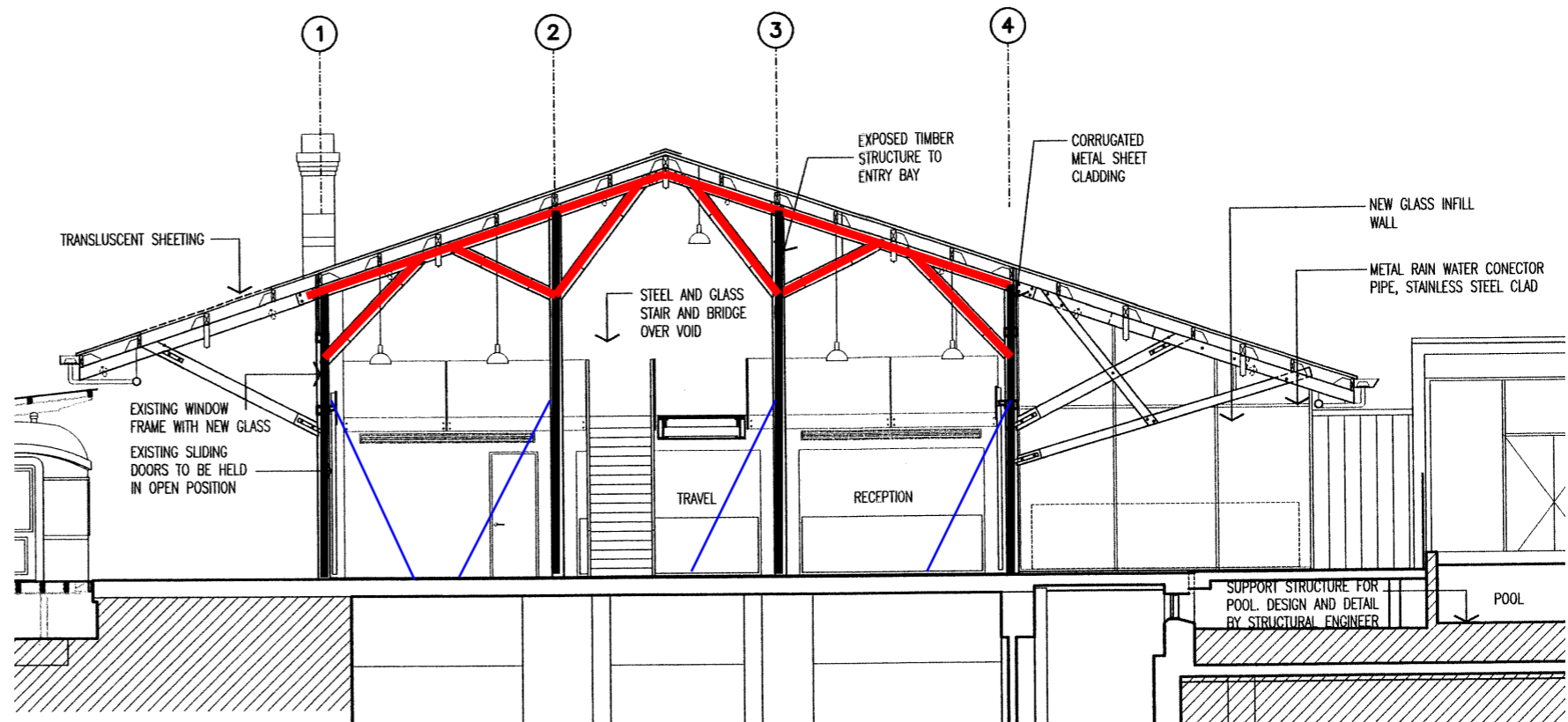
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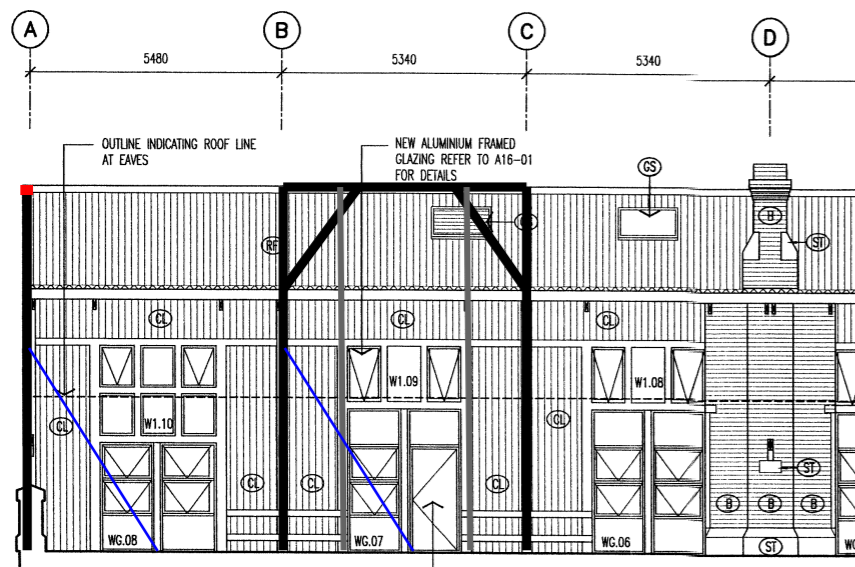
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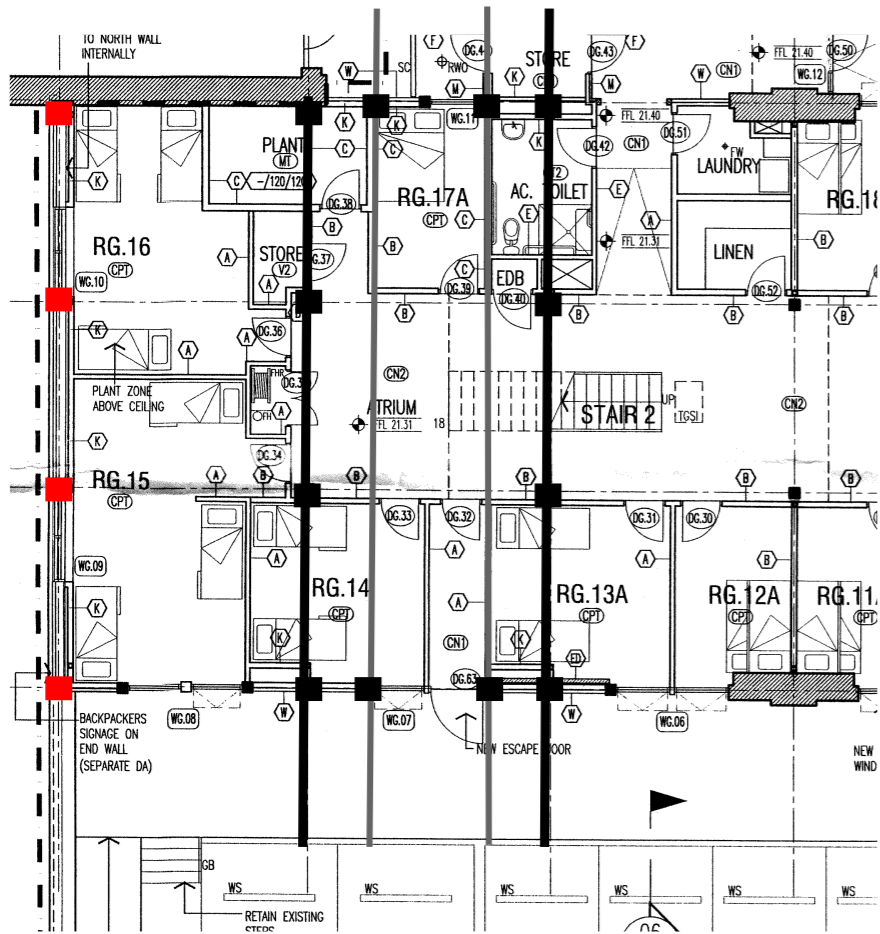
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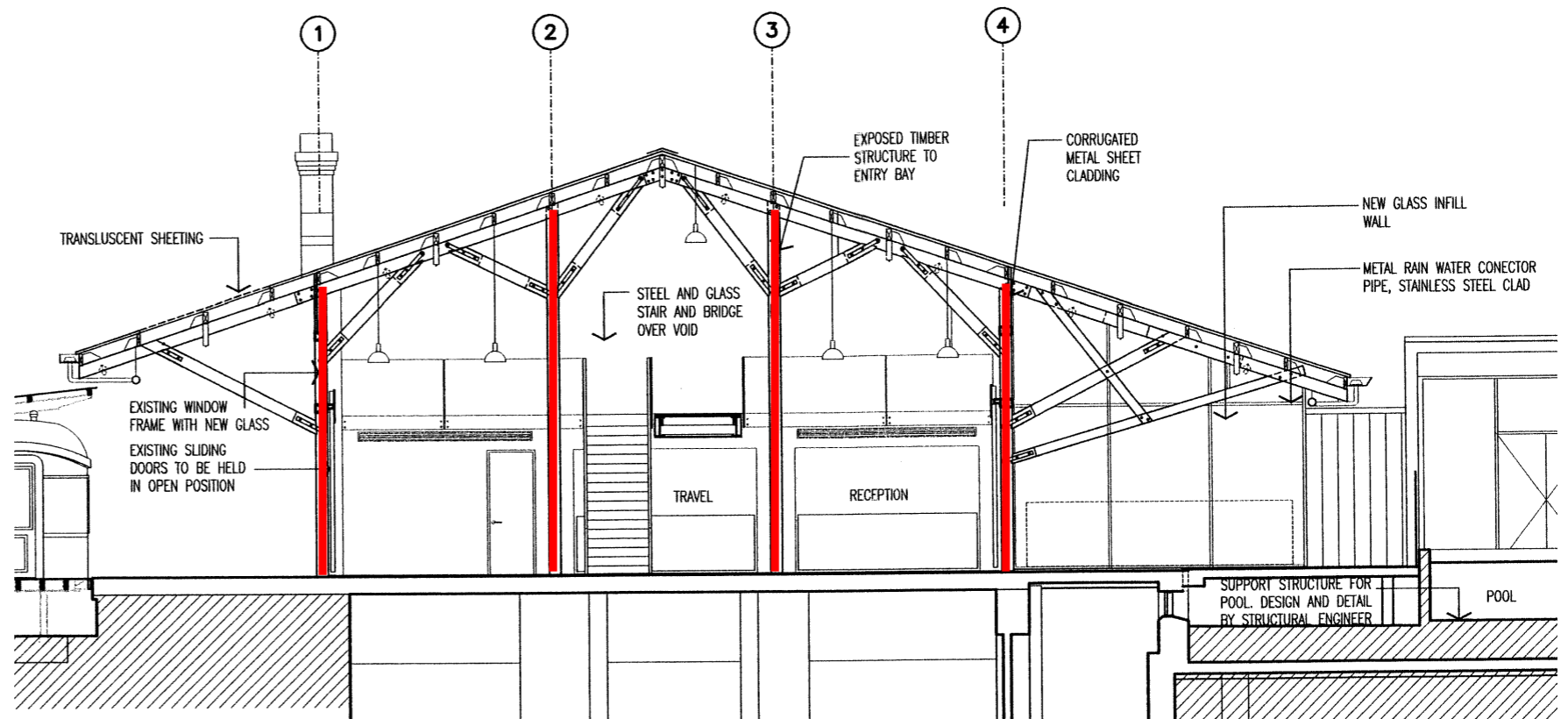
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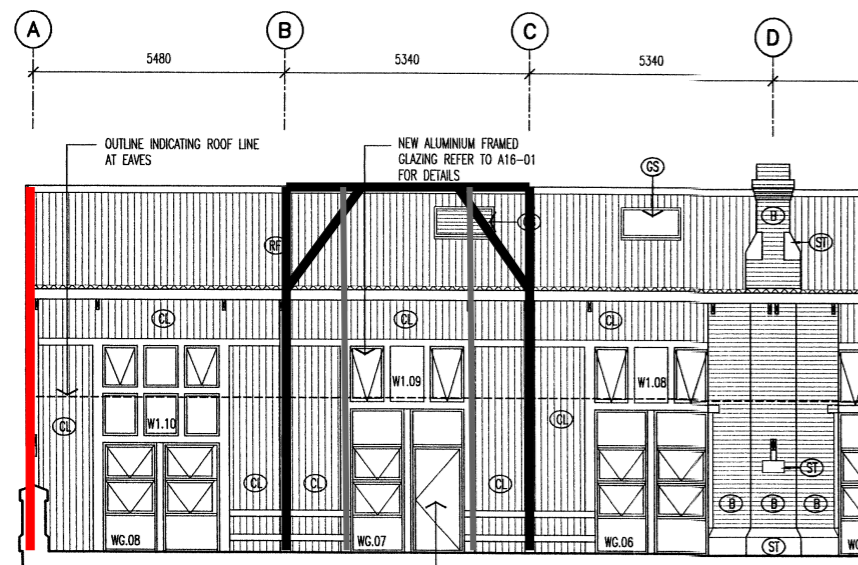
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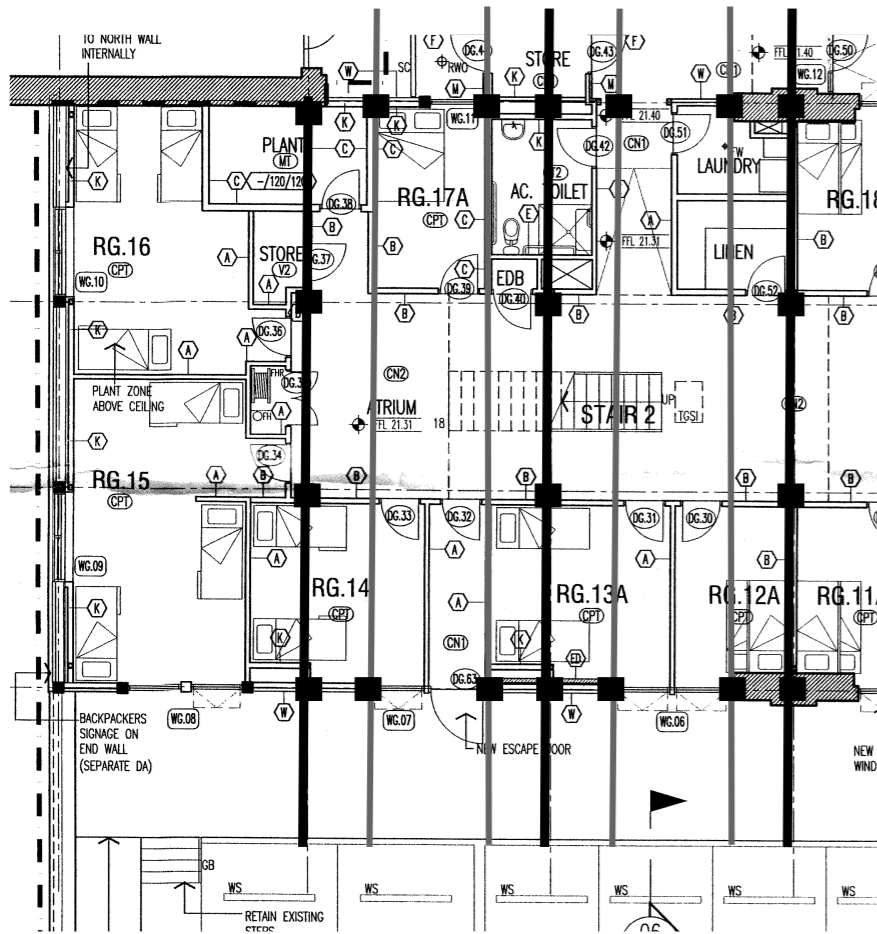
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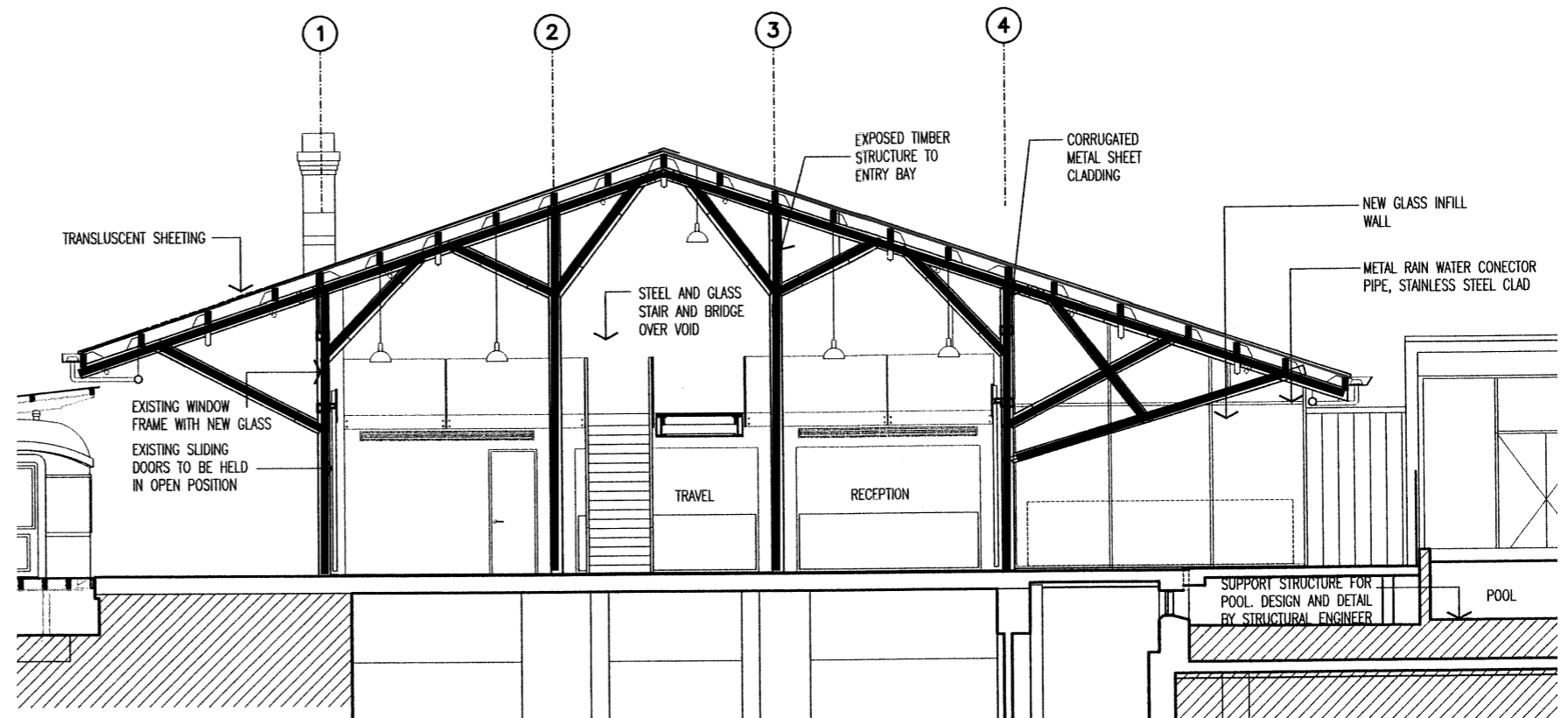
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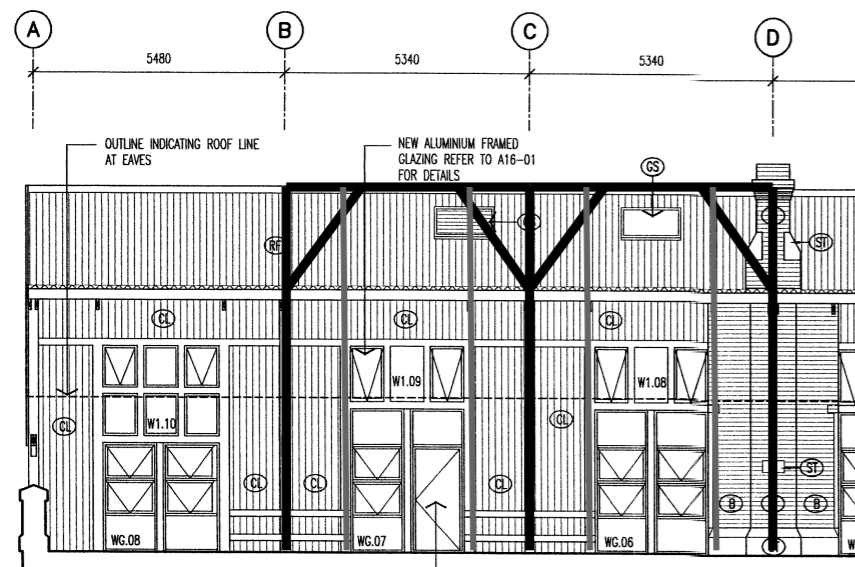
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APPENDIX B

**DECONSTRUCTION METHODOLOGY –
RETAINING WALL TO AMBULANCE
AVENUE**

Traditional Stonemasonry (Consulting)P/L

A.B.N. 25 121 466 662

Project Management Office

Suite 606, Level 6
75 King Street
Sydney NSW 2000

Phone: (02) 9299 1072 Fax: (02) 9299 1073

Email: james@traditionalstone.com.au

Website: www.traditionalrestoration.com.au



Central Station **Ambulance Rd. Retaining Wall Deconstruction**



Heritage Building Fabric **Deconstruction & Storage**

Written on behalf of: Avenor

By: James Ginter - Traditional Stonemasonry (Consulting)

Central Station Ambulance Rd. Retaining Wall
Heritage Building Fabric Salvage and Storage

Traditional Stonemasonry (Consulting) P/L

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Date: 18/9/20

Attention: Joseph Ravi



Central Station Parcels Shed
Heritage Building Fabric
Deconstruction and Storage Methodologies

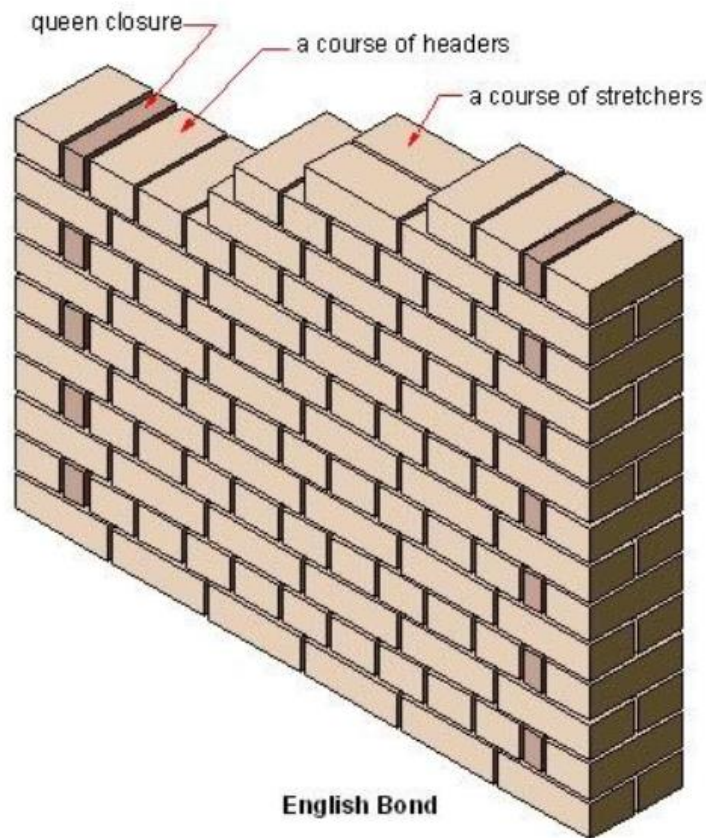
Aim

To describe, in brief form, the methods to be used in the deconstruction, salvage and packaging for storage of significant heritage fabric from the masonry retaining walls that comprises the southern boundary of Ambulance Road located adjacent Central Station in Sydney.

The wall includes battered or reclining brick laid in English bond (refer to sketch 1 below) with sandstone embellishments consisting of piers, stringcourses, parapet and pier capping. The brick and stone, where acting as a retaining is laid so that it is toothed into a solid mass concrete upstand.

The following items of fabric are the subject of this report. Please note that any additional fabric dismantled as a consequence of future potential design changes, shall be deemed to be considered as being required to be removed, salvaged and stored in accordance with the procedures outlined within this report:

1. Masonry
 - a. Brick Walls to be salvaged in part and demolished in part
 - b. Sandstone
 - i. Parapet and pier caps
 - ii. String course
 - iii. Pier Plinths
 - iv. Rusticated pier stone
 - v. Arched voussoirs
 - vi. Acanthus carved Key stones
2. Timber Frame Work
 - a. Joinery
 - i. Windows
 - ii. Doors
3. Iron Works
 - a. Wrought Iron security gates
 - b. Steel framed windows and doors



SKETCH 1

Report Structure

<i>Table of Architectural Nomenclature</i>	A list of terms occasionally used in this report to describe areas of the building and architectural details
<i>Salvage Zone Drawings</i>	elevation and sectional drawings identifying the items for intended deconstruction.
Methodologies	Bullet point step by step process to be utilised during the deconstruction.

Table of Architectural Nomenclature:

ASHLAR: A square hewn stone or Masonry consisting of blocks of stone, finely square dressed to given dimensions and laid in courses with thin joints.

BANKER MASON: A mason skilled in dressing stone to finished dimensions, moulding and decorations. The name is derived from a stonemason's work bench called a 'Banker'.

BOND: An interlocking arrangement of stones to ensure stability or Adhesion between mortar and stone.

COPING: The capping stone which sits atop a balustrade, low wall or parapet.

CORBEL: A projection from a wall either isolated or continuous and usually load bearing.

CORNICE: A horizontal projection from an external wall which usually has a mould running horizontally along its length. It is used for the purpose of projecting water away from the façade by creating a drip line.

COURSE: A continuous horizontal band or layer of masonry in a given wall of consistent height.

FIXINGS: A general term for cramps, dowels or metal hooks used for the securing of stone permanently to a substrate material.

FOLIATION: A planar fabric in rock. In Sandstone it refers to the layers of sediment which form the rock and defines the plane along which the rock may be split. Exfoliation is the process in which thin layers of rock split away from the main portion, usually due to expanding salt crystals which form as a result of water migration through the stone.

FREESTONE: Building stone which is uniform, fine grained, and workable in any direction and is therefore suitable for carving.

JOINT: The space between any two stone units which is filled with mortar.

PEDIMENT: The triangular gable end of a roof immediately above a horizontal cornice sometimes filled with sculpture.

POINTING: The finishing of joints in mortar as the work proceeds or the filling with mortar of joints after the old mortar has been raked out.

QUOIN: A dressed stone set into a salient corner of a wall. These stones sometimes project from the vertical face of a wall to form a feature and can be dressed in a different tooling from the rest of the ashlar wall.

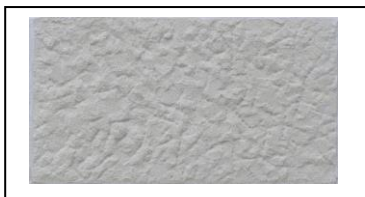
SWEETENING: The easing of abrupt changes in the stone surface profiles, especially in matching new work to the existing weathered surface of old stone.

SPRINGER: The impost or place where the vertical support for an arch terminates and the curve of the arch begins.

STRINGCOURSE: A horizontal course of stone usually narrower than the rest of the wall course. It may be flat, moulded or richly carved.

THROATINGS: Grooves cut into the underside of copings stones or window and door sills to allow a drip to form.

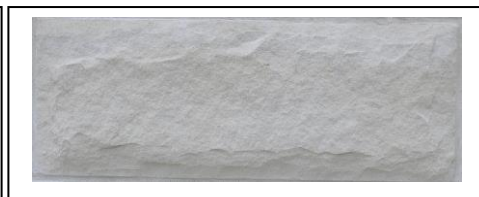
TOOLING: The texture manually applied to a stone surface by the mason. Common toolings types found in Sydney are "Convict", "Sparrow Pick with Margin" and "Rock Face". These are not the only types of tooling but they are the most common.



Convict



Sparrow Pick with Margin



Rock Face

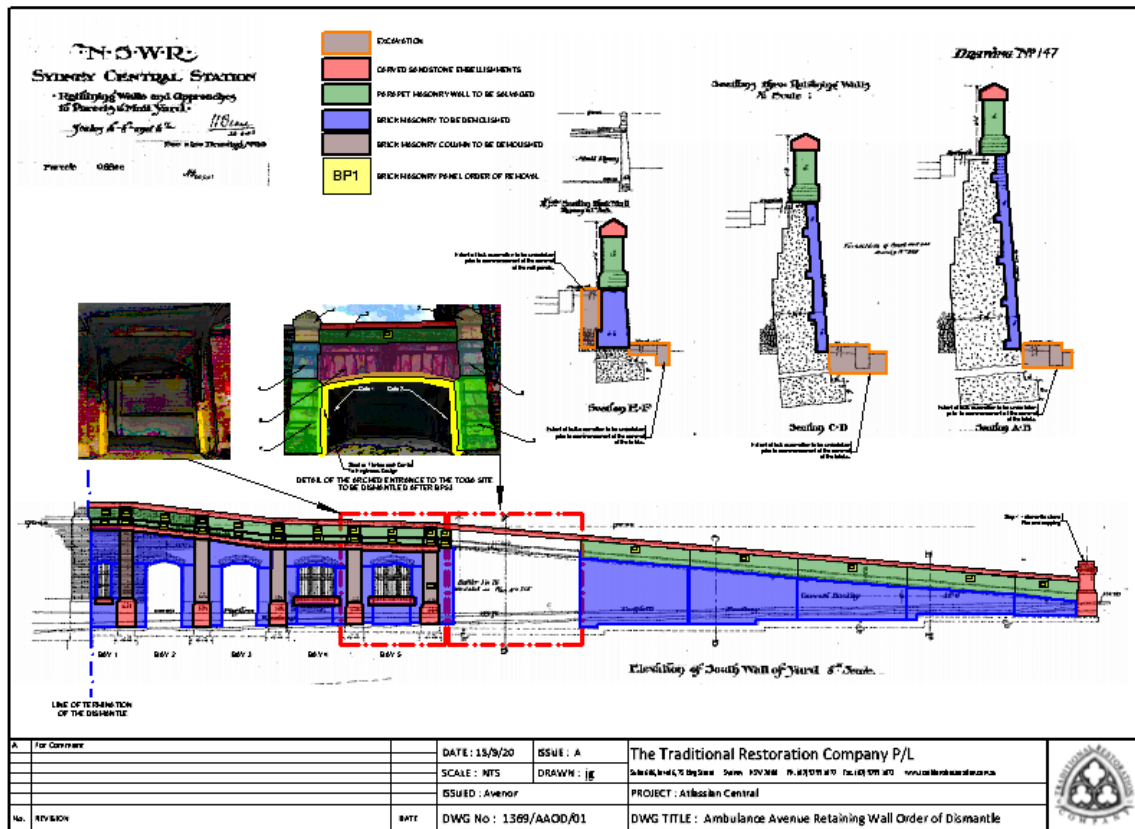
WEATHERED: The deterioration of the surface of a stone due to natural processes.

WEATHERING: The carving off of the top face of a stone to an inclined plane for the purpose of throwing off rainwater.

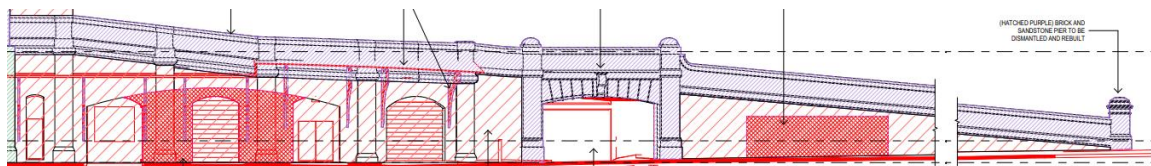
Order of Dismantle

Please refer of the sketch below for an overview of the proposed order of the dismantle from East to West. The proposed methodology for achieving this outcome is set out in the relevant section of this proposal.

1. The wrought iron security gates leading the current carpark entrance for the Adina Hotel.
2. The steel and timber windows and doors to the arched opening of the 5 most easterly bays.
3. The carved sandstone pier at the Western entrance and the sandstone capping is to be removed.
4. The English bond brick walls to the whole length of the upper walls down the street level of the service road above and roughly in line with the projecting brick string course.
5. The lower courses of brick walls currently located behind the awning to the east.
6. The carved sandstone string course unique to the 5 eastern most bays.
7. Brick work below the protruding corbeled stringcourse.
8. Carved sandstone piers and vousoir arch forming the carpark entrance.



Refer to the full size A3 drawing contained in Appendix A



Extract from DA-23C-GXX-01

Masonry Walls

Brick Wall Panels with Stone Embellishments

The mortar between the bricks is, as a result of the function the wall was designed for, a very strong Portland cement and sand mix which could be very difficult to remove without damaging the majority of the bricks. As a result of this our methodology below specifies the complete salvage of all sandstone embellishments and the demolition of the existing brickwork where salvaging of any bricks during this process is highly encouraged to minimise the extent of new brick manufacture.

The mortar between the stone elements is most likely a natural lime and sand mix (lime mortar) which is fairly soft. The lime mortar will allow for the relatively easy deconstruction of the carved stone elements. It is imperative at all times to ensure the use of soft slings, soft timber packers, etc to ensure that stone is not chipped during the deconstruction. Only masons with a minimum of 5 years' provable experience in the deconstruction of carved masonry shall be permitted to undertake this work.

A Sample of the original mortar shall be recovered in order to undertake a reverse engineering of the formula used so that it can be replicated during the reconstruction.

Patience and skill are required to successfully deconstruct masonry walls.

PROCEDURE FOR THE DISMANTLE OF CARVED STONE:

Removal

1. Using a surveyor, mark up the plans and elevations with RL's sufficient to ensure the stonemasonry can be reassembled in the future to match the original in dimension and height. As a minimum there must be RL's for each of the following:
 - a. At the top of pier capitals
 - b. At the top of all parapet cappings
 - c. At the springing point of the arch on either side
 - d. At the underside of the keystone
 - e. At the base of the plinth
2. Create a measured drawing illustrating, in plan and elevation, the precise location, layout and size of the masonry units and how they are integrated into the construction of the wall. The drawings shall provide a recoverable set out position in both the X and Y axis.
3. Annotate the drawing to provide unique ID codes for each stone.
4. Prior to commencing with the dismantling process the unique ID code is to be placed on the exposed face of the stone using chalk.
5. Photograph in High Resolution the full extent of the stone panels to be deconstructed with the unique ID codes visible.
6. Starting at the upper most course of stone, carefully remove exposed lime mortar from the perpend and bed joints of the stones using soft masons' mallets and suitably profiled plugging chisels and points. Plunge the chisels into the mortar being mindful not to go so deep as to jamb the chisel shaft against the edge of the stone causing a chip to occur.
7. Using tungsten tipped handsaws remove the mortar to as far a depth as possible replacing removed mortar with non-compressible packers to avoid flexural overstressing of the stone.
8. Once a sufficient amount of the mortar has been removed, carefully ease the stone off of its bed
9. Place a set of lewis pins (refer to image 1) into the lewis hole and gently lift the stone off its bed sufficiently to allow for the placement of soft wood timber gluts under the stone and at least 100 mm away from the outer edges.
10. Lower the stone onto the gluts

- Using a soft sling and placed under the guidance of a master mason, lift the stone from its bed and down onto a waiting pallet lined in closed cell foam softening sheet and softwood timber gluts.



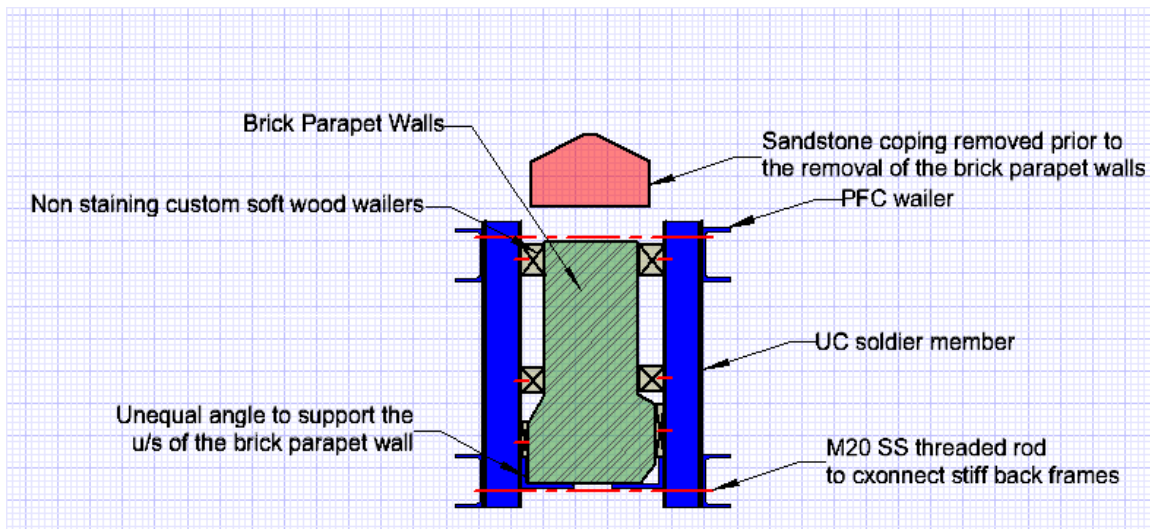
Image 1 – Lewis Pin

Cleaning

- Scrape off loose lime mortar by gently tapping the mortar with a scutch chisel and masons soft wooden or nylon mallet. The impact must be light when within 100mm of the leading edges as a hard impact may cause a fracture in the stone.
- Wash bedding and perpend faces in fresh water and use a stiff nylon scrubbing brush to remove residual lime mortar.
- Restack onto clean pallets and allow to stand dry for 2 days prior to strapping with nylon straps and shrink wrapping for long term storage.

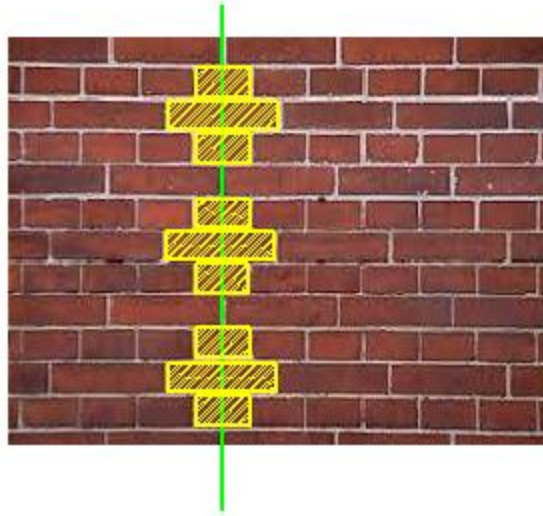
PROCEDURE FOR THE DISMANTLING OF THE PARAPET BRICK PANELS:

- Develop a structural engineer design for the installation of structural steel 'Stiff Back' frames similar to that illustrated in sketch 2 below.



SKETCH 2

- Remove sandstone piers and wall capping to the entire length of the affected wall.
- Subject to engineering approval, undertake localised excavation of the portion of the wall to be removed wall on the southern boundary until the foundation of the wall is uncovered.
- Remove bricks damaged as a result of the sawcut for the insertion of the threaded rod through bolts as per the annotated Sketch 3 below.



SKETCH 3

5. Place steel UC column soldiers and PFC wailers into position and bolt together using the through bolts. UC columns are to have a non-compressible polyester or non-staining timber linings at the faces that abut brickwork to avoid inadvertent scratching or rubbing damage during the removal and reinstatement process.
6. The 'Stiff Back' design will also encompass a rigid capping with certified lifting points to enable the brick panel to be lifted using spreader beams to avoid flexural movement during craning onto the flat bed trucks.
7. Panels will be transported to the Heritage Storage Facility and placed in a vertical orientation as similar to their original batter as possible.

Cleaning

1. Remove hard mortar left after the removal of the affected bricks by gently tapping the mortar with a sharpened masons 2 inch booster and masons mallet at the point of contact of the mortar to the brick in effect 'pitching the mortar' off the brick. The impact must be at this junction and away from the brick as a hard impact in the direction of the brick may cause a fracture in the brick.
2. In the event that the process above leads to excessive damage to the bricks then the use of a 5 inch grinder fitted with a 'flush cut' blade used in conjunction with a H class vacuum shall be used to effectively cut the mortar from the brick.
3. Once the brick panels have been cleaned and the toothing at the sawcut prepared by the removal of remnant mortar, the panels are to be covered in agricultural cloth followed by a full encapsulation or covering using a roofing tarp capable of withstanding UV exposure for a period of no less than 4 years.
4. Long term storage must be protected from weather.

Iron Windows, Doors & Gates

Removal

The wrought iron gates, steel windows and doors must be carefully dismantled in such a way as to ensure their proper reassembly can occur when required. This will, in general, mean that each unit will be fully photographed in the following sequence:

1. Suite of photos that illustrate the fully assemble unit
2. Photos of the unit being dismantled at reasonable intervals
3. Photo log of each assembly part with unique ID code tag attached
4. Each part is to be treated prior to wrapping for long term storage by undertaking the following:
 - a. Wash part in a degreasing solution
 - b. Remove all signs of surface corrosion
 - c. Test for surface Ph and wash in a Ph neutralizing solution
 - d. Pack moving parts in new grease or wrap static parts in an oil cloth
 - e. Pack complete units with all tagged individual parts included, in closed cell foam softening.
 - f. Write the complete unit ID code reference onto the wrapping along with a list of all individual part ID codes.
 - g. Place wrapped units into a bespoke timber crate mounted onto a timber pallet for ease of transport.

Maintenance During Storage of Heritage Items

The heritage fabric salvaged from the wall shall be placed under cover and inspected every 3 months for signs of deterioration. A written and photographic report will be issued after each inspection and distributed to the client for records. In the event that deterioration is detected, the mechanism of decay will be investigated, and remediation strategies put forward for consideration and action.

Storage of Heritage Fabric

Wrought Iron Gates

- Undertake a fabric condition report identifying all pre-existing defects.
- Submit a remediation proposal for execution whilst the gate is in storage and where the works can be undertaken in factory conditions.
- Wrap in acid free closed cell foam wrapping and mark the outside of the wrapping with the gates unique ID code.
- Place in a weatherproof storage facility.

Metal windows and doors

- Undertake a fabric condition report identifying all pre-existing defects.
- Submit a remediation proposal for execution whilst the windows and doors are in storage and where the works can be undertaken in factory conditions.
- Wrap in acid free closed cell foam wrapping and mark the outside of the wrapping with the gates unique ID code.
- Place in a weatherproof storage facility.

Brick Wall Panels

- Undertake a fabric condition report identifying all pre-existing defects.
- Have the remnant concrete mass footing tested for the extent of carbonation and to determine whether or not the concrete can be retained as part of the installation.
- Quantify and obtain replacement bricks from those damaged through the removal process (Refer to Sketch 3 above) from the site using existing bricks scheduled for demolition as part of the redevelopment works.
- In the unlikely event that a sufficient quantity of bricks cannot be sourced from site the following process is to be undertaken:
 - Using existing brick panels as a guide, develop a color and texture range for use in the manufacture of new bricks.
 - Interview brick manufacturers to determine the most suitable firm to undertake the special run of bricks required to complete the works.
 - Have prototypes manufactured as a proof of concept.
 - Commission the manufacture of the replacement bricks.
 - ***Please note that this process should commence at least 1 year ahead of the requirement for the supply to allow sufficient time to obtain a satisfactory sample.***
- Submit a remediation proposal for execution whilst the windows and doors are in storage and where the works can be undertaken in factory conditions.
- Place in a secure storage facility and cover with a heavy duty roofing tarp which will keep the masonry dry but allow it to breathe.

Reinstallation of Heritage Fabric

Wrought Iron Gates and Metal Windows and Doors

Prior to any reinstallation of the gates the following activities should be undertaken:

- Repairs as per Storage advise above which would include as a minimum:
 - Removal of all existing surface corrosion
 - Closing up of all potential crevice corrosion close contact zones.
 - Replacement of missing elements on a like for like basis.
 - Receipt of a structural advice on the proposed points of attachment for the gates and the method of intended operation as some minor modifications may be required to meet current standards.
 - Shot blast and apply protective coating such as Hot Dip Galvanizing or Hot Zinc Spraying.

Brick Wall Panels

Prior to any reinstallation of the gates the following activities should be undertaken:

- Outer brick surface to be thoroughly cleaned using a neutral Ph detergent and soft bristle brushes with warm clean potable water.
- Prepare toothed brick work by carefully removing remnant hard mortar.

Heritage Store for Medium Term Storage

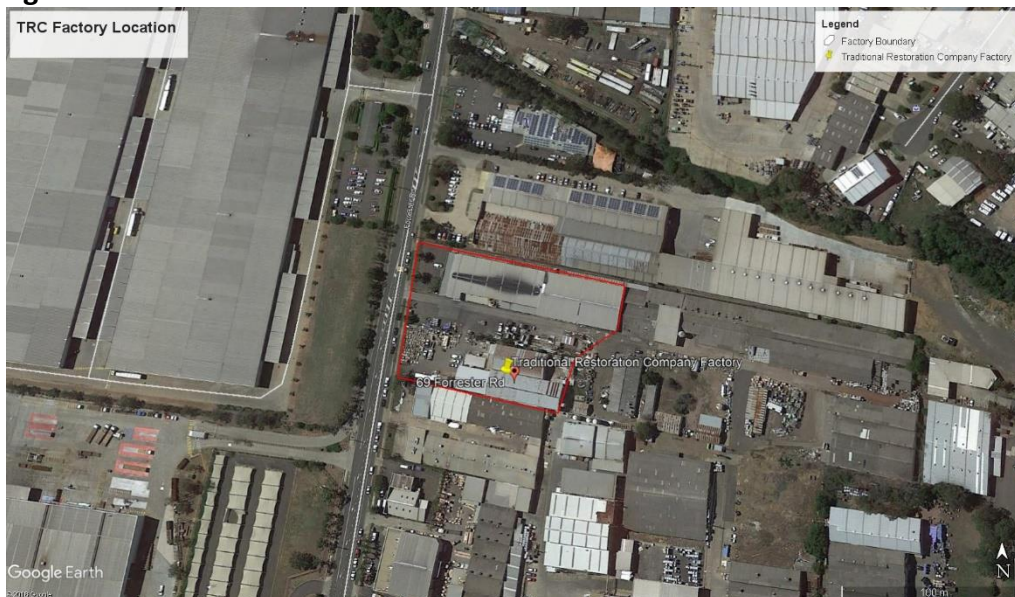
All items of heritage significance must be packaged and stored as per the procedure listed above and below. The location of the Heritage store being proposed is in the yard of the Traditional Restoration Company located at:

**69 Forrester Road
St Marys, Sydney
NSW**

Once a heritage item has been dismantled in accordance with the procedure described in this report, the items will need to be:

1. Labeled with its Unique ID code affixed directly to the heritage item in a manner which avoids any damage to the heritage item.
 - a. Non-perishable tag fixed using a plastic tie through an existing hole in the fabric and/or;
 - b. Permanent marker or pen on the non-visible rear face on non-porous material and/or;
 - c. Chisel mark on the non-visible rear face of porous marble or stone
2. Wrapped in closed cell Neutral PH foam softening
3. The outer surface of the item after wrapping is to have the unique ID code written in permanent marker.
4. Each item is to be placed in a numbered timber box or on a timber pallet. The contents of the box and or the pallet are to be listed on a sheet which is laminated and stapled or screwed to the timber on a readily visible surface once in storage.
5. A copy of the contents records are to be bound and placed in the Heritage Store for reference when the store is accessed.
6. Access to the store is to be restricted to individuals who have requested access in writing inclusive of the purpose for accessing the store. Heritage items are not to be removed from the store without prior permission.
7. Every year the store is to be accessed and a condition report and stock take recorded to ensure no items have gone missing or have begun to perish.

Heritage Store Location Plan








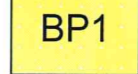
Appendix A – Order of Dismantle Drawing

N.S.W.R.
SYDNEY CENTRAL STATION

Retaining Walls and Approaches
 to Parcels & Mail Yard.

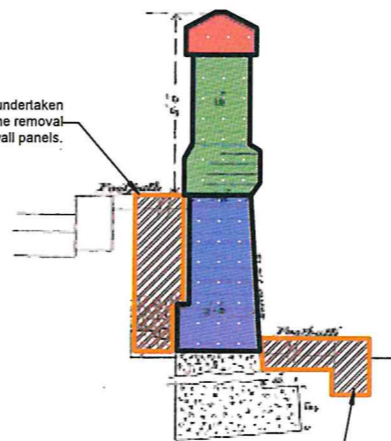
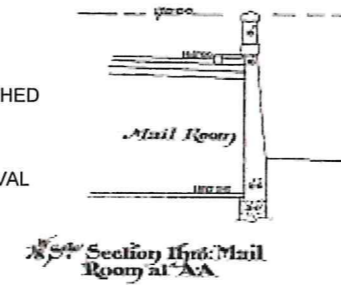
Scales 1/8" = 1'-0" and 1/4" = 1'-0"
 11/10/2020
 See also Drawing N° 147

Parcels Office

-  EXCAVATION
-  CARVED SANDSTONE EMBELLISHMENTS
-  PARAPET MASONRY WALL TO BE SALVAGED
-  BRICK MASONRY TO BE DEMOLISHED
-  BRICK MASONRY COLUMN TO BE DEMOLISHED
-  BRICK MASONRY PANEL ORDER OF REMOVAL

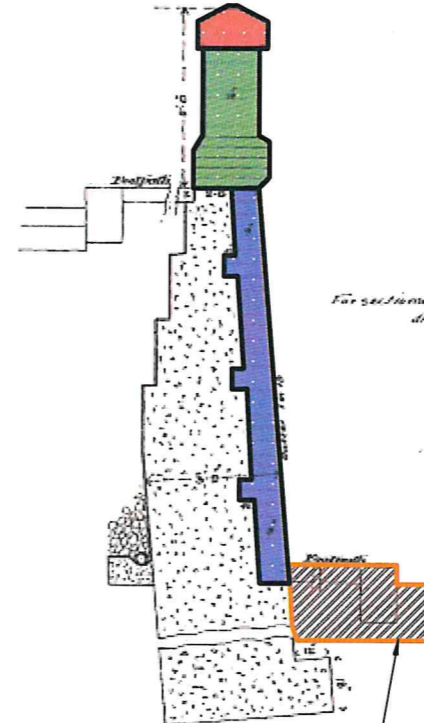
Drawing N° 147

Section Thro: Retaining Walls
 1/2 Scale :



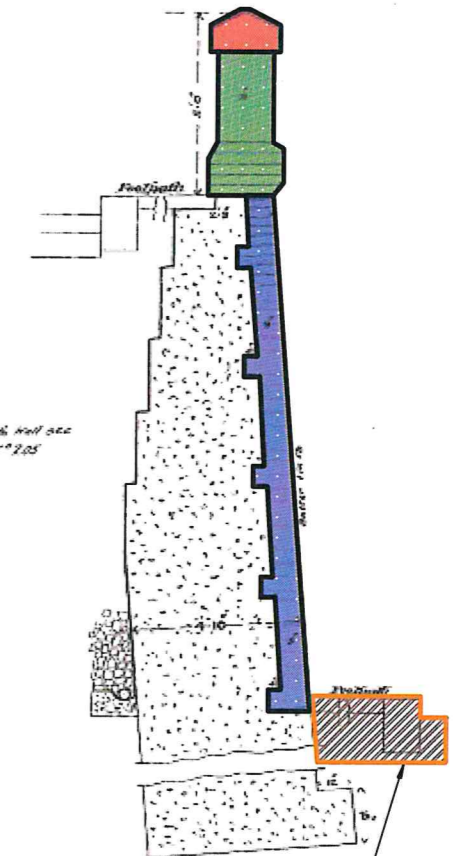
Section E-F

Extent of bulk excavation to be undertaken prior to commencement of the removal of the bricks.



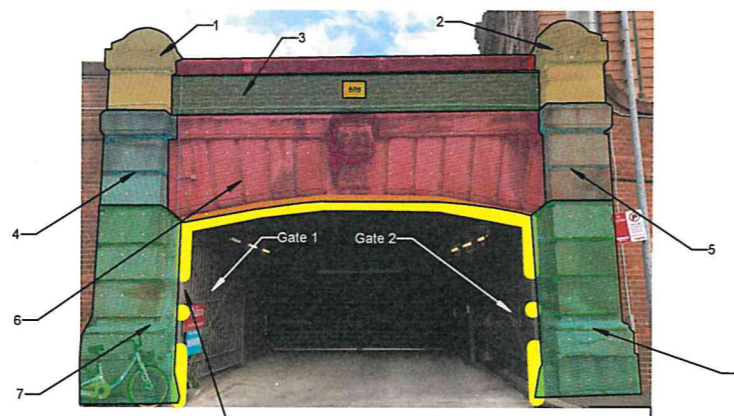
Section C-D

Extent of bulk excavation to be undertaken prior to commencement of the removal of the bricks.



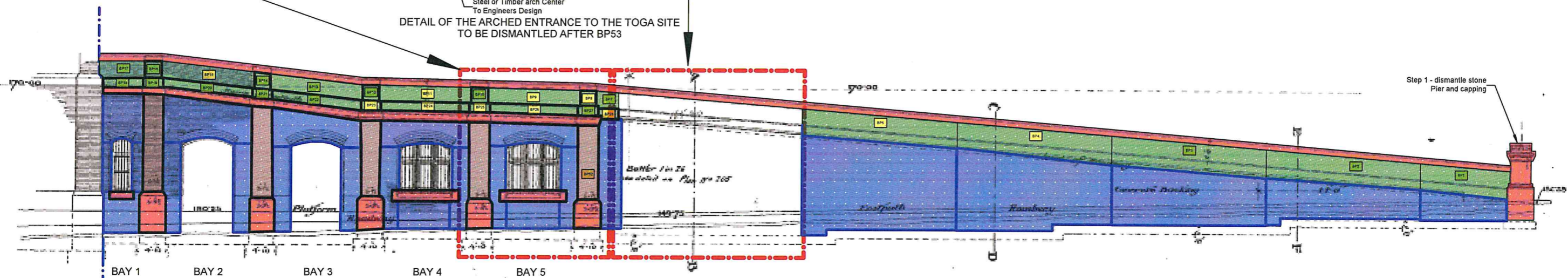
Section A-B

Extent of bulk excavation to be undertaken prior to commencement of the removal of the bricks.



DETAIL OF THE ARCHED ENTRANCE TO THE TOGA SITE TO BE DISMANTLED AFTER BP53


Steel or Timber arch Center To Engineers Design



Elevation of South Wall of Yard 1/8 Scale.

LINE OF TERMINATION OF THE DISMANTLE

Step 1 - dismantle stone Pier and capping

A	For Comment		DATE : 15/9/20	ISSUE : A	The Traditional Restoration Company P/L Suite 606, level 6, 75 King Street Sydney NSW 2000 Ph. (02) 9299 1072 Fax. (02) 9299 1073 www.traditionalrestoration.com.au
			SCALE : NTS	DRAWN : jg	
			ISSUED : Avenor	PROJECT : Atlassian Central	
No.	REVISION	DATE	DWG No : 1369/AAOD/01	DWG TITLE : Ambulance Avenue Retaining Wall Order of Dismantle	

APPENDIX C

HERITAGE VISUAL ANALYSIS

URBIS

ATLASSIAN BUILDING 8-10 LEE STREET

HERITAGE SETTING - VIEW ANALYSIS REPORT

PREPARED FOR
VERTICAL FIRST PTY LTD
SEPTEMBER 2020

URBIS STAFF RESPONSIBLE FOR THIS REPORT:

Associate Director: Jane Maze-Riley

Urban Designer: Abdul Razali

Project Code: P0020770

Report Ref: 02 RPT_Atlassian_HER VA Report

Report Status: Final

Date: September 2020

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1.0 EXECUTIVE SUMMARY

- The subject site sits within a unique visual context adjacent to heritage items and within a wider visual context that is predominantly characterised by low-height built form and relatively uniform street frontage heights. Streetscapes immediately surrounding the subject site include visually significant heritage items including Central Station and Clock Tower, the Adina Hotel building and others that are located north-west of the subject site.
- The views potentially most affected are close views which include heritage items, examples of which have been selected for modelling and analysis in order to satisfy requirement 11 in the SEARs. The visual effects and potential visual impacts of the proposed development have been analysed in a selection of potentially affected views. No views analysed were found to be designed or documented 'historic views'. If views were subsequently found to have been documented 'historic views' they would be rated at the lowest level L5 based on criteria and ratings that have previously been accepted in the Land and Environment Court of New South Wales.
- In close views where the foreground included heritage items the level of proposed tower form was found to be spatially well separated and juxtaposed with the low-height form and visual character of heritage items. In the close views modelled, the proposed tower form did not dominate the composition, the open space setting or 'visual curtilage' of items which remained visually distinct and prominent features in views. The architectural detailing, façade treatment, materials and colours proposed for the tower are contemporary and contrast highly with the predominant colours and materials which character the heritage items.
- This fine-grained level of visual contrast creates a further juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view visually and spatially separating them so that both can be easily perceived and neither dominate the view. The construction of the built form shown will not block views to or between heritage items, access to scenic features beyond the site and predominantly block areas of open sky.
- The visual impacts were rated as med-high for two close views for example; from the western Concourse and the apex at Pitt and George Streets was rated as a med-high visual impact. The visual impacts of two views were rated as low and one view was rated as low-medium. No views were rated as having visual impacts of high significance.
- Notwithstanding the high level of visual effects in two close views the assessment of other relevant factors such as compatibility with the strategic planning context and desired future character for the sub-precinct and wider precinct reduced the overall level of visual impact.
- The visual prominence of the proposed tower will gradually diminish as other proposed and approved tower forms emerge into the skyline. The towers will be located in close proximity to form a cluster of height and a new visual gateway at the south end of the CBD. Such visual changes are compatible with the desired future character for the areas and are anticipated by the strategic planning framework for the site, sub-precinct and wider Central State Significant Precinct.



Figure 1 Proposed development for 8-10 Lee Street in context (Atlassian Central Concept Design Narratives, 2020)

2.0 PURPOSE OF REPORT

Urbis have been commissioned by Vertical First Pty Ltd (the Applicant) to prepare this report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the SSD-10405 for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket (the Parcels shed).

This assessment provides guidance as to the potential visual catchment, visual setting and views to the Atlassian site which include heritage items. View points have been considered in terms of their sensitivity, public interest and proximity to the site and to neighbouring heritage items. Views have been rated as either Priority 1 (highly recommended for modelling and analysis) or Priority 2 (instructive but less important for modelling and analysis). Modelling of the proposed development in the selected views will provide an objective tool for the analysis of the visual effects of the proposed development on the visual and heritage setting of the site and the wider context.

This report provides an addendum to the Heritage Report prepared by Urbis is limited to an assessment of visual impacts in accordance with item 11 of the SEARs which requires a visual analysis of relevant views to and from the heritage items;

SEARS ITEM	REPORT REFERENCE
<p>11. Heritage and Archaeology</p> <ul style="list-style-type: none"> assess the impacts of the proposal on the heritage significance of these items and conservation areas, including visual impacts, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, setting and curtilage (as relevant) to include a visual analysis, including before and after perspectives, of the proposal from relevant views to provide a better understanding of the intended built form. The visual analysis should also consider how the proposal would sit within the wider visual setting of the Central Railway Workshops site, relate to heritage items within the vicinity, and the adjacent heritage conservation areas. 	<p>Baseline factors against which to rate the potential impacts are discussed in sections 2 and 3</p> <p>Visual analysis of selected views is included in section 4</p>

2.1 DOCUMENTS REVIEWED

This advice has been informed by a review of information provided by;

- Urbis Planning
- Urbis Heritage and following a review of;
- The Conservation Management Plan 1996 prepared by Heritage Group State Projects
- The Conservation Management Plan for the Inwards Parcel Shed, Sydney Terminal 1999, prepared by GML
- The Heritage Impact Statement (HIS) for the Inwards Parcel Shed, Sydney Terminal 1999, prepared by GML

2.2 DESCRIPTION OF THE SITE

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various stratum. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

- Lot 116 in DP 1078271:** YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- Lot 117 in DP 1078271:** This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimised basement and servicing outcome for the Site.
- Lot 118 in DP 1078271:** This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 bike access, secondary pedestrian access and fire service vehicle access.
- Lot 13 in DP 1062447:** This is currently in the ownership of TfNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,764sqm which includes 277sqm of air rights that apply from RL40.

The Design Review Panel (DRP) in 2020 provided specific feedback in relation into the potential development of block C including recommendations that relate to views, visual context and maintaining the visual significance and civic presence of the Parcel Post building.

In order to maintain the visual prominence of the Adina building in public domain views the following guidelines were provided;

- Additions proposed should enhance its connection and relationship to the Western Gateway tower cluster
- Additions have significant setback from the Parcel Post to enable the 'heritage ensemble' of buildings at the George, Pitt, Quay St and Broadway intersections, including Marcus Clarke, to read with distinction, with the new towers forming a backdrop
- Have elevational articulation from Parcel Post (i.e. setback structural zone)
- Partial extension of this envelope into Henry Dean Plaza on the South
- Slender envelope recommended as contrast to other large floor plates at Western Gateway
- Height could extend to the solar access plane provided -
- The chamfered setback is maximised - with maximum 60% tower coverage over the Adina footprint
- A clear vertical articulation is maintained between the restored Parcel Post roof and the bulk of the tower envelope - at least 3 stories
- 12m setback from the Atlassian envelope, for the full height of both buildings



LEGEND

- Sub Precinct Block A Site Boundary
- Western Gateway Precinct Boundary

3.0 SITE AND SURROUNDING CONTEXT

The Site is directly adjacent to the Western Wing Extension of Central Station, and forms part of the 'Western Gateway Sub-precinct' of the Central Railway Station lands. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (former Parcel Post Office) to the west.

Existing vehicle access to the Site is via Lee Street, however the Lee Street frontage of the Site is only the width of the access handle. Current improvements on the Site include the Parcels Shed, which operated in association with the former Parcels Post Office (now the Adina Hotel). The Site is currently used as the Railway Square YHA. The Site also includes the western entryway to the Devonshire Street Pedestrian, which runs east-west through Central Station under the existing railway lines.

The Site is situated in one of the most well-connected locations in Sydney. It is directly adjacent to Central Station Railway which provides rail connections across metropolitan Sydney, as well as regional and interstate connections and a direct rail link to Sydney Airport. The Site is also within close proximity to several educational institutes and is a city fringe location which provides access to key support services.

Central Railway Station is currently undergoing rapid transformation to allow for integration of rail, metro and light rail transport infrastructure. This will elevate the role of Central Station not only for transport but also enhance opportunities for urban renewal and revitalisation of the surrounding precinct. This is one of the key drivers for the identification of the Central SSP and the Western Gateway Sub-precinct to accommodate a new innovation and technology precinct.

The proximity of the Western Gateway Sub-precinct to the city, while still being located outside the core Sydney CBD, provides opportunity for it to evolve to attract technology and innovation companies. It has access to all required services while being sufficiently separate to the CBD to establish a distinct technology industry ecosystem. Its CBD fringe location will provide affordable commercial rents which will support Start ups and entrepreneurs which are a key component of an innovation precinct.

3.1 PROJECT DESCRIPTION

The proposed SSDA will facilitate the development of a new mixed-use development comprising 'tourist and visitor accommodation' (in the form of a 'backpackers') and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, in addition to commercial floorspace to support Tech Start-ups.

The new development is to be built over the existing heritage former Inwards Parcels Shed (the Parcels Shed) located on the western boundary of Central Station with the Adina hotel to the west. The works includes a 38-storey mixed-use tower with basement loading dock facilities and end of trip (EOT) facilities accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TfNSW.

The building design has been conceived to support the delivery of a site plan designed to connect with future developments to both the south and east and integrate with a cohesive public realm for the broader Sydney community in accordance with NSW government strategic planning.

The tower design is a demonstration project for Atlassian, representing their commitment to environmental sustainability and contemporary workplace settings through tower form and construction systems along with a set of emblematic outdoor workplaces stacked in the tower form.

The existing Parcels Shed will be adaptively re-used in accordance with best practice heritage process and form the upper level of a 2-storey entry volume that connects visually with the 2 level Link Zone. Over the roof of the Parcels Shed, a new privately owned but publicly accessible landscaped area will be created as the first part of a new upper level public realm that may extend to connect to a future Central Station concourse or future Over Station Development.

The proposed mixed use tower directly adjoins a live rail environment to the east and public domain to the north, west and south. These works will consider these rail environments and have been designed to ensure that all TfNSW external

development standards are achieved. This ensures there is no impact to the operation or safety of these TfNSW assets.

Interfaces from the overall site and especially the State works Link Zone have been designed in consultation with the adjoining stakeholders. These stakeholders include TfNSW to the north and south, Toga and the Adina Hotel operator to the west and the Dexus Fraser's site to the south. Connections via the Link Zone, through the basements, and off the proposed new Link Zone dive ramp will be designed to enable existing and future developments to function in both the day 1 scenario and end state when all developers have completed their works.

The overall project aspiration is to create a world class tech precinct with effective pedestrian links through the Atlassian site to the Central Station western forecourt to Central Walk west and adjoining stakeholder's sites.

4.0 EXTERNAL VISIBILITY

4.1 VISUAL CATCHMENT (EXTERNAL VISIBILITY)

Of the works proposed, the tower form has a wide potential visual catchment. A tower of the height proposed would be visible in all directions in close, medium and distant views. However, the extent of visibility depends on the location of the viewer and intervening built form and vegetation, and in close and medium distant range views, the alignment of streets.

It is likely that the potential visual catchment will be greatest to the south-east of the site where the immediate foreground is characterised by largely undeveloped space within Central Station Railway (yards and tracks) and beyond across Prince Alfred Park. The potential visual catchment to the south, west and east is more constrained as a result of intervening built forms and road alignment.

The existing built form on the site is low in height so that its potential visual catchment is limited to close neighbouring locations. The effective visual catchment, that is the area within which architectural details, materiality and colours are likely to be able to be perceived is smaller. This has been determined through fieldwork, using the adjacent former Post Office (The Adina Hotel) building as a visual marker that was inspected from surrounding public domain locations. This building and surrounding taller forms provided an approximate guide to the potential visibility of the Atlassian site from more distant locations.

Parts of the site and the location of the proposed Atlassian Central development are visible from the north in axial and focal views along Pitt Street and George Streets approximately from south of Goulburn Street. The proposed development will also be visible from the intersections of Hay and Campbell Streets as they intersect with Pitt and George Streets. There are limited opportunities from which to view the proposed development from the north and eastern parts of Belmore Park and Elizabeth Street close to Central Station. Views from this vicinity are limited by the screening effects of mature trees in Belmore Park and by the north and east elevations of Central Station.

Views to the site from the east from parts of Elizabeth Street are constrained by the sand stone walls that support the elevated section of railway tracks (and former tram lines entering Central Station, notwithstanding a view from the intersection of Foveaux and Elizabeth Streets is available. To the south the 2-3m high brick boundary wall along the eastern side of Central Station railway tracks which extends along Chalmers Street, blocks the majority of views roads and paths towards the site.

Intermittent views from open spaces and paths in Prince Alfred Park are available towards the site and include Central Station Clock Tower and the spire of Christ Church St Laurence dependent on breaks in intervening vegetation along the Parks western boundary.

Views from the south and south-west from parts of Cleveland and Regent Streets are limited and isolated and predominantly constrained to the roads by semi-continuous built form, notwithstanding that the taller built form proposed on the site is likely to be visible above foreground buildings in upward views. I observed that closer to the site and adjacent to Mortuary Station heritage item, that no views to the Atlassian site are available due to the presence of dense evergreen trees that are located within the item's curtilage.

4.2 VISUAL CATCHMENT RELEVANT TO HERITAGE ITEMS.

The greatest level of visual exposure to the site and proposed tower will be in close views from immediately adjacent streetscapes, to the south, west and north for example from Henry Deane Plaza, lower railway plaza, George Street bus terminal, in axial views along Quay Street, the apex of Pitt and George Streets, from Railway Square and from the entrance to Central Station Concourse. Views along George Street, south of Ultimo Road provide the most direct axial and focal views where the proposed development will be seen in the context of some heritage items including part of Central Station, the Central Station Clock Tower, part of the Christ Church St Laurence group and the Adina Hotel.

5.0 VISUAL CONTEXT

The immediate visual context of the Atlassian site includes a number of visually prominent and unique heritage items that are listed in Schedule 5 of the City of Sydney LEP 2012.

The existing built form on the site is itself part of the Central Railway Station Group (heritage item I824) which occupies land to the east, north-east and south-east. This item includes buildings, station yard and viaducts of which the clock tower located at the north-west corner of the main building, is an important local visual landmark and is in prominent in views from the north, north-west, and west. The sandstone finished clock tower is 75m in height and is of Gothic revival architectural style. Neighbouring the site to the west is the Adina Hotel which occupies the former Parcels Post Office and is also a heritage item (Item I855) built in 1913 in the free classical architectural style.

The triangular-shaped urban block north of the Atlassian site that is bounded by Pitt and George Streets to the west and east and to the north by Rawson Place includes the following heritage items:

Item I846 at the north-west corner of Rawson Place and George Street is known as the former Station Street House at 790-798 George Street. This is an eight-storey building characterised by Federation Romanesque architecture featuring angular bay windows and external decorative columns. To its east item I863 at 11-13 Rawson Place is the former Daking House, a ten-storey building now occupied by the Sydney Youth Hostel which is an early example of Commercial palazzo architectural style.

The south end of this urban block is occupied by two heritage items including item I849, the Christ Church St Laurence Church Group (the Church Group) and an eight-storey red-brick building at 814 George Street is the former Lottery Office (item I848) which presents to the Atlassian site and appears to be Federation era.

The Church Group includes three buildings which present to both George and Pitt Streets. The Church itself presents to George Street south of the site and is of sandstone construction which combines Old Colonial Gothic Picturesque and Victorian Free Gothic architectural styles. The main entrance is located on the western facade, in a stone tower surmounted by a copper clad spire. Christ Church St Laurence rectory is a two storey red face-brick building with a sandstone trim, built in 1905. The asymmetrically design features a number of parapet gable walls with a curved two storey corner element. Christ Church St Laurence School is a red face-brick building with sandstone trim, of Federation Gothic style and includes two floors and a basement.



Figure 3 Aerial view looking south towards Redfern/Waterloo (L) and Chippendale/Ultimo (R)
(Source: JPW, 2019)

The visual context of the site when viewed along George Street (see view 0083 from near its intersection with Valentine Street) includes taller and bulkier buildings as well as lower height terrace or shop-top Victorian and Inter-war era commercial buildings as well as the existing buildings on the Atlassian site. When considered from the intersection of George Street and Valentine Street the visual context of the site is not dissimilar to that of the blank brick north elevation and west façade of the Wake Up hostel which is a dominant feature.

Another heritage item occupies 790 George Street at the corner of Rawson Place and forms part of the northern visual context to views of the Group. This is a lower and narrower building relative to the Heritage building to its east the YHA Hostel, both of which are dwarfed in stature by the taller and bulkier tower form of the McKell Building. This is the largest and bulkiest tower form located within the immediate vicinity of the Atlassian site. It occupies a block formed by Rawson Place, Pitt Street, George Street and Barlow Street and appears to be of circa 1980s era. Its height and form provide a visual marker at the north end of the urban block as is shown in the aerial image in Figure 3. The McKell and Sydney Central building in Pitt Street are notable tall features in the visual context of views to the site from the north.

Therefore the majority of the urban block immediately north of the proposed development is predominantly characterised by low-height, large floor-plate heritage buildings. Therefore close views from the north via George and Pitt Streets to the Atlassian site will include a foreground composition predominantly characterised by heritage items that are relatively uniform in height and share some visual similarity such as architectural detail, materials and colours.

6.0 ANALYSIS OF VIEWS

This analysis is intended to establish the extent of visual effects of the proposed development in the composition of close views within the immediate visual context of the subject site and to determine the potential visual impacts on the immediate and wider visual setting of heritage items including in particular Central Station and Clock Tower, the former Parcels Post Office (the Adina Hotel) and other heritage items within the vicinity. The views have been fully rendered to include a high level of precision in relation to architectural details, façade treatment and finishes proposed so that the photomontages provide a faithful representation of the likely changes that would occur subsequent to the construction of the proposed development.

The views analysed have been selected for modelling to satisfy item 11 in the SEARs. Views selected were based on a review of the CMP and other historical sources and on fieldwork. The final selection of views are from close locations which include a foreground composition predominantly characterised by heritage items.

No historic documented views to or from the Parcels Shed in relation to surrounding heritage items are included in previous CMPs for the building. Following a review of photographs included in the CMP's, Urbis has determined that the views shown were likely to have been provided as a record of the building fabric, designed to capture the architecture of the Parcels Shed. Other historic photographs reviewed which capture the vicinity of the subject site, appear to be focussed on the grand elevations of the adjacent Central Station rather than representing a designed visual link or view between the Parcels Shed and adjacent heritage items or from sensitive view locations or public places.



Figure 4 Sydney Central Railway Station site, during the construction of the Parcels Post Office, c.1906-1913. View from Pitt Street east towards the west elevation of the Parcels Shed. Source: National Archives of Australia, Series No. C4076, Control symbol, HN16075B



Figure 5 View north from the north end of the entry ramp to Central Station, approximately from the corner of Hay Street and Pitt Street. (Source: City of Sydney Archives)



Figure 6 Urbis photograph from a similar location from Pitt Street east towards the west elevation of the Parcels Shed.



Figure 7 Approximate comparative contemporary version of the view provided by Urbis from the corner of Hay Street and Pitt Street.



Figure 8 c. 1906-1913 view of Railway Square, with the Inwards Parcels Shed indicated by the red arrow at the right. Source: Flickr

6.1 WHAT IS A HERITAGE VIEW?

There is no acknowledged means or best practice guidelines used in NSW to determine whether or not a view has been historically intentionally designed and therefore whether any particular heritage significance or values should be attached to it. This report considers the assessment criteria and methodology for determining the historic legitimacy of a documented view which may be thought to have heritage significance or value, developed by Dr Richard Lamb. Urbis note that the criteria and ratings developed have been accepted by the Land and Environment Court of New South Wales in relation to heritage views assessments.

Views are rated at five different levels, Level 1 being a documented view that is considered as being most likely to be a deliberately designed view and therefore assumes the most significance or greatest value. A Level 5 view is the lowest rating assigned, based on evidence found, and refers to a view is most unlikely to have been historically designed or intended as a visual link between items or features. Further information regarding the rating of historic views is included in Appendix 1.

At a lower level still, on the hierarchy of views that might be claimed to be heritage views, are views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible. Simply being able to see a heritage item, place or setting does not make the view a heritage view. By the same token, being able to see a new, different or novel item of no current significance, in the context of a heritage item, does not create an impact on heritage values, unless it can be demonstrated that the acknowledged authentic heritage values of the item would be impaired to the detriment of interpretation of the heritage values of the item (level 5 L5).

No documented historic views were discovered during our desktop review or fieldwork. If any of the 5 views selected for analysis were subsequently found to be documented 'historic' views in our opinion they would be rated at the lowest level 'L5' given that they appear to be incidental views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible.

6.2 VIEWS ANALYSIS

PITT STREET AND HAY STREET VIEW SOUTH

EXISTING VIEW

This is an axial-focal view along Pitt Street from its intersection with Hay Street approximately 500m north of the site.

The view is constrained to the road corridor by built forms along both sides of Pitt Street and includes a foreground composition of buildings which vary in height, massing, age and architectural detail. The eastern side of Pitt Street is predominantly characterised by low-height built forms including the north-western portion of the Central Station Group which is defined by the sand stone-finished tram approach ramps on the western edge of Belmore Park. The horizontal extent of the low built form, massing and sandstone finishes of the main terminal building and clock tower create a dominant feature which occupies a wide section of the view composition. This dominant horizontal scale is reinforced by the foreground elements Belmore Park and Pitt Street road carriageway. In other words all of the foreground and mid-ground composition is dominated by horizontal elements and is relatively under-developed in terms of height leaving the Clock Tower to stand as an isolated visual feature surrounded by areas of open sky.

PROPOSED VIEW (VISUAL EFFECTS)

The proposed tower introduces a new tall, slim form into the background view composition. The tower form is perpendicular to the predominant low-height, horizontal features in the view so that it is visually and physically juxtaposed in relation to the form and character of the adjacent heritage buildings.

The spatial separation and juxtaposed form of the proposed tower allows the heritage items and their open space setting or 'visual curtilage' to remain distinct and visually prominent in views. The architectural detailing, façade treatment, materials and colours proposed for the tower are contemporary and highly contrast with the predominant colours and materials which characterise the visual setting of the items. This fine-grained level of contrasting detail provides a further juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view visually and spatially separating them so that both can be easily perceived and neither dominate the view.

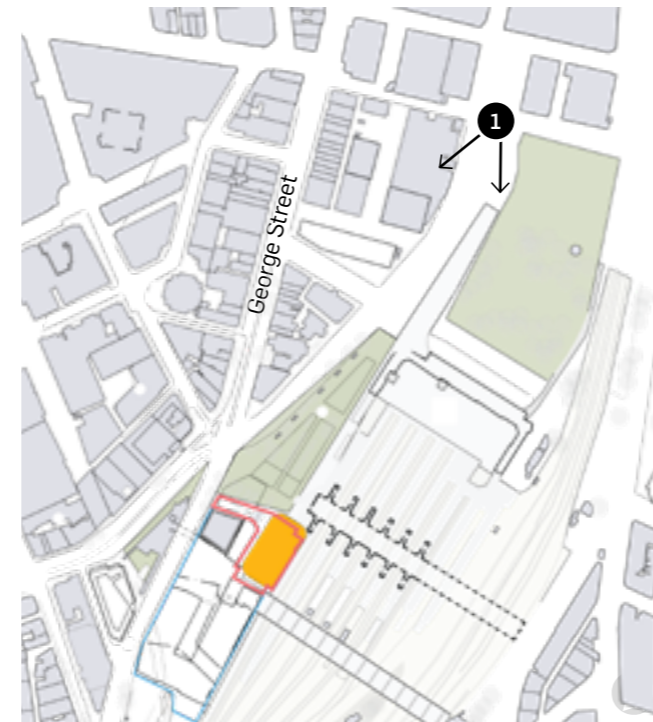
The construction of the built form shown and sensitively detailed, will not block views to or between heritage items, access to scenic features beyond the site and will predominantly block areas of open sky

SIGNIFICANCE OF VISUAL EFFECTS (VISUAL IMPACT)

The extent or level of visual effects is an objective description of what is visible in the view as described above. In order to determine a visual impact Urbis has considered other relevant factors to be used to 'weight' or influence the significance of the potential visual impact as follows; is the view a documented historic view?, is the view subject to any level of statutory protection?, is the proposed development compatible with urban features or with the strategic planning context of the Western Gateway? Notwithstanding the significance of each weighting factor is subjective which cannot be avoided, consideration of additional relevant factors provides some balance and perspective regarding the overall significance of the visual impact.

The built form proposed would in time be visible in the context of other approved tower forms that are clustered within the Central Precinct and will occupy on a narrow horizontal part of the composition

KEY PLAN



EXISTING VIEW



Existing view looking south from Pitt Street & Hay Street

PROPOSED VIEW



Proposed view looking south from Pitt Street & Hay Street

	VISUAL EFFECTS ON THE BASELINE FACTOR	DOCUMENTED	PROTECTED,	VISIBILITY ABSORPTION CAPACITY	COMPATIBILITY (STRATEGIC PLANNING CONTEXT & URBAN FEATURES)	RATING OF SIGNIFICANCE OF VISUAL IMPACT
BASELINE FACTOR	High, Med, Low	Yes/No	Yes/No	High, Med, Low	High Med, Low	High, Med, Low
VISUAL CHARACTER	Medium	No	No	Low-Med	High	Low
VIEW PLACE SENSITIVITY	Low					
VIEW COMPOSITION	Low-Med					

BELMORE PARK VIEW SOUTH

EXISTING VIEW

This is close view from the south end of Belmore Park approximately 350m north of the site.

The view is partly constrained by the north elevation of Central Station which forms a dominant feature in the foreground. The horizontal extent of the low built form, massing and sandstone finishes of the main terminal building and clock tower create a dominant feature which occupies a wide section of the view composition. This dominant horizontal scale is reinforced by the foreground elements of Belmore Park which is largely undeveloped. As such the foreground and mid-ground composition is dominated by horizontal elements including the grand façade of Central Station where the Clock Tower appears as an isolated visual feature surrounded by areas of open sky.

PROPOSED VIEW (VISUAL EFFECTS)

The proposed tower introduces a new tall, slim form into the background view composition which is partly visible above the north elevation of Central Station. The vertical tower form is perpendicular to the predominant low-height, horizontal foreground features in the view so that it is visually and physically juxtaposed in relation to them.

The spatial separation and juxtaposed form of the proposed tower allows the foreground heritage items and their open space setting or 'visual curtilage' to remain distinct and visually prominent in views. The contemporary architectural detailing, façade treatment, materials and colours proposed for the tower highly contrast with the predominant colours and materials which characterise the visual setting of the items. This fine-grained level of contrast provides a further layer of juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view visually and spatially separating them so that both can be easily perceived and neither dominate the view.

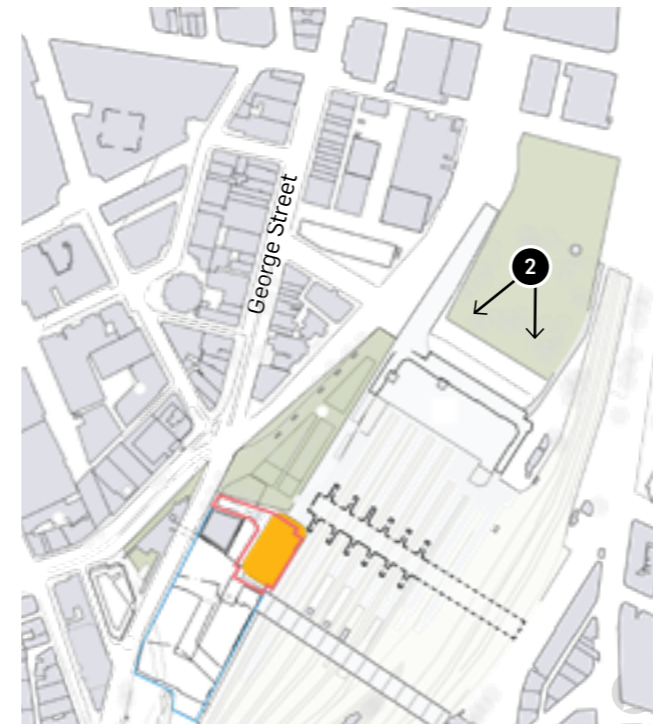
The construction of the built form shown and sensitively detailed, will not block views to or between heritage items, access to scenic features beyond the site and will predominantly block areas of open sky.

SIGNIFICANCE OF VISUAL EFFECTS (VISUAL IMPACT)

The extent or level of visual effects is an objective description of what is visible in the view as described above. In order to determine a visual impact Urbis has considered other relevant factors to be used to 'weight' or influence the significance of the potential visual impact as follows; is the view a documented historic view?, is the view subject to any level of statutory protection?, is the proposed development compatible with urban features or with the strategic planning context of the Western Gateway? Notwithstanding the significance of each weighting factor is subjective which cannot be avoided, consideration of additional relevant factors provides some balance and perspective regarding the overall significance of the visual impact.

The built form proposed would in time be visible in the context of other approved tower forms that are clustered within the Central Precinct and will occupy on a narrow horizontal part of the composition

KEY PLAN



EXISTING VIEW



Existing view looking south from Belmore Park

PROPOSED VIEW



Proposed view looking south from Belmore Park

	VISUAL EFFECTS ON THE BASELINE FACTOR	DOCUMENTED	PROTECTED,	VISIBILITY ABSORPTION CAPACITY	COMPATIBILITY (STRATEGIC PLANNING CONTEXT & URBAN FEATURES)	RATING OF SIGNIFICANCE OF VISUAL IMPACT
BASELINE FACTOR	Medium	No	No	Low-Med	High	Low-Medium
VISUAL CHARACTER	High					
VIEW PLACE SENSITIVITY	Med					
VIEW COMPOSITION	Low-Med					

PITT STREET AND BARLOW STREET – VIEW SOUTH

EXISTING VIEW

This is an axial view south along Pitt Street approximately 150m north of the site.

The view is constrained to the wide road corridor by built forms including the sandstone structure of the Central Station vehicle ramp, the Stations' west elevation and a variety of built forms and heritage items to the west. The foreground composition predominantly includes buildings of low and relatively uniform height, where the Central Station Clock Tower is the tallest form present. These features dominate the horizontal scale of the view composition and occupy a wide section of it. The horizontal foreground elements are visually extended by the Pitt Street road carriageway. In other words all of the foreground and mid-ground composition is dominated by horizontal elements and is relatively under-developed in terms of height leaving the Clock Tower to stand as an isolated visual feature

The existing view composition is terminated by medium height contemporary commercial buildings located in Broadway nears where its road alignment curves to the south-west. There is no access to scenic views or highly valued scenic resources beyond the subject site.

PROPOSED VIEW (VISUAL EFFECTS)

The proposed tower introduces a new tall, slim form into the background view composition above the elevated western entry to Central Station. The tower form is perpendicular to the predominant low-height, horizontal features in the view so that it is visually and physically juxtaposed with the form and character of the adjacent heritage buildings.

The spatial separation and juxtaposed form of the proposed tower allows the heritage items and their to remain as distinct and visually prominent features in views. In this close view, the simple contemporary tower form contrasts with the architectural detail of the Clock Tower for example, sandstone ornamentation, free classical-style columns and cupola. The architectural detail for the proposed tower does not compete with or dominate the scale or uniqueness of Clock tower including its individual features. We note that the proposed tower's external white cladding element incorporates horizontal lines and smaller units which appear to compliment the sandstone horizontal banding on the Clock Tower. This fine-grained level of contrast provides a further layer of juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view visually and spatially separating them so that both can be easily perceived and neither dominate the view.

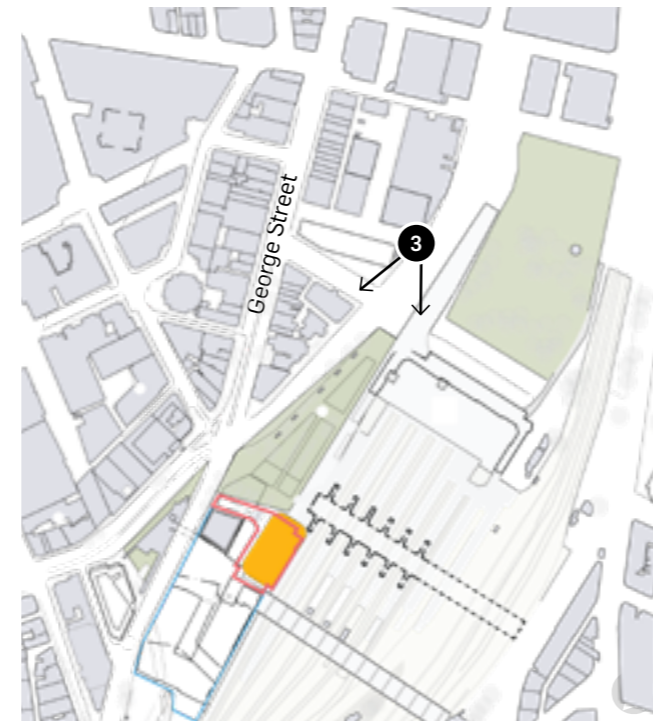
The construction of the built form shown and sensitively detailed, will not block views to or between heritage items, access to scenic features beyond the site and will predominantly block areas of open sky.

SIGNIFICANCE OF VISUAL EFFECTS (VISUAL IMPACT)

The extent or level of visual effects is an objective description of what is visible in the view as described above. In order to determine a visual impact Urbis has considered other relevant factors to be used to 'weight' or influence the significance of the potential visual impact as follows; is the view a documented historic view?, is the view subject to any level of statutory protection?, is the proposed development compatible with urban features or with the strategic planning context of the Western Gateway? Notwithstanding the significance of each weighting factor is subjective which cannot be avoided, consideration of additional relevant factors provides some balance and perspective regarding the overall significance of the visual impact.

The built form proposed would in time be visible in the context of other approved tower forms that are clustered within the Central Precinct and will occupy on a narrow horizontal part of the composition

KEY PLAN



EXISTING VIEW



Existing view looking south from Pitt Street & Barlow Street

PROPOSED VIEW



Proposed view looking south from Pitt Street & Barlow Street

	VISUAL EFFECTS ON THE BASELINE FACTOR	DOCUMENTED	PROTECTED,	VISIBILITY ABSORPTION CAPACITY	COMPATIBILITY (STRATEGIC PLANNING CONTEXT & URBAN FEATURES)	RATING OF SIGNIFICANCE OF VISUAL IMPACT
BASELINE FACTOR	Medium	No	No	Low-Med	High	Low
VISUAL CHARACTER	Low					
VIEW PLACE SENSITIVITY	Low-Med					
VIEW COMPOSITION	Low-Med					

RAILWAY SQUARE FROM CENTRAL STATION WEST ENTRY

EXISTING VIEW

This is a close feature focal view along the western vehicle entry to Central Station including part of Railway Square, approximately 100m from the subject site. The Square forms a major visual and functional space between the subject site and the Main Terminal Building and Clock Tower. This view includes the subject site and existing Parcels Shed building adjacent to the Adina Building above which the composition includes eight to nine storey commercial buildings that are located in Henry Deane Plaza.

The foreground composition predominantly includes buildings of low and medium height that are relatively uniform scale and form. The existing view composition is terminated by part of the Adina building, adjacent low, bulky commercial towers and vegetation that is present with Railway Square.

There is no access to scenic views or highly valued scenic resources beyond the subject site.

PROPOSED VIEW (VISUAL EFFECTS)

The proposal introduces a new tower form into the foreground composition. The built form is spatially well separated from the Adina hotel and the cantilevered built form above the Parcels Shed creates visual permeability into the site and a 'sense of space' above its low form which reduces the perception of the bulk and scale of the proposed building in this view. This spatial separation also allows the heritage items present in the composition to remain visually distinct and prominent in views.

In this close view, the simple contemporary tower form and its undercroft contrasts with the low form and highly detailed elevations of heritage items in the foreground. The architectural detail for the proposed tower does not compete with or dominate the scale or uniqueness of heritage items present. We note that colours proposed for the tower including the use of timber are sympathetic to the existing visual environment. In addition the external white cladding incorporates horizontal lines and units which appear to compliment the facade treatments of adjacent to heritage buildings. This fine-grained level of contrast provides a further layer of juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view visually and spatially separating them so that both can be easily perceived and neither dominate the view.

The construction of the built form shown and sensitively detailed, will not block views to or between heritage items, access to scenic features beyond the site and will predominantly block areas of open sky.

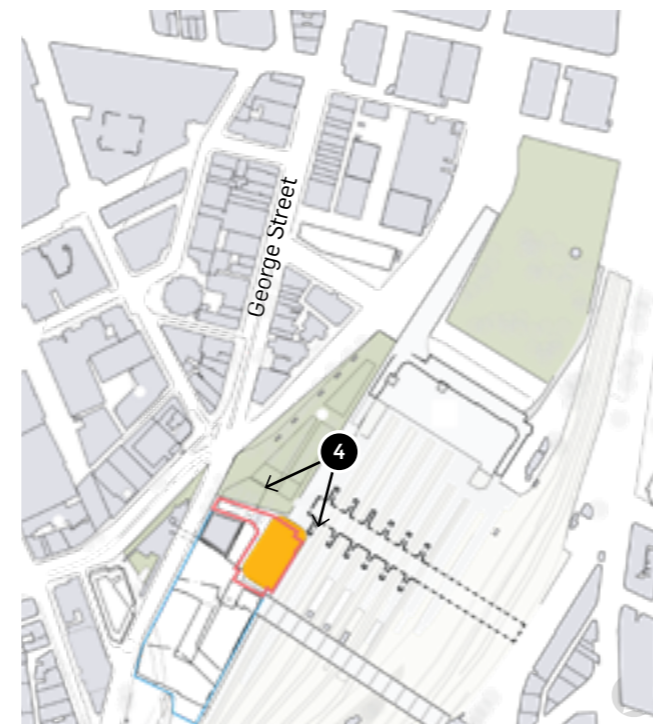
SIGNIFICANCE OF VISUAL EFFECTS (VISUAL IMPACT)

The extent or level of visual effects is an objective description of what is visible in the view as described above. In order to determine a visual impact Urbis has considered other relevant factors to be used to 'weight' or influence the significance of the potential visual impact as follows; is the view a documented historic view?, is the view subject to any level of statutory protection?, is the proposed development compatible with urban features or with the strategic planning context of the Western Gateway? Notwithstanding the significance of each weighting factor is subjective which cannot be avoided, consideration of additional relevant factors provides some balance and perspective regarding the overall significance of the visual impact.

The built form proposed would in time be visible in the context of other approved tower forms that are clustered within the Central Precinct and will occupy on a narrow horizontal part of the composition.

The construction of the proposed tower will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

KEY PLAN



EXISTING VIEW



Existing view looking south from Central Station West Entry

PROPOSED VIEW



Proposed view looking south from Central Station West Entry

	VISUAL EFFECTS ON THE BASELINE FACTOR	DOCUMENTED	PROTECTED,	VISIBILITY ABSORPTION CAPACITY	COMPATIBILITY (STRATEGIC PLANNING CONTEXT & URBAN FEATURES)	RATING OF SIGNIFICANCE OF VISUAL IMPACT
BASELINE FACTOR	Med-High	No	No	Low	High	Med-High
VISUAL CHARACTER	Med-High					
VIEW PLACE SENSITIVITY	Med-High	No	No	Low	High	
VIEW COMPOSITION	Low-Med					

APEX INTERSECTION OF PITT AND GEORGE STREET

EXISTING VIEW

This is a direct view to the subject site including the Adina Hotel. The foreground composition includes low-height built forms above the wide Pitt Street road corridor and southern end of the sandstone finished colonnade of Central Stations' frontage to Pitt Street.

The south-western corner of the precinct is defined by the former Parcels Post Office (Adina Hotel) a six-storey Federation Free Classical style building designed by Gorrie McLeish Blair. The building occupies a prominent position in the context of open space and low and medium height buildings

PROPOSED VIEW (VISUAL EFFECTS)

The proposal introduces a new tower form into the foreground composition. The built form is spatially well separated from the Adina hotel and the cantilevered built form above the Parcels Shed creates visual permeability into the site and a 'sense of space' above its low form which reduces the perception of the bulk and scale of the proposed built form in this view. This spatial separation also allows the heritage items present in the composition to remain visually distinct and prominent in views.

In this close view, the simple contemporary tower form and its undercroft contrasts with the low form and highly detailed elevations of heritage items in the foreground. The architectural detail for the proposed tower does not compete with or dominate the scale or uniqueness of heritage items present. We note that colours proposed for the tower including the use of timber are sympathetic to the existing visual environment. In addition the external white cladding incorporates horizontal lines and units which appear to compliment the facade treatments of adjacent to heritage buildings.

This fine-grained level of contrast provides a further layer of juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view visually and spatially separating them so that both can be easily perceived and neither dominate the view.

The construction of the built form shown and sensitively detailed, will not block views to or between heritage items, access to scenic features beyond the site and will predominantly block areas of open sky.

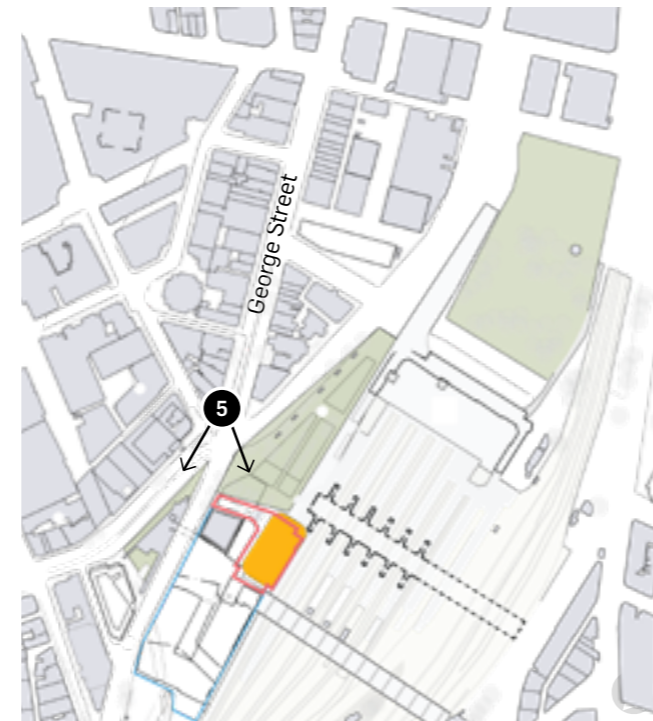
SIGNIFICANCE OF VISUAL EFFECTS (VISUAL IMPACT)

The extent or level of visual effects is an objective description of what is visible in the view as described above. In order to determine a visual impact Urbis has considered other relevant factors to be used to 'weight' or influence the significance of the potential visual impact as follows; is the view a documented historic view?, is the view subject to any level of statutory protection?, is the proposed development compatible with urban features or with the strategic planning context of the Western Gateway? Notwithstanding the significance of each weighting factor is subjective which cannot be avoided, consideration of additional relevant factors provides some balance and perspective regarding the overall significance of the visual impact.

The built form proposed would in time be visible in the context of other approved tower forms that are clustered within the Central Precinct and will occupy on a narrow horizontal part of the composition.

The construction of the proposed tower will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

KEY PLAN



EXISTING VIEW



Existing view looking to the site from Apex Intersection of Pitt & George Street

PROPOSED VIEW



Proposed view looking to the site from Apex Intersection of Pitt & George Street

	VISUAL EFFECTS ON THE BASELINE FACTOR	DOCUMENTED	PROTECTED,	VISIBILITY ABSORPTION CAPACITY	COMPATIBILITY (STRATEGIC PLANNING CONTEXT & URBAN FEATURES)	RATING OF SIGNIFICANCE OF VISUAL IMPACT
BASELINE FACTOR	Medium	No	No	Low	High	Medium-High
VISUAL CHARACTER	Medium-High					
VIEW PLACE SENSITIVITY	Medium-High					
VIEW COMPOSITION	Low-Med					

7.0 REGULATORY CONTEXT RELEVANT TO VIEWS

7.1 STRATEGIC VISION FOR THE CENTRAL STATE SIGNIFICANT PRECINCT

The Vertical First Pty Ltd site sits within the Western Gateway sub precinct at its north end and is adjacent to the south end of the Western fore court sub-precinct, approximately 100m south of the Clock Tower.

Objectives relevant to views to and from the SSP;

- *Preserve the Sydney Terminal building as a significant heritage and civic landmark, maintaining views and vistas to the clock tower. Retain a key heritage view corridor along the Devonshire Street alignment towards the Marcus Clark TAFE tower*

Urbis Comment

The proposed development is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually documented public domain views as mapped. In addition the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower.

- *Facilitate low-scale well-considered development that presents an attractive and activated edge to Prince Alfred Park and which sensitively responds to the park, particularly in relation to solar access, amenity and key views*

Urbis Comment

The proposed development is spatially well separated from and does not directly present to Prince Alfred Park. The slim tower form and angled roof are responsive to the amenity and open space of the park. The tall tower form will occupy a narrow part of the horizon and sky in views from Prince Alfred Park.

9) Ensure that future development sensitively interfaces with existing key heritage items

Establish a sensitive built form response to heritage interfaces, including retaining a sufficient heritage curtilage and separation to potential future development and visual connections to key heritage items.

Urbis Comment

The proposed development is spatially well separated from immediate surrounding heritage items.

7.2 WESTERN CONCOURSE

TfNSW have proposed changes to the western entry to Central Station Concourse which will result in changes in the built forms and features adjacent or within to Railway Square. Such changes may affect the nature, character and composition of views towards the subject site and to Central Station Clock Tower. Whilst plans are not yet confirmed a new 'west concourse' and entrance to Central Station suggests that changes to the foreground composition of some close views analysed will change and that such changes are considered to be acceptable.

7.3 CITY OF SYDNEY

Sydney DCP 2012 Central Sydney Planning Review Amendment

Special Character Areas

2.1.11- Railway Square/Central Station Special Character Area

The DCP states that;

"Railway Square is the major visual and functional gateway to the city from west and south. The intersection of George and Pitt Streets is one of Sydney's busiest and largest intersections, which has traditionally dispersed traffic and pedestrians into and out of the city. The original intersection was of a Y shape and was formed in 1807 by the junction of the old and new connection between George Street and Parramatta Road. The continuation of George Street to the south (Lee Street) in 1843 created the existing X shape of the Square. The Square has functioned for over 150 years, and still acts as a major transport interchange node, allowing change between buses, and heavy and light rail. Belmore Park at the north of Central Station is flanked by sandstone clad viaducts and ramps on its east and west. It provides a vital parkland in front of the central station terminus building and has a strong visual relationship with the station building itself. The park was an important part of the planning of the central station. The area is typified by a concentration of low medium scale (3-7 storeys) heritage buildings and streetscapes, a series of varied interrelated open spaces and a rich mix of uses and activities, including commercial, industrial, institutional, residential and hotels. The predominant built form is the multi-storey warehouse typology, as opposed to the tower form, which prevails in the City centre to the north of the area".

Principles relevant to views

(e) Maintain and enhance the visual prominence and landmark significance of the Clock Tower and the terminus building of Central Railway Station in the views and vistas from surrounding streets, particularly along Broadway, George and Pitt Streets.

(f) New development is to maintain and enhance vistas to and from Central Railway Station, including those from its concourse.

(k) Maintain the visual connections of Central Station complex with the surrounding heritage buildings and with Haymarket Special character area.

Urbis Comment

The location of the proposed development, including its setbacks and spatial relationships with neighbouring heritage items does not negatively affect the visual prominence or landmark significance of the Clock Tower or create any significant visual impacts on the view corridors along Broadway, Pitt and George Streets to Central Station. The form, character and height of the tower allows for the maintenance of vistas to and from Central Station and the Concourse and maintenance of visual connections between heritage items including the Haymarket Special Character Area.

APPENDIX 1

RATING OF HISTORIC VIEWS

DEFINITION AND RATING OF HISTORIC VIEWS

This information has been sourced from Richard Lamb and Associates (RLA)

There is a hierarchy of heritage views, from the most to the least relevant with regard to determining impacts of contemporary proposals. The hierarchy of views relies on assessment against a set of criteria as follows;

At the highest level, we consider that a genuine heritage view is one designed to be experienced, where the intention is documented and where the reason for the view being recognised as significant is supported by the recognition of the values against the relevant heritage criteria, including the inclusion and exclusion guidelines required in the NSW heritage system. Historical research should support such views as being authentic heritage views, the locations of which and attributes of which are determined to be of significance. (level 1 L1).

At the second level are views that have become recognised or have evolved as of authentic heritage Significance. There can be many pathways to recognition; for example, views may become socially significant, become significant by historical association with other, later events and items, or through accretion of later items, become significant for archaeological, scientific, aesthetic or other reasons relevant to views. (level 2 L2).

At a third level, views between heritage items may become of authentic heritage value by visual linkages deliberately designed between subsequent heritage items and places, linkages occurring through use or changing customs, or linkages created by the loss of former linkages and settings, making them more valued, or rare. These are authentic, evolved, or acquired heritage views (level 3 L3). Below that level are views of and between heritage items that exist in the objective sense, but are incidental. That is, their existence, while providing an attribute of the setting, does not contribute to the authentic values of the items. Views between the items in this case exist, but are not of significance in themselves. (level 4 L4).

At a lower level still, on the hierarchy of views that might be claimed to be heritage views, are views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible. Simply being able to see a heritage item, place or setting does not make the view a heritage view. By the same token, being able to see a new, different or novel item of no current significance, in the context of a heritage item, does not create an impact on heritage values, unless it can be demonstrated that the acknowledged authentic heritage values of the item would be impaired to the detriment of interpretation of the heritage values of the item (level 5 L5).

APPENDIX 2

ANALYSIS OF VISUAL EFFECTS

In order to establish an objective assessment of the extent and significance of the likely visual changes in each view, Urbis have used the following descriptions of visual effects on baseline factors sourced from Richard Lamb and Associates (RLA).

Table 1 Table of Visual Effects Factor

FACTOR	LOW EFFECT	MEDIUM EFFECT	HIGH EFFECT
Scenic quality	The proposal does not have negative effects on features which are associated with high scenic quality, such as the quality of panoramic views, proportion of or dominance of structures, and the appearance of interfaces.	The proposal has the effect of reducing some or all of the extent of panoramic views, without significantly decreasing their presence in the view or the contribution that the combination of these features make to overall scenic quality.	The proposal significantly decreases or eliminates the perception of the integrity of any of panoramic views or important focal views. The result is a significant decrease in perception of the contribution that the combinations of these features make to scenic quality.
Visual character	The proposal does not decrease the presence of or conflict with the existing visual character elements such as the built form, building scale and urban fabric.	The proposal contrasts with or changes the relationship between existing visual character elements in some individual views by adding new or distinctive features but does not affect the overall visual character of the precinct's setting.	The proposal introduces new or contrasting features which conflict with, reduce or eliminate existing visual character features. The proposal causes a loss of or unacceptable change to the overall visual character of individual items or the locality.
View place sensitivity	Public domain viewing places providing distant views, and/or with small number of users for small periods of viewing time (Glimpses-as explained in viewing period).	Medium distance range views from roads and public domain areas with medium number of viewers for a medium time (a few minutes or up to half day-as explained in viewing period).	Close distance range views from nearby roads and public domain areas with medium to high numbers of users for most the day (as explained in viewing period).
Viewer sensitivity	Residences providing distant views (>1000m).	Residences located at medium range from site (100-1000m) with views of the development available from bedrooms and utility areas.	Residences located at close or middle distance (<100m as explained in viewing distance) with views of the development available from living spaces and private open spaces.
View composition	Panoramic views unaffected, overall view composition retained, or existing views restricted in visibility of the proposal by the screening or blocking effect of structures or buildings.	Expansive or restricted views where the restrictions created by new work do not significantly reduce the visibility of the proposal or important features of the existing visual environment.	Feature or focal views significantly and detrimentally changed.
Relative viewing level	Elevated position such as ridge top, building or structure with views over and beyond the site.	Slightly elevated with partial or extensive views over the site.	Adjoining development, public domain area or road with view blocked by proposal.

ANALYSIS OF VISUAL IMPACTS

In order to establish an objective assessment of the extent and significance of the likely visual changes in each view, Urbis have used the following descriptions of visual impacts on baseline factors sourced from Richard Lamb and Associates (RLA).

Table 2 Table of Visual Impacts Factor

FACTORS	LOW IMPACT	MEDIUM IMPACT	HIGH IMPACT
Physical absorption capacity	Existing elements of the landscape physically hide, screen or disguise the proposal. The presence of buildings and associated structures in the existing landscape context reduce visibility. Low contrast and high blending within the existing elements of the surrounding setting and built form.	The proposal is of moderate visibility but is not prominent because its components, texture, scale and building form partially blend into the existing scene.	The proposal is of high visibility and it is prominent in some views. The project has a high contrast and low blending within the existing elements of the surrounding setting and built form.
Compatibility with urban/natural features	High compatibility with the character, scale, form, colours, materials and spatial arrangement of the existing urban and natural features in the immediate context. Low contrast with existing elements of the built environment.	Moderate compatibility with the character, scale, form and spatial arrangement of the existing urban and natural features in the immediate context. The proposal introduces new urban features, but these features are compatible with the scenic character and qualities of facilities in similar settings.	The character, scale, form and spatial arrangement of the proposal has low compatibility with the existing urban features in the immediate context which could reasonably be expected to be new additions to it when compared to other examples in similar settings.

APPENDIX 3

PHOTOMONTAGES

VIEWS ANALYSIS REPORT

ATLASSIAN CENTRAL | 8-10 LEE STREET, HAYMARKET
VIEW COMPOSITION PACKAGE

Prepared for Avenor | 18 September 2020

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Viewpoint reference	Location
0563CG,0098U	Central Station west entry



Viewpoint reference	Location
0540CG,0424U	Belmore Park



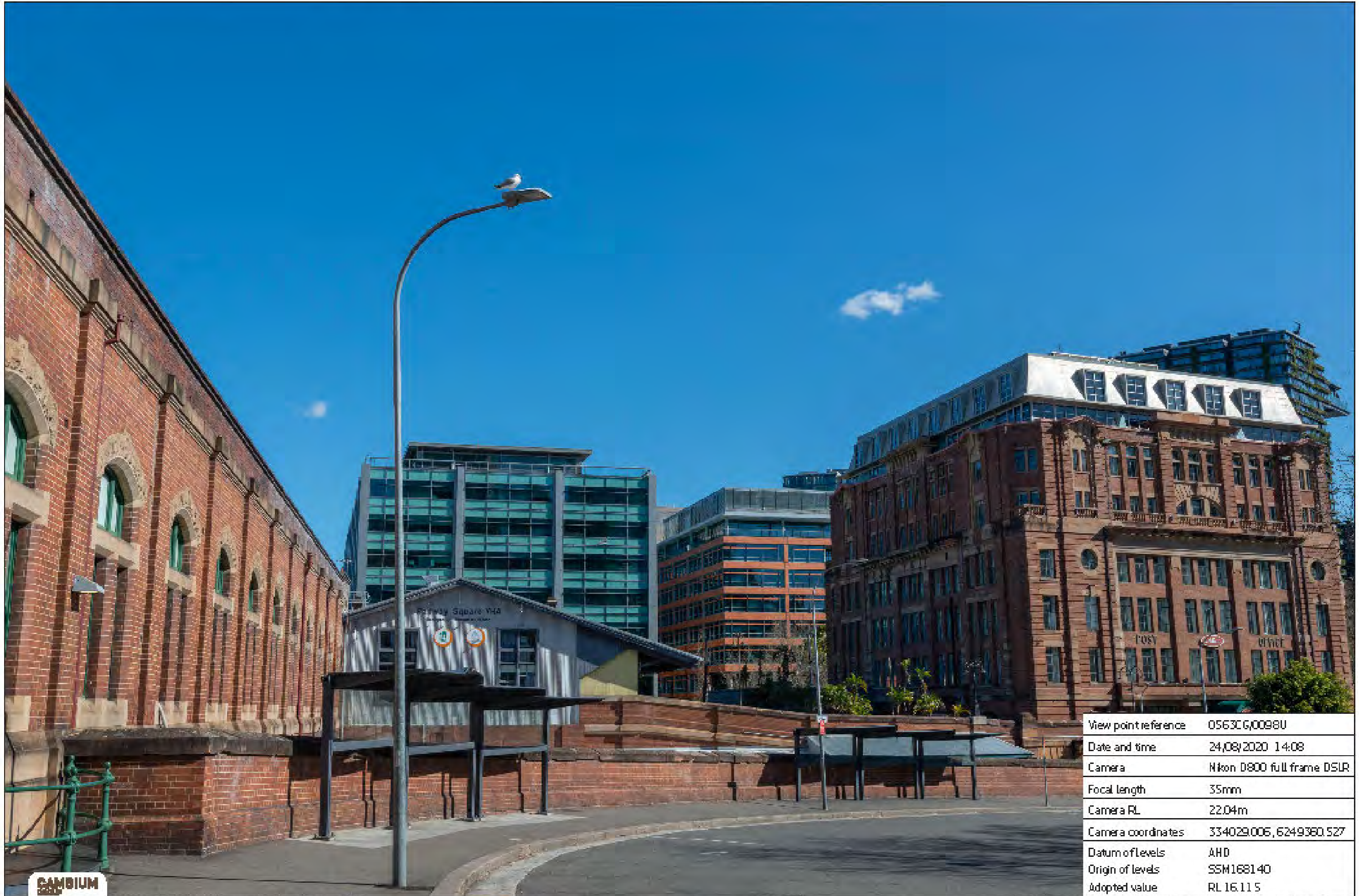
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0529CG,0430U	Come of Pitt and Hay Streets



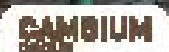
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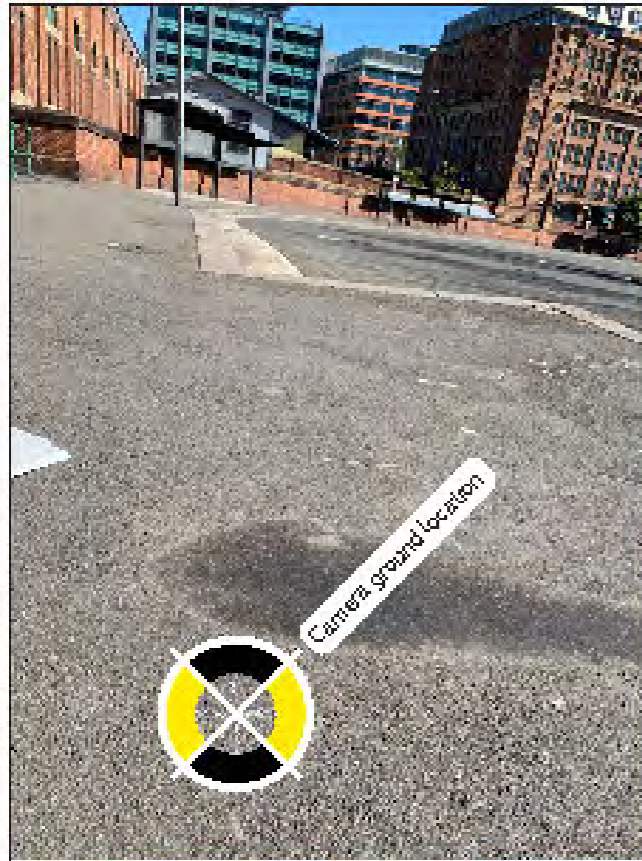


Viewpoint reference	Location
0580CG,0441U	Apex of Pitt and George Streets



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Focal length	35mm
Camera RL	22.04m
Camera coordinates	334029.006, 6249360.527
Datum of levels	AHD
Origin of levels	SSM168140
Adopted value	RL 16.115





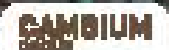
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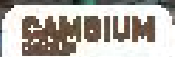
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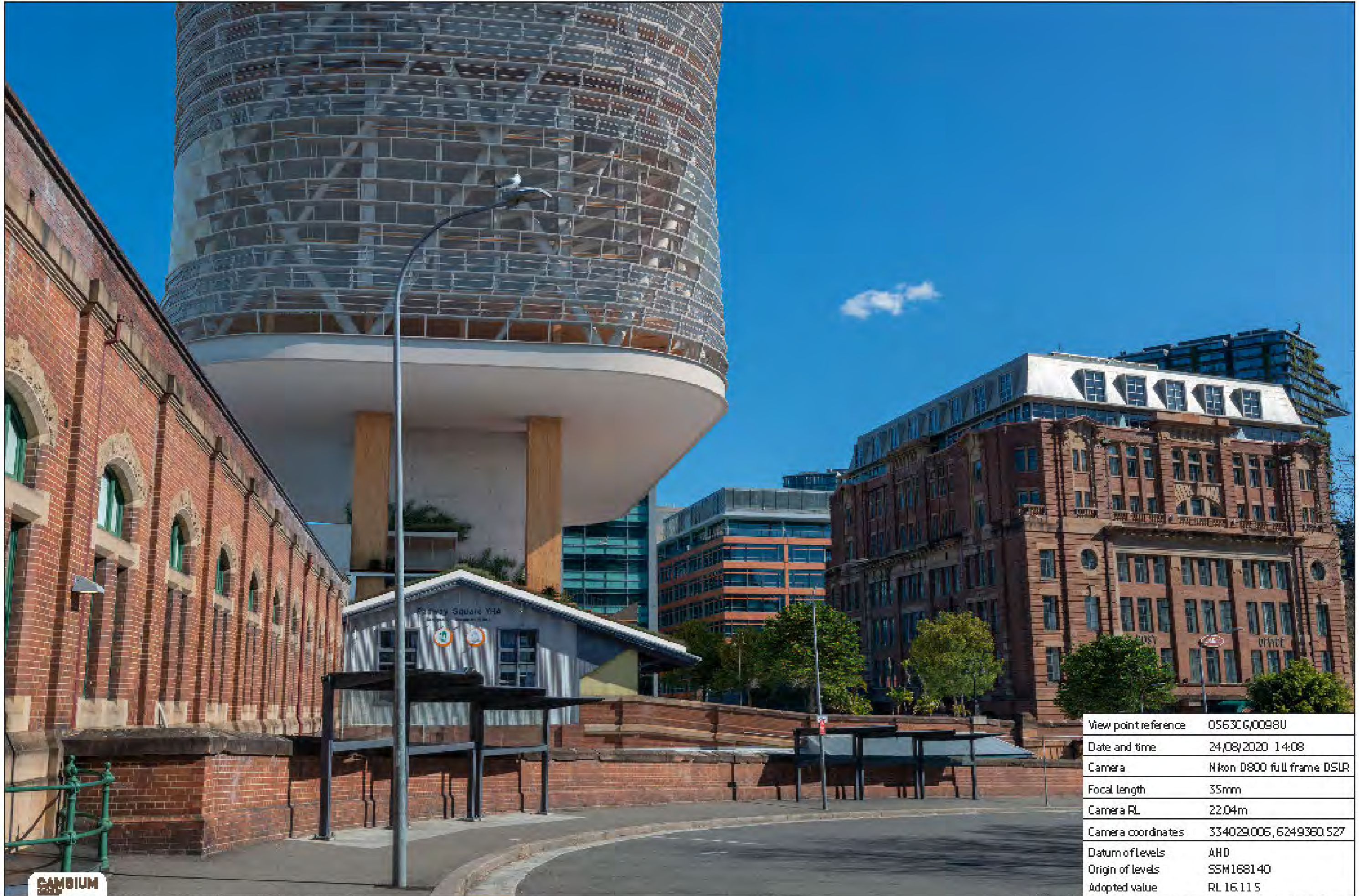
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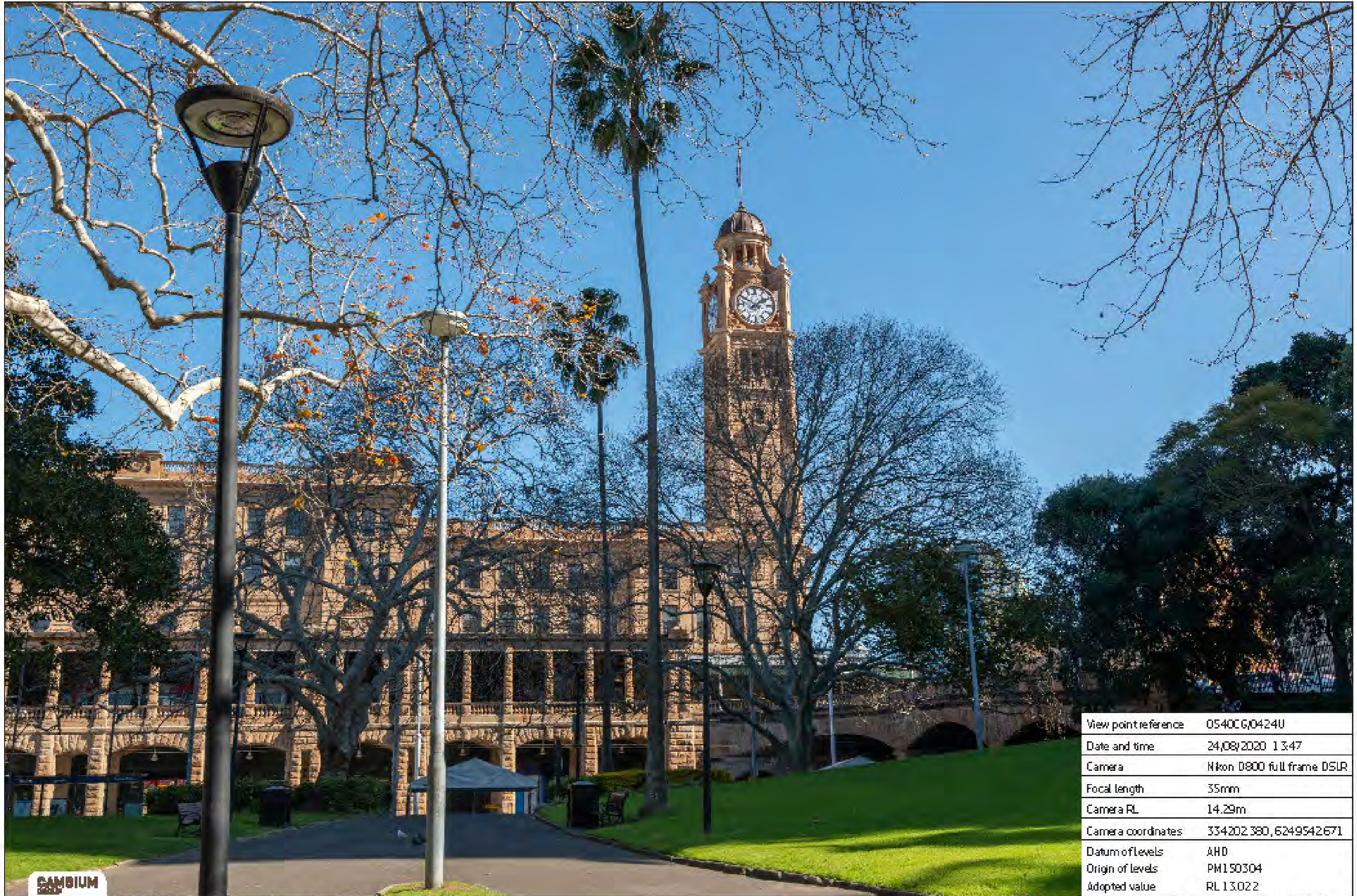
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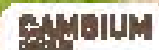


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Adopted value	RL 16.115





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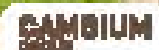




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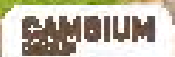


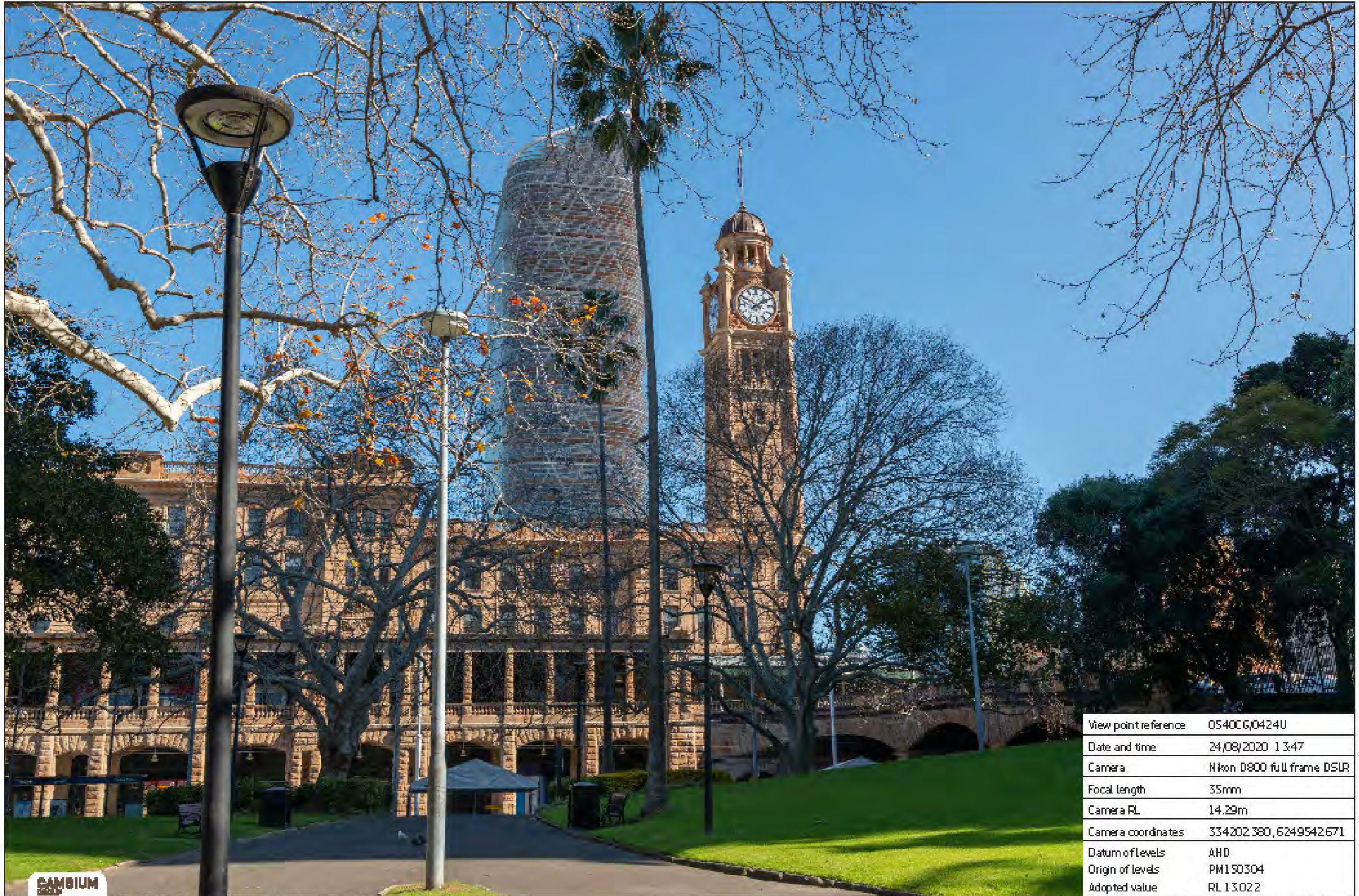
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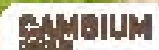


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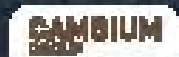


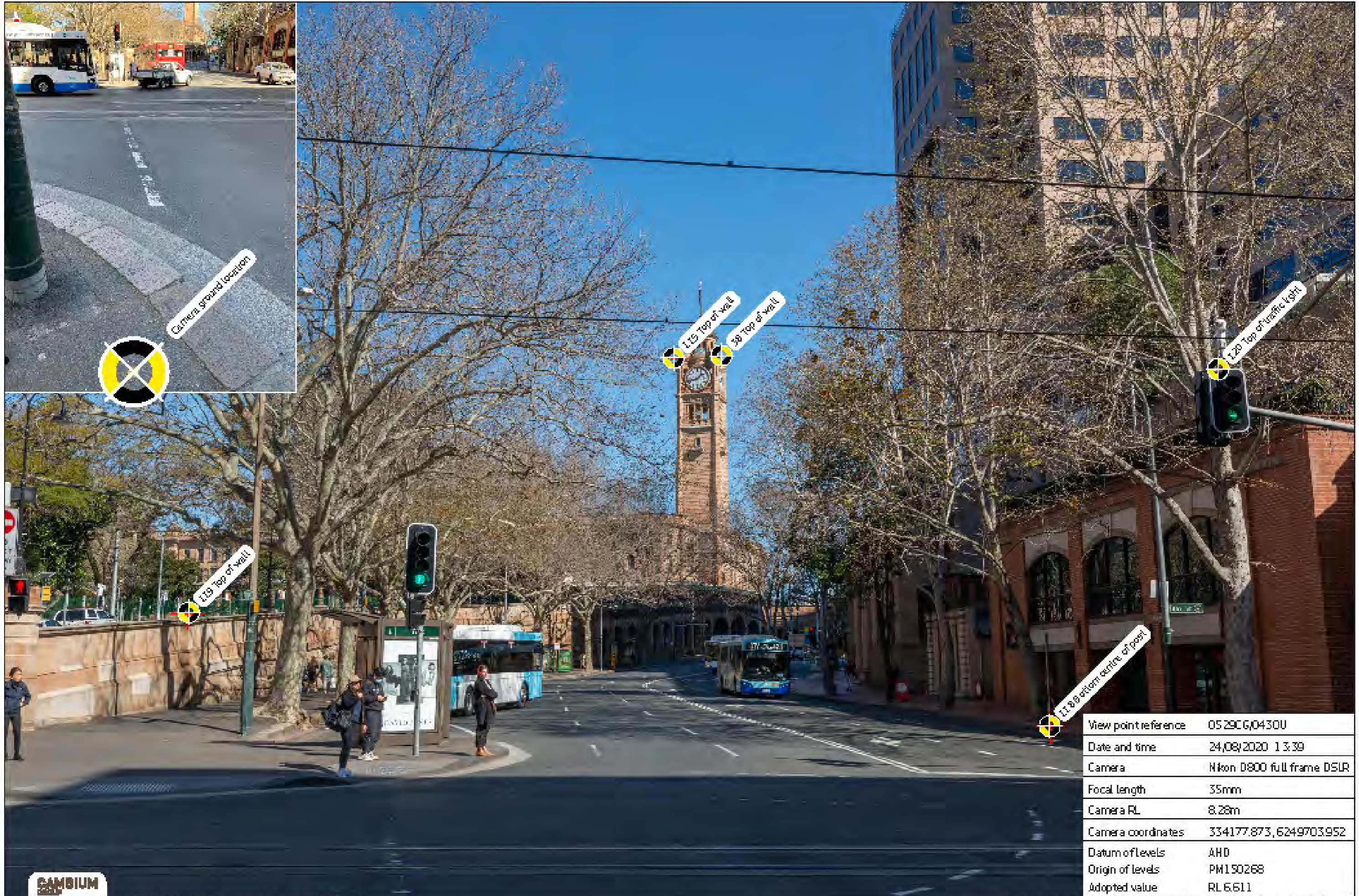
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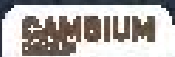


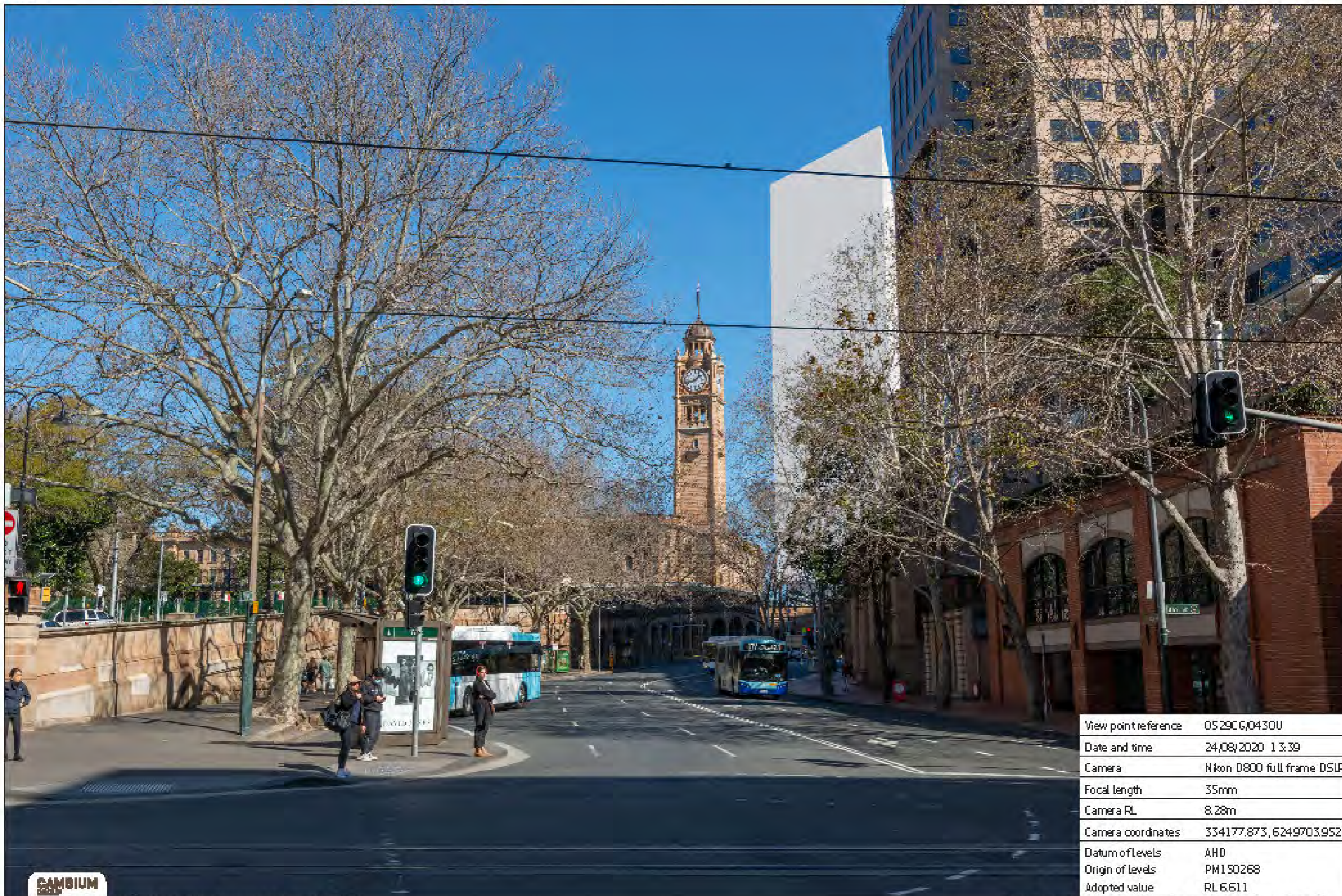
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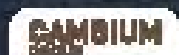


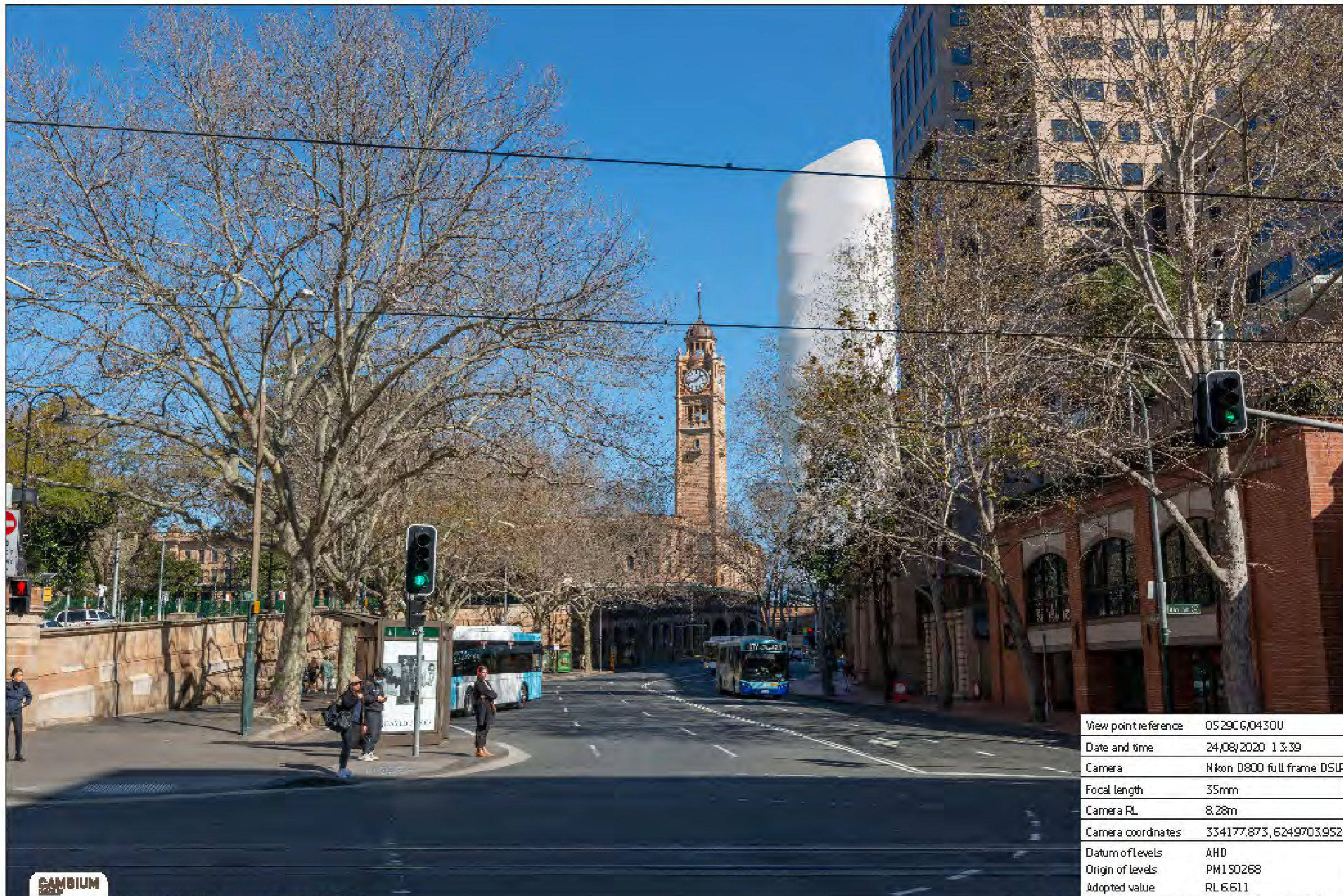
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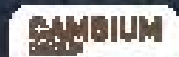
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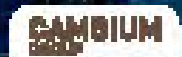


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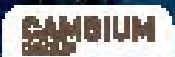


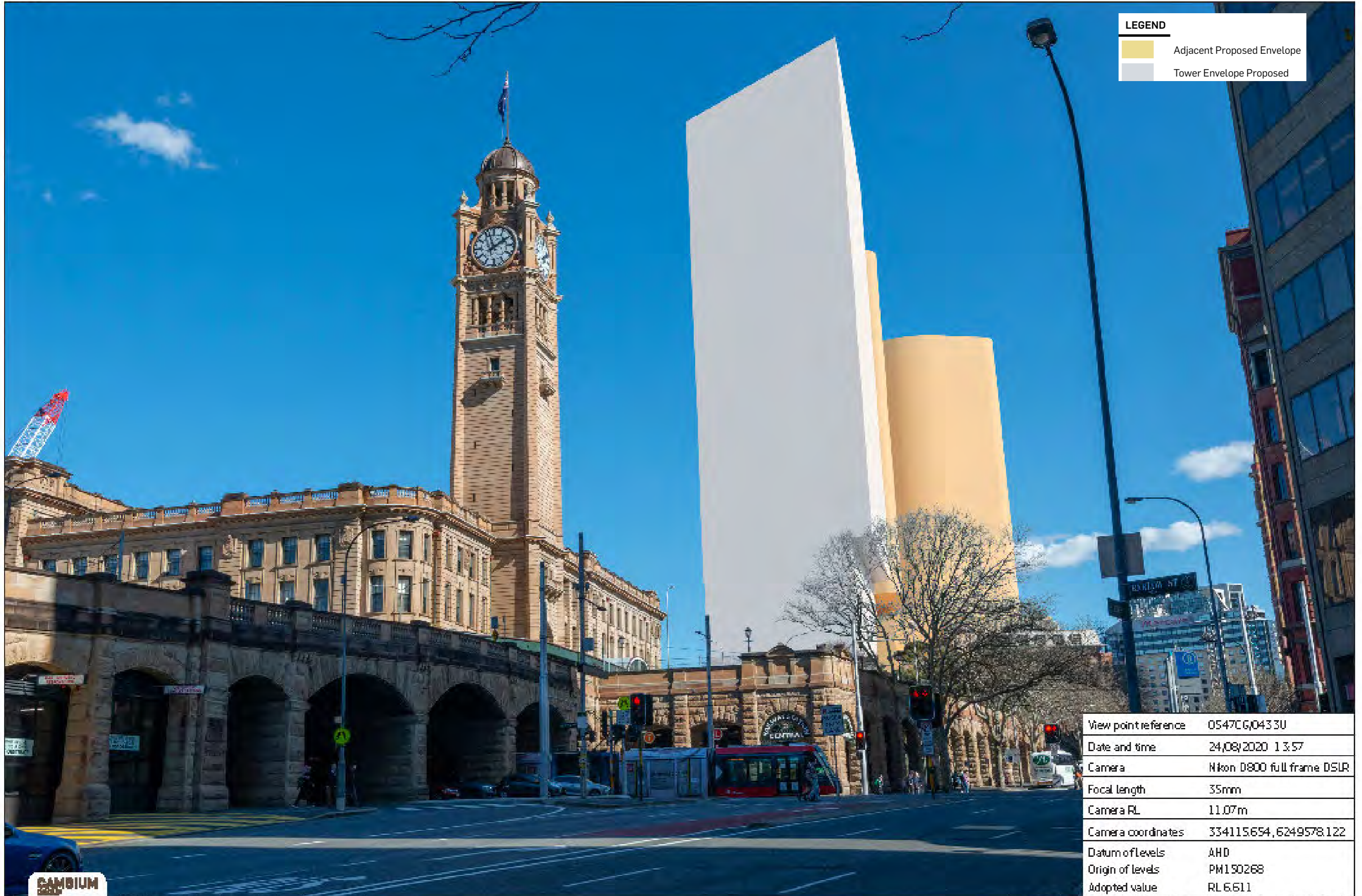
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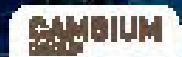


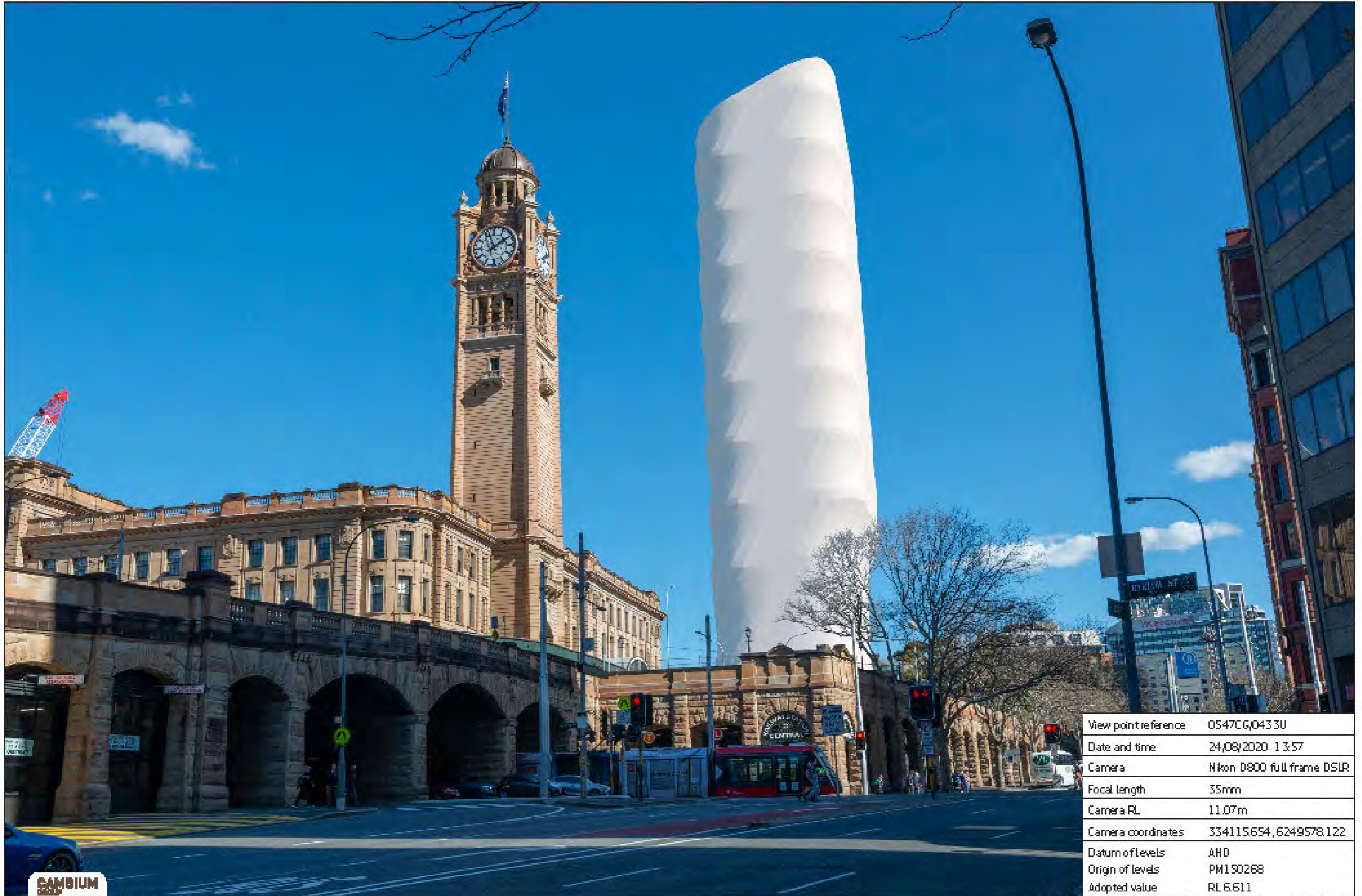


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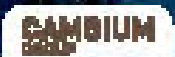
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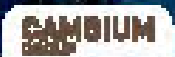


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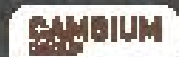


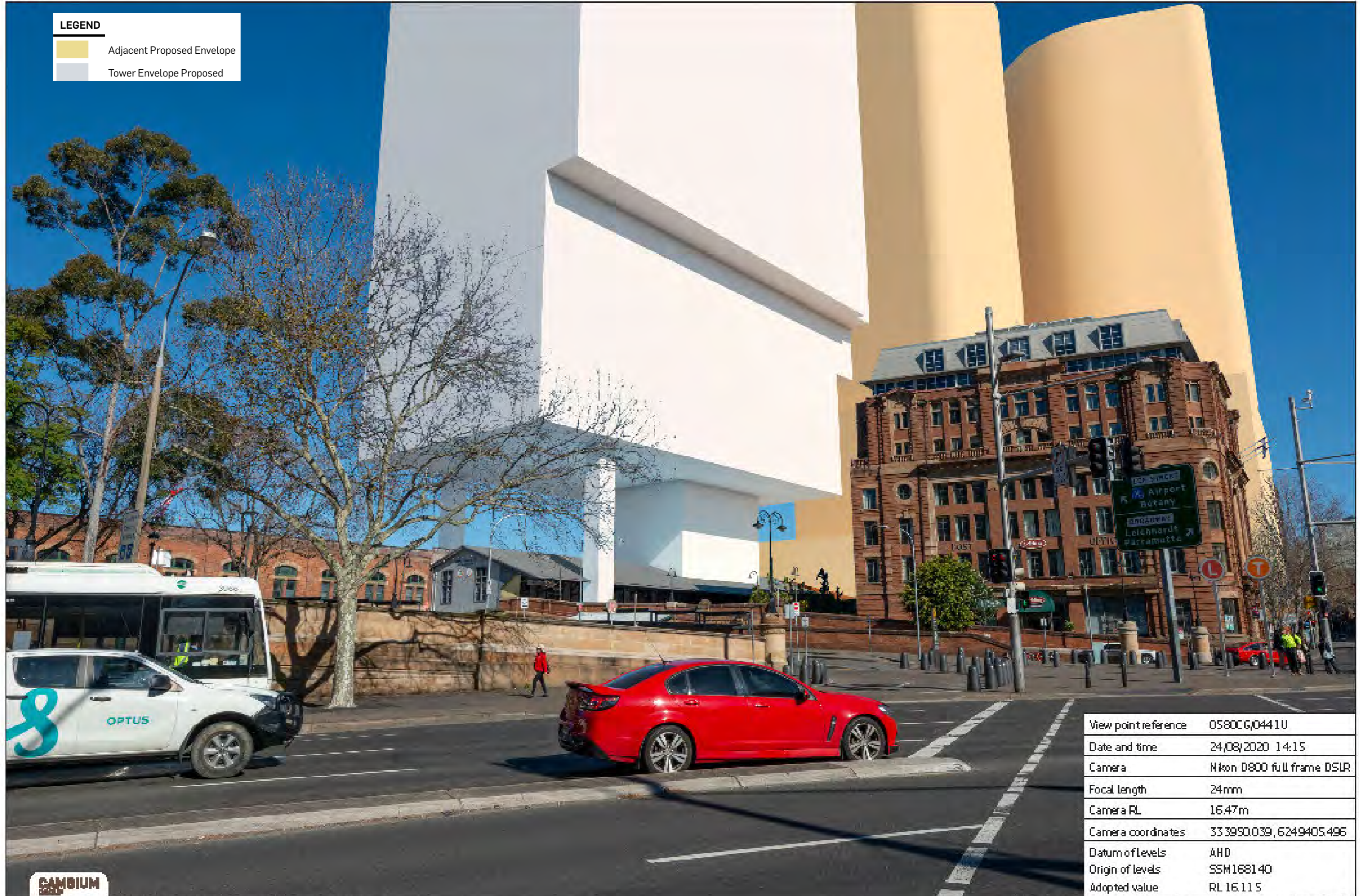
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Datum of levels	AHD
Origin of levels	SSM168140
Adopted value	RL 16.115





View point reference	0580CG0441U
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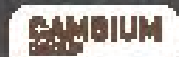
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Focal length	24mm
Camera RL	16.47m
Camera coordinates	33 3950.039, 6249405.496
Datum of levels	AHD
Origin of levels	SSM168140
Adopted value	RL 16.115





View point reference	0580CG/0441U
Date and time	24/08/2020 14:15
Camera	Nikon D800 full frame DSLR
Focal length	24mm
Camera RL	16.47m
Camera coordinates	33 3950.039, 6249405.496
Datum of Levels	AHD
Origin of levels	SSM168140
Adopted value	RL 16.115



PHOTOMONTAGE METHODOLOGY

Project	Atlasian Central 8-10 Lee Street, Haymarket		
Project number	031202		
Project manager	Avenor	Landscape	ASPECT Studios
Photography	Cambium Group	Surveyor	CMS Surveyors
Architect	BVN/SHoP Architects	Photomontage	Cambium Group

Cambium Group was engaged to prepare certified photomontages for the proposed Atlasian Central development located at 8-10 Lee Street, Haymarket. Under instruction from Urbis, Cambium Group prepared photomontages in accordance with the Land and Environment Court of New South Wales' policy relating to the use of photomontages proposed to be relied on as or as part of expert evidence in Class 1 appeals.

The methodology used for the production of the photomontages and technical specifications are described in the following steps.

STEP 1

PHOTOGRAPHY

- 13 photographs were captured from selected viewpoint locations determined by Urbis using a full frame DSLR camera using a tripod with a measured lens height of 1.5m above ground level
- 12 viewpoints were captured using a 35mm focal length and 1 viewpoint was captured using a 24mm focal length
- Camera locations were then physically marked and photographed and camera lens height above ground level was recorded.

STEP 2

WIRE FRAME CALIBRATION

- Photography captured in STEP 1 was assessed and key features within each of the photographs were annotated with survey markers and provided to CMS Surveyors for site survey to enable accurate calibration of physical and virtual cameras.

STEP 3

SURVEY

- CMS Surveyors surveyed 13 viewpoint camera locations and associated survey markers identified in STEP 2. Survey data was provided to Cambium Group in dwg format along with a corresponding report including tabulated AHD origin point ID and RLs, coatings, northings and adopted AHD RLs.
- Cambium Group added a measured camera lens height of 1.5m above ground to each camera viewpoint RL.

STEP 4

MODELLING

- BVN/SHoP Architects provided several 3D models including 1) detailed model, 2) massing model and 3) permissible building envelopes in FBX format to Cambium Group.
- The 3D model was referenced to the project survey prepared by LTS Lookley surveyors using 3D StudioMax software
- Materials and finishes were applied to the 3D model.
- Landscaping was added based on plans supplied by ASPECT Studios.

STEP 5

PHOTOMONTAGE

- Camera matching was undertaken using survey data captured by CMS Surveyors and calibrated with corresponding features within the photograph.
- A sunlight system was established for the time and date of each viewpoint using VRAY software.
- Survey markers were rendered and illustrated.
- Final views were rendered with materials and finishes.
- The final rendering was then edited using photoshop to mask to ground features as required.
- All final images were exported as high resolution JPGs and referenced to Adobe Indesign and published as a high resolution PDF.

STEP 6

PHOTOMONTAGE CERTIFICATION

- Survey markers were rendered onto the viewpoint photography and provided to CMS Surveyors for review and verification. A survey verification statement was prepared and submitted to Cambium Group.

APPENDIX A

PHOTOMONTAGE METHODOLOGY

Prepared by Cambium Group



Location	Intersection of Foveaux and Elizabeth Streets
View point reference	051XC60019U
Date and time	24/08/2020 13:04
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	20.09m
Camera coordinates	334321.365, G249307.505
Datum of levels	AHD
Origin of levels	RM150303
Adopted value	RL 14.460



Location	Prince Alfred Park
View point reference	0649C60034U
Date and time	24/08/2020 15:00
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	31.41m
Camera coordinates	333946170, G240092557
Datum of levels	AHD
Origin of levels	RM178804
Adopted value	RL 25.492



Location	Corner of Pitt and Liverpool Streets
View point reference	0526C60410U
Date and time	24/08/2020 13:30
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	19.01m
Camera coordinates	334249.646, G250061.400
Datum of levels	AHD
Origin of levels	RM40206
Adopted value	RL 17.701



Location	Corner of Wentworth Street and Wemyss Lane
View point reference	0517C60419U
Date and time	24/08/2020 13:20
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	32.71m
Camera coordinates	334634.799, G249995304
Datum of levels	AHD
Origin of levels	GPS RTK MEASUREMENT
Adopted value	RL 31.216



Location	Quay Street
View point reference	0617C60079U
Date and time	24/08/2020 14:52
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	15.2m
Camera coordinates	333079.473, G249450.775
Datum of levels	AHD
Origin of levels	SSM168140
Adopted value	RL 16.115



Location	Corner of Valentine and George Streets
View point reference	0607C60083U
Date and time	24/08/2020 14:25
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	14.22m
Camera coordinates	333930.767, G249473694
Datum of levels	AHD
Origin of levels	SSM168140
Adopted value	RL 16.115



Location	Broadway adjacent to Kensington Street
View point reference	0628C60446U
Date and time	24/08/2020 14:43
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	10.44m
Camera coordinates	333090.700, G249224.146
Datum of levels	AHD
Origin of levels	SSM168140
Adopted value	RL 16.115



Location	Corner of Cleveland and Regent Streets
View point reference	0633C60454U
Date and time	24/08/2020 14:53
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	20.94m
Camera coordinates	333067.209, G240714555
Datum of levels	AHD
Origin of levels	GPS RTK MEASUREMENT
Adopted value	RL 27.633



Location	Central Station west entry
View point reference	0563C.G0090U
Date and time	24/08/2020 14:08
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	22.01m
Camera coordinates	334029.006.G.249300.527
Datum of levels	AHD
Origin of levels	PM168140
Adopted value	RL 16.115



Location	Belmore Park
View point reference	0540C.G0424U
Date and time	24/08/2020 13:47
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	14.25m
Camera coordinates	334202.300.G.249542671
Datum of levels	AHD
Origin of levels	PM150304
Adopted value	RL 13.022



Location	Apex of Pitt and George Streets
View point reference	0500C.G0441U
Date and time	24/08/2020 14:15
Camera	Nikon D800 full frame DSLR
Focal length	24mm
Camera RL	16.47m
Camera coordinates	333950.039.G.24940549G
Datum of levels	AHD
Origin of levels	PM168140
Adopted value	RL 16.115



Location	Corner of Pitt and Hay Streets
View point reference	0529C.G0430U
Date and time	24/08/2020 13:39
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	0.20m
Camera coordinates	334177.073.G.249703952
Datum of levels	AHD
Origin of levels	PM150268
Adopted value	RL 6.611



Location	Corner of Pitt and Barbou Streets
View point reference	0547C.G0433U
Date and time	24/08/2020 13:57
Camera	Nikon D800 full frame DSLR
Focal length	35mm
Camera RL	11.07m
Camera coordinates	334115654.G.249570122
Datum of levels	AHD
Origin of levels	PM150268
Adopted value	RL 6.611

Adjusted camera lens RL's

Cambium photo reference	Urbis photo reference	Location	Viewpoint ground RL (AHD)	Camera height above ground (m)	Camera lens RL (AHD)
0613	0019	Corner Foveaux and Elizabeth Street	18.58	1.5	20.08
0645	0034	Prince Alfred Park	29.91	1.5	31.41
0617	0079	Quey Street	13.7	1.5	15.2
0607	0083	Corner George and Valentins Street	12.72	1.5	14.22
0626	0418	Pitt and Liverpool Street	17.51	1.5	19.01
0617	0419	Wentworth and Wemyss Lane	31.21	1.5	32.71
0628	0449	Broadway adjacent to Kensington Street	16.94	1.5	18.44
0633	0454	Corner Cleveland and Regent Street	27.44	1.5	28.94
0663	0068	Central Station west entry	20.64	1.5	22.04
0640	0424	Balmora Park	12.79	1.5	14.29
0629	0430	Pitt and Hay Street	-6.78	1.5	8.28
0647	0433	Corner Pitt and Barkow Street	9.57	1.5	11.07
0680	0441	Apex of Pitt and George Street	14.97	1.5	16.47

APPENDIX B

PHOTO LOCATION SURVEY

Prepared by CMS Surveyors

Our Ref: 19618
Date: 17/9/2020

Cambium Group Pty Ltd
PO Box 349
COLLARROY BEACH NSW 2097

Dear Sir or Madam,

**RE: Survey Services for Photomontage at
No 8-10 Lee Street, Haymarket 2000**

This survey verification statement responds to the preparation of photomontages that are intended to be relied on or as part of expert evidence in Class 1 appeals in the New South Wales Land and Environment Court (LEC).

I understand that it is a LEC requirement that all photomontages are supported by sufficient survey data to assist with calibration of virtual and physical cameras. I confirm that we have provided surveyed data points of physical features identified by Cambium Group using total station surveying and GPS approved methods.

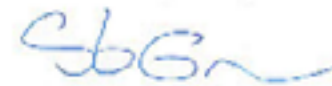
We have prepared a report with the location and reduced levels of these points dated 28-08-20, forming Appendix 1 of this letter.

The accuracy of the levels completed by the survey are within + - 0.1m.

Should you have any queries please do not hesitate to contact me.

Yours faithfully,

CMS Surveyors Pty Limited



Stephen R Emery
Registered Land Surveyor

Date: 28-08-2020
Our Ref: 19618 Photo Locations

Cambium group Pty Ltd
PO Box 349 Collaroy Beach
NSW 2097

Dear Mr. Derek Mascarenhas,

RE: PHOTO LOCATIONS – CENTRAL STATION

As requested, we have attended site and measured the Co-ordinates and Elevation of the photo locations for Lee Street, Haymarket NSW for the preparation of photo montages.

Co-ordinate's are MGA56 (GDA 94) and elevation to Australian Height datum (AHD).

Measurements were taken using theodolite measurement and SCIMS coordinates and GNSS measurements. Origin of survey marks adopted are as follows;

PM40206, PM53243, PM147015, PM150140, PM150303, PM150304, PM178804, PM150230, PM150243, PM150268, PM150273, SSM168140

DWG of locations has also been supplied.

Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
10	334249.646	6250061.460	Ground RL. 17.51	Photo 418
11	334634.799	6249995.384	Ground RL. 31.21	Photo 419
12	334202.380	6249542.671	Ground RL. 12.79	Photo 424
13	334177.873	6249703.952	Ground RL. 6.78	Photo 430
14	334115.654	6249578.122	Ground RL. 9.57	Photo 433
15	333930.767	6249473.694	Ground RL. 12.72	Photo 03
16	333950.039	6249405.496	Ground RL. 14.97	Photo 441
17	333879.473	6249450.775	Ground RL. 13.70	Photo 79
18	334029.006	6249360.527	Ground RL. 20.54	Photo 98
19	333698.760	6249224.146	Ground RL. 16.94	Photo 449
20	333667.209	6248714.555	Ground RL. 27.44	Photo 454
21	333946.178	6248692.557	Ground RL. 29.91	Photo 34
22	334321.385	6249307.585	Ground RL. 18.58	Photo 19
38	334083.783	6249448.509	76.38	Top of wall
100	334231.050	6250038.459	23.82	Column
101	334221.209	6249993.540	28.45	Building
102	334243.295	6250022.293	26.54	Light pole

Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
103	334233.352	6249976.445	25.71	Light pole
104	334204.393	6249836.186	38.66	Sign
105	334596.948	6249973.460	33.10	Awning
106	334559.488	6249920.105	30.43	Top of wall
108	334568.163	6249933.928	63.01	Top of wall
109	334531.156	6249851.791	48.90	PAR
110	334626.356	6249973.924	33.34	Sign
111	334571.437	6249893.750	28.73	Sign
113	334155.457	6249426.176	45.72	Top of wall
114	334152.071	6249428.313	45.73	Top of wall
115	334092.652	6249442.905	76.40	Top of wall
116	334183.540	6249525.116	18.09	Light pole
117	334159.988	6249516.529	22.82	Light pole
118	334153.380	6249667.224	6.78	Post
119	334179.581	6249657.515	10.52	Top of wall
120	334098.994	6249526.052	15.74	Traffic light
121	334115.576	6249525.764	20.48	Top of wall
122	334087.953	6249497.576	21.51	Top of wall
123	334073.145	6249495.871	23.40	Light pole
124	333948.721	6249429.279	17.03	Sign
126	333814.593	6249314.176	49.48	Roof
127	333840.997	6249305.661	49.49	Roof
128	333907.643	6249302.597	48.41	Roof
129	333895.727	6249429.423	19.96	Awning
132	333890.058	6249300.660	29.19	Roof ridge
134	333875.317	6249289.542	29.49	Chimney
135	333961.618	6249237.472	47.94	Building
136	333932.890	6249252.128	47.96	Building
137	333798.200	6249293.400	39.44	Building
138	333807.457	6249260.813	47.75	Building
139	333807.783	6249259.860	61.37	Sign
140	333759.442	6249299.544	65.51	Building
141	333696.953	6248735.612	29.45	Sign
142	333670.454	6248760.521	29.60	Sign
143	333697.409	6248819.234	30.48	Top of wall
144	333691.208	6248767.510	29.27	Top of wall
146	333690.256	6248785.734	34.78	Light pole
147	333684.162	6248784.389	32.37	Sign
148	333676.513	6248847.641	29.97	Light pole
149	333667.096	6248836.809	29.77	Light pole
150	333955.944	6248829.465	29.68	Light pole
151	333946.315	6248817.958	29.67	Light pole

Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
152	333926.114	6248797.451	30.06	Light pole
153	333934.821	6248809.291	29.81	Light pole
154	334296.524	6249317.091	30.26	Light pole
155	334276.683	6249308.964	24.87	Building
156	334286.834	6249299.845	31.19	Light pole
157	334267.186	6249293.826	24.55	Top of wall

The height of camera is 1.5m.

Note: This should be added to the supplied RL of each corresponding photo location.

CMS Surveyors Pty Limited

A.B.N. 79 096 240 201

LAND SURVEYING, PLANNING & DEVELOPMENT CONSULTANTS



Origin of view points

Point number	Easting	Northing	RL	Descriptions	Adopted Permanent Marks for MGA & AHD	Adopted AHD RL
10	334249.646	6250061.46	17.51	Photo 418	PM40206, PM147015	17.701
11	334634.799	6249995.384	31.21	Photo 419	PM150140, GPS RTK MEASUREMENT	34.216
12	334202.380	6249542.671	12.79	Photo 424	PM150273, PM150304	13.022
13	334177.873	6249703.952	6.78	Photo 430	PM150268, PM150273	6.611
14	334115.654	6249578.122	9.57	Photo 433	PM150268, PM150273	6.611
15	333938.767	6249473.694	12.72	Photo 83	PM150243, SSM168140	16.115
16	333950.039	6249405.496	14.97	Photo 441	PM150243, SSM168140	16.115
17	333879.473	6249450.775	13.7	Photo 79	PM150243, SSM168140	16.115
18	334029.006	6249360.527	20.54	Photo 98	PM150243, SSM168140	16.115
19	333698.760	6249224.146	16.94	Photo 449	PM150243, SSM168140	16.115
20	333667.209	6248714.555	27.44	Photo 454	GPS RTK MEASUREMENT	27.633
21	333946.178	6248692.557	29.91	Photo 34	PM178804, GPS RTK MEASUREMENT	25.492
22	334321.365	6249307.585	18.58	Photo 19	PM53243, PM150303	14.590

Note: AHD origins are derived from Red coloured PM & RTK Measurements



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Yours faithfully,

CMS Surveyors Pty Limited



Stephen R Emery
Registered Land Surveyor

