URBIS

DEMOLITION AND DISMANTLING OF HERITAGE FABRIC METHODOLOGY

Atlassian Central

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

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EXECUTIVE SUMMARY

Urbis has been engaged by Built to prepare this Demolition and Dismantling of Heritage Fabric Methodology (DDHFM). This DDHFM is required by Condition of Approval C4 of the Atlassian Central State Significant Development (SSD) Application no. 10405.

The partial demolition, deconstruction, and reconstruction of the Inwards Parcels Shed (IP Shed) and associated structure is approved under SSD-10405. This report establishes management guidelines for the deconstruction of the significant elements comprised in the IP Shed in accordance with the condition reproduced below.

Demolition and Dismantling of Heritage Fabric Methodology

C4. No work shall commence on the demolition and dismantling of the heritage item, until a final detailed Demolition and Dismantling of Heritage Fabric Methodology (DDHFM) for the demolition and dismantling of the heritage item is prepared by a suitably qualified and experienced heritage practitioner and submitted to and approved by the Planning Secretary. The DDHFM must be prepared in consultation with by Heritage NSW and must include (but shall not be limited to):

> *(a) detailed engineering and heritage assessment(s) to determine the methodology for the demolition and dismantling process, with input from a suitably qualified and experienced heritage specialist and/or a heritage engineer for sensitive demolition and dismantling works and with reference to the:*
>
> > *(i) 'Heritage Impact Statement 02' prepared by Vertical First Pty Ltd and dated 30 September 2020 as amended by the 'Atlassian Central Response to Submissions Heritage & Archaeology 03' prepared by Urbis and dated 7 June 2021;*
> >
> > *(ii) 'Conservation Management Plan 03' prepared by Urbis Pty Ltd and dated 30 September 2020;*
>
> *(b) consideration of the heritage fabric to be retained in-situ including method of retention, protection and structural support throughout the construction process;*
>
> *(c) detailed consideration of the impact and mitigation measures required to avoid and minimise impacts of the demolition and dismantling process of heritage fabric;*
>
> *(d) details regarding the safe storage of the retained fabric identified for salvage (Condition C5)*
>
> *(e) confirmation that proposed works are to be carried out in a manner that minimises demolition, alterations and new penetrations/fixings to the significant fabric of the existing building; and*
>
> *(f) confirmation that all conservation and adaptation works are to be in accordance with the Articles of the Australian ICOMOS Burra Charter 2013. Appropriately qualified contractors and tradespersons are to be commissioned who are skilled in traditional building and engineering trades to carry out the proposed scope of works within the heritage building.*

1. INTRODUCTION

1.1. BACKGROUND

Urbis has been engaged by Built to prepare this Demolition and Dismantling of Heritage Fabric Methodology (DDHFM). This DDHFM is required by Condition of Approval C4 of the Atlassian Central State Significant Development (SSD) Application no. 10405.

The partial demolition, deconstruction, and reconstruction of the Inwards Parcels Shed (IP Shed) and associated structures is approved under SSD-10405. In accordance with Condition C4, this report establishes management guidelines for the deconstruction of the significant elements comprised in the IP Shed.

1.2. SITE IDENTIFICATION

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 stratums.

For the purpose of this report, the five components of the site are identified (and mapped in the image below). Where noted below, the components is not addressed in this report as there are no significant items in the area requiring salvage.

- Inwards Parcel Shed and Basement (blue)
- Ambulance Avenue Retaining Wall including northern awnings (purple)
- Northeast Baggage Tunnel (yellow – not addressed in this report)
- Devonshire Street Tunnel (green – not addressed in this report)
- Platform 1 Canopy (pink – not addressed in this report)

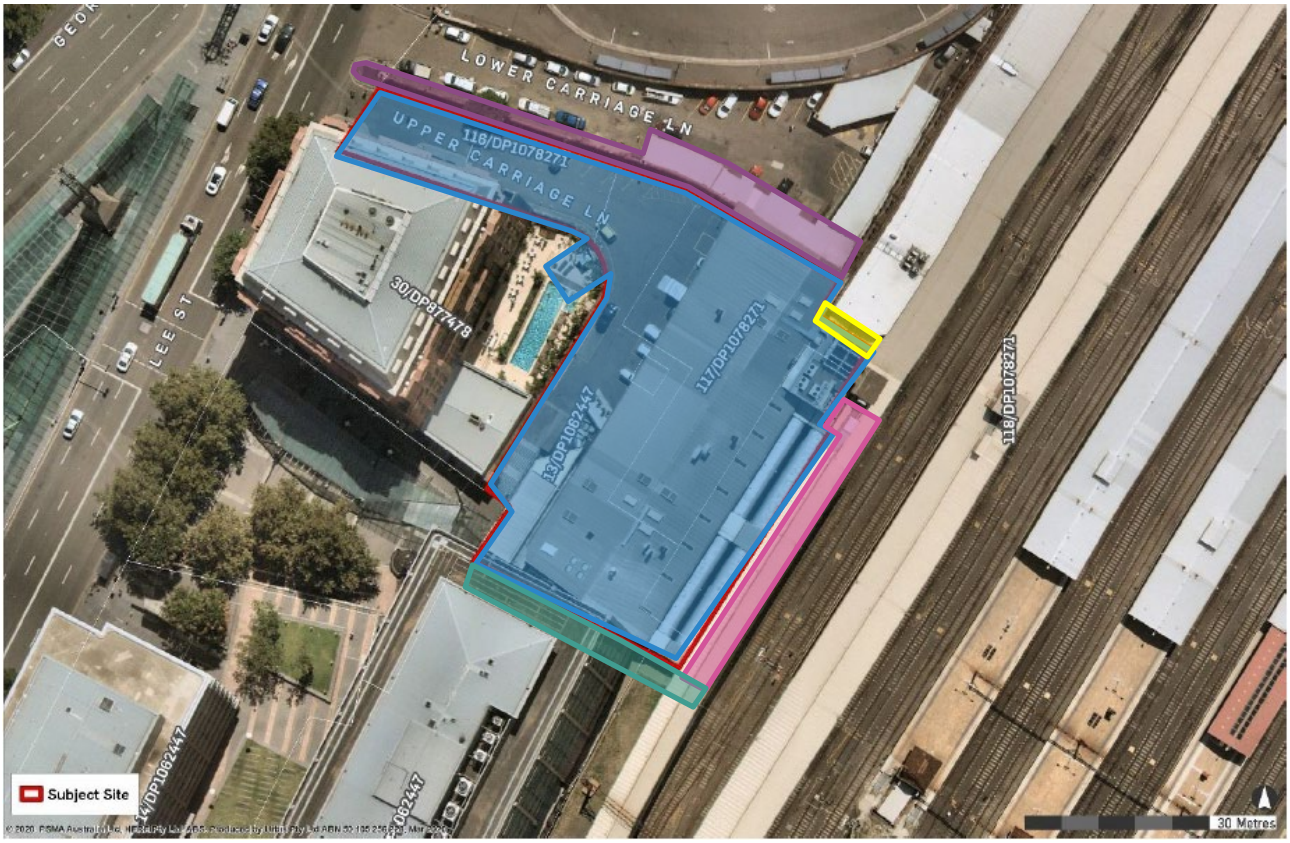


Figure 1 – Aerial image with the subject site outlined in red.

1.3. DDHFM STRUCTURE

This report includes the below sections. In addition, Section 1.4 below identifies the section/s of this report which addresses each minimum requirement established by Condition C4.

- Section 2 - Description of the significant items which are to be deconstructed and which are subject to the guidelines in the following sections of the report.
- Section 3 - Description of the significant items which are to be retained on site during construction and which are to be protected.
- Section 4 – General guidelines for dismantling
- Sections 5-6 – Guidelines for dismantling specific elements
- Section 7 – Temporary Storage Guidelines

1.4. SCHEDULE OF COMPLIANCE WITH CONDITION C4

Condition C4 comprises 5 subsections which outlines the minimum required components of the DDHFM. The below schedule references the section of this DDHFM which addresses each requirement.

Table 1 – Schedule of Compliance with Condition C4

Subsection Reference	Subsection Requirement	DDHFM Section Reference
C4 (a)	(a) detailed engineering and heritage assessment(s) to determine the methodology for the demolition and dismantling process, with input from a suitably qualified and experienced heritage specialist and/or a heritage engineer for sensitive demolition and dismantling works and with reference to the: (i) *'Heritage Impact Statement 02'* prepared by Vertical First Pty Ltd and dated 30 September 2020 as amended by the *'Atlassian Central Response to Submissions Heritage & Archaeology 03'* prepared by Urbis and dated 7 June 2021; (ii) 'Conservation Management Plan 03' prepared by Urbis Pty Ltd and dated 30 September 2020;	Section 3 Refer also to the engineering assessment prepared by TTW prepared in response to this condition which is referenced in and appended to this report.
C4 (b)	(b) consideration of the heritage fabric to be retained in-situ including method of retention, protection and structural support throughout the construction process;	This is addressed in the Temporary Protection Plan required by C6 of the consent. The response is summarised below Protection systems to ensure significant heritage fabric is not damaged include: ▪ Shoring of Ambulance Avenue masonry façade ▪ General monitoring of western extension

Subsection Reference	Subsection Requirement	DDHFM Section Reference
		▪ Temporary over sail to protect the western extension ▪ Temporary shoring of north east Baggage Tunnel which will also support adjacent heritage structures ▪ Shoring of Adina Hotel masonry wall ▪ Pile walls to retain Platform 1 and Devonshire Street Tunnel Minimisation of impacts due to vibration will be achieved through the installation of vibration monitors and monitoring of the readings during construction. The readings will be monitored to ensure that the vibration limits set out in the relevant reports are not exceeded.
C4 (c)	(c) detailed consideration of the impact and mitigation measures required to avoid and minimise impacts of the demolition and dismantling process of heritage fabric;	Sections 4- 6 This subsection forms the bulk of this report and is not able to be summarised here. Refer sections above.
C4 (d)	(d) details regarding the safe storage of the retained fabric identified for salvage (Condition C5)	The location of the Heritage store is to be confirmed with the Heritage Consultant (and reported to HNSW) prior to the removal of the items from the site. The location is to be in the Greater Sydney Area such that procure #7 below is able to be undertaken. The location must be a secure, watertight location which has appropriate vehicular access for safe transfer of items from the truck to the final storage.
C4 (e)	(e) confirmation that proposed works are to be carried out in a manner that minimises demolition, alterations and new penetrations/fixings to the significant fabric of the existing building; and	Section 4 outlines all minimum standards for undertaking the work.

Subsection Reference	Subsection Requirement	DDHFM Section Reference
C4 (f)	(f) confirmation that all conservation and adaptation works are to be in accordance with the Articles of the Australian ICOMOS Burra Charter 2013. Appropriately qualified contractors and tradespersons are to be commissioned who are skilled in traditional building and engineering trades to carry out the proposed scope of works within the heritage building.	Section 4.8 reproduces this requirement.

1.5. HERITAGE NSW CONSULTATION

Condition C4 requires that this report is prepared in consultation with Heritage NSW (HNSW). The following records consultation undertaken with HNSW:

- Briefing meeting with HNSW (dated 19 January 2022) to discuss expectations for the delivery and review of all heritage reports required prior to the dismantling of any heritage fabric.
- Working draft DDHFM submitted to HNSW on 28 January 2022 for preliminary review and comment.
- Final draft DDHFM submitted to HNSW on 28 February 2022 following application of comments received from HNSW on 10 February 2022
- Final DDHFM submitted to HNSW on 1 April 2022 following receipt of comments received from HNSW on 21 March 2022.
- Confirmation was received from HNSW on 11 April 2022 that the report sufficiently addresses the conditions for the purposes of commencing works for Design Package 1 (Dismantling, Salvage and Demolition Works).

Note that this report was submitted to Transport for NSW on 26th February – no comments were received.

1.6. RELATIONSHIP TO OTHER DOCUMENTS

This document is closely related to the below following documents and must be read in conjunction with these documents. Where there are discrepancies between this strategy and any contract documents inform the Project Manager.

Post Approval Heritage Documentation

- Salvage and Reuse of Distinctive Elements Plan (SRDEP) required by C5 of the consent.
- Temporary Protection Plan (TPP) required by C6 of the consent.

Post Approval Construction Documentation

- SHoP/BVN Architectural drawing package demolition plans and accompanying photographic record of demolition elements received 14 January 2022.
- TTW Structural Heritage Deconstruction Methodology for Parcel Shed, Atlassian, 24 November 2021.
- Eckersley O'Callaghan & TTW 75% demolition plans for Devonshire Street Tunnel & Platform 1.
- Traditional Stonemasonry, Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019

1.7. AUTHOR IDENTIFICATION AND ACKNOWELDGEMENTS

This report has been prepared by Alexandria Barnier (Associate Director). Minor amendments to version 04 and 05 of this report were made by Keira Kucharska (Senior Heritage Consultant).

Content has been sourced from numerous reports identified in the section above. Content is referenced and italicised throughout. The authors of those document are acknowledged.

2. IDENTIFICATION OF SIGNIFICANT FABRIC TO BE DISMANTLED AND SALVAGED

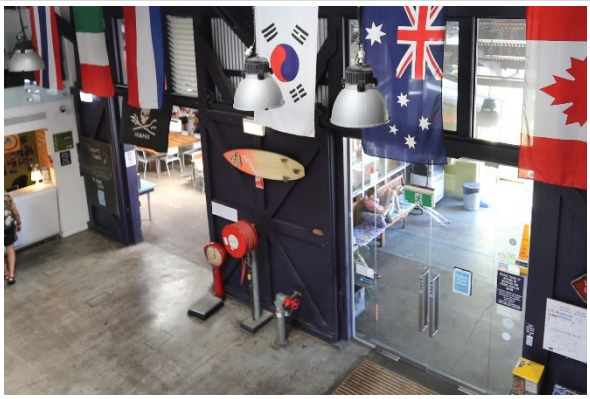
The fabric identified in the subsections below are addressed in the detailed methodologies for dismantling in the following sections of this report.

2.1. INWARDS PARCEL SHED AND BASEMENT

Significant Fabric to be Salvaged

Table 2 – Significant fabric to be salvaged – Inwards Parcel Shed and Basement

Element/Location	Significance	Image
Timber structure (exterior and interior including columns, and trusses to east and west awnings) Phase 1	High	
Portions of brick and sandstone chimneys, piers and plinths. NB: bricks are to be salvaged carefully in accordance with this Methodology, however only bricks that can be salvaged whole are required to be stored. Phase 1	Moderate	
Masonry Wall Phase 1	Moderate	

Element/Location	Significance	Image
Sliding Timber doors at ground floor reception area Phase 1	Moderate	
Timber framed windows to north elevation (not including extension) Phase 1	Moderate	
“No Thoroughfare” sign Phase 2	Moderate	
Original/early Iron Works (door rolling slides, window and door hardware and timber framing brackets) NB: although these items are of little significance, they are part of original window/door suites which are of higher significance. They should be reinstated as part of those suites.	Little	

Fabric not Addressed

The below items are of less than moderate significance as identified in the CMP and therefore not required to be dismantled in accordance with this document. Where noted below and approved under the SSD the items may be replaced with new upon reconstruction to match existing.

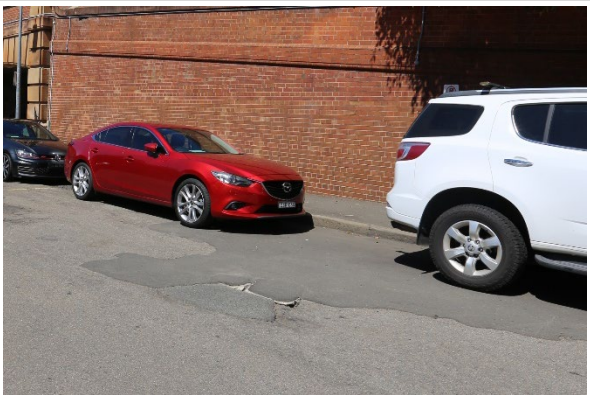
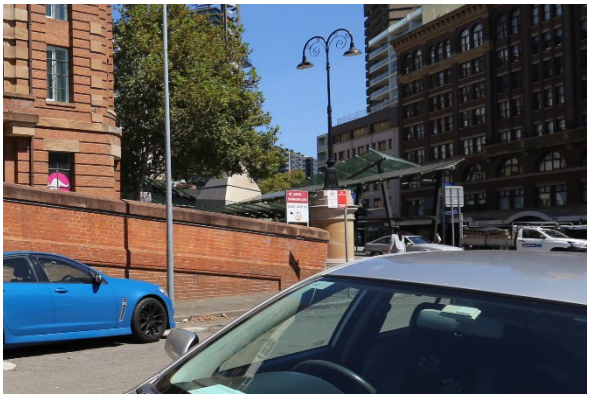
- Services
- Concrete slab and all non-original floor structures
- West loading dock including concrete structure and infilled highlight windows (items are to be demolished and are not suitable for reuse).
- South wall steel structure, and timber and steel structure for mezzanine levels
- Corrugated iron roof and wall cladding (replaced original). Later cladding may be replaced with new to match existing upon reconstruction.
- Corrugated metal cladding awning cladding (east and west). Later awning cladding may be replaced with new upon reconstruction.
- Roof gutters (may be replaced with new upon reconstruction), skylight and exhaust ducts
- Interior wall linings.
- All signage except 1x sign identified in the table above.
- Train cars and associated rolling stock.
- Train lines and associated fixings and equipment

2.2. AMBULANCE AVENUE RETAINING WALL

Significant Fabric to be Salvaged

Table 3 – Significant fabric to be salvaged – Ambulance Avenue Retaining Wall

Element/Location	Significance	Image
North brick and sandstone retaining wall NB: All sandstone elements to be salvaged. Brick panels of parapet wall to be salvaged and stored for reuse. Bricks to be demolished below parapet wall (whole bricks to be carefully salvaged where possible in accordance with this Methodology, however only bricks that can be salvaged whole are required to be stored for reuse) Phase 1	Moderate	

Element/Location	Significance	Image
Trachyte Kerbs NB: This item is approved for demolition – salvage for reuse offsite only (responsibility for salvage and storage to be determined with TfNSW) Phase 1/2	Moderate	
Modified original and later steel framed awnings to Ambulance Avenue NB: Element for salvage include steel elements only, not sub framing or cladding.- Phase 1-3	Moderate	
Sandstone piers and streetlamps to the centre and western end of the retaining wall, matching to the same on the north side of Ambulance Avenue Phase 1 Note: the 2x elements of significance are identified as 'type 1'. 2 additional lamp posts are on the same alignment which are later lamp posts and are not proposed for reinstatement	Moderate	

Fabric not Addressed

The below items are of less than moderate significance as identified in the CMP and therefore not required to be dismantled in accordance with this document. Where noted below and approved under the SSD the items may be replaced with new upon reconstruction to match existing.

- 'Type 2' lamp posts
- Vehicle ramp bitumen and kerbs
- All fixtures, fittings, doors, roller shutters, bars, bollards, framing, services, grilles, etc

3. IDENTIFICATION OF SIGNIFICANT FABRIC TO BE RETAINED INSITU

The below sections identify fabric in each area of the site that is to be retained in situ and protected during construction. Refer to the Temporary Protection Plan prepared by Urbis for standards and methodologies for protection.

3.1. INWARDS PARCEL SHED AND BASEMENT

Significant Fabric to be Retained Insitu

- . Pavement lights including stone surrounds south of Lee Street Ramp

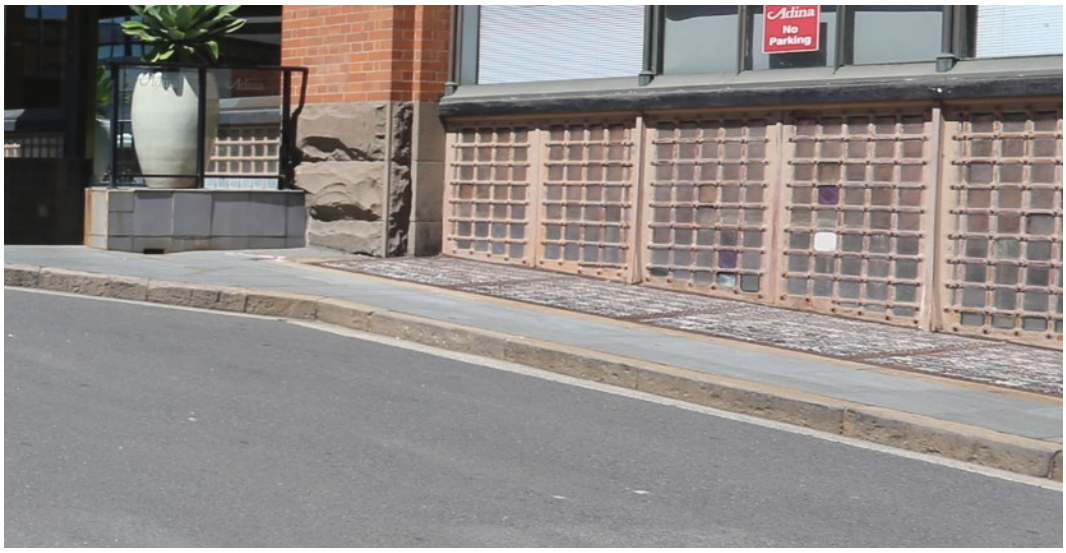


Figure 2 – Pavement lights adjacent to Parcel Post Building to be retained in situ.

3.2. AMBULANCE AVENUE RETAINING WALL

Significant Fabric to be Retained Insitu

- Brick and stone wall to north of Ambulance Avenue (as shown in the approved architectural documentation).



Figure 3 – Portion of Ambulance Avenue retaining wall to be retained insitu during construction (left of image)

4. DISMANTLING METHODOLOGY – GENERAL PRINCIPLES

4.1. EXPERIENCED TRADESPEOPLE

Work which involves dismantling heritage fabric or dismantling fabric which is fixed to heritage fabric will be carried out by tradespeople with the appropriate traditional trade qualification and proven experience in similar heritage works. The tradespeople shall be approved by the Project Manager on the advice of the HC.

4.2. MANDATORY INDUCTION

Principal Contractor is to ensure that all workers carrying out work under this DDHFM have attended mandatory inductions as follows by the HC concerning the heritage listing and conservation approach for the project. This mandatory induction is also to make reference to the content of the:

- Salvage and Reuse of Distinctive Elements Plan (SRDEP) required by C5 of the consent.
- Temporary Protection Plan (TPP) required by C6 of the consent.

4.3. RELATIONSHIP TO OTHER DOCUMENTS

Where there are discrepancies between this strategy and any post approval or contract documents inform the Project Manager. The PM is to liaise with the HC and any other relevant party to confirm resolution.

4.4. TESTING AND SAMPLES

Testing and the preparation of approved samples shall be undertaken to establish the most appropriate conservation/dismantling approach for each work item. This document identifies the following testing requirements/samples relevant to the approved dismantling scope:

- Lime mortar formula

Submit testing results/samples as required by this DDHFM. Give notice so that the HC can inspect the samples.

4.5. PROTECTION

See the Temporary Protection Plan (TPP) prepared by Urbis. All work shall be performed without causing any damage to the existing fabric. Make good any such damage to match existing at no cost to the client. Provide all necessary protection of building surfaces from damage resulting from the provision, use and removal of all scaffolding and hoists etc.

Protect significant elements in accordance with the above referenced document during the works. Ensure that the existing heritage structure, elements and dismantled materials are at all times maintained in a waterproof but well-ventilated condition during the carrying out of the works. All dismantled materials are to be secured appropriately at the completion of each days work.

4.6. SCAFFOLDING AND HOARDING FOR DISMANTLING

Requirement: Provide all such access as is necessary to carry out the dismantling works to all elements. Provide for the support of materials need for the dismantling and for the support of dismantled heritage materials. If scaffolding is used for access, it must be used in accordance with general requirements contained in this clause.

Scaffolding and Hoarding: Isolate points of contact or potential contact with significant fabric identified in this report. Tubes shall be wrapped in carpet or spaced with non-staining plastic-coated timber blocks. Do not attach scaffold directly to stonework or brickwork.

Materials: Scaffolding and hoarding components shall be free of rust and cleaned free of mortar, concrete and debris from other jobs.

Propping: Provide and fix props as required. All loads are to be transferred to the ground without causing distress to fabric or structure.

4.7. GENERAL EXPECTATIONS

- All heritage material scheduled or otherwise approved to be salvaged during the demolition work shall be carefully stored in a secure area protected from the weather as appropriate to the items concerned. Exact extent and location of this compound are addressed in this document and are to be confirmed by the contactor prior to commencement of the works.
- All contemporary fabric that is scheduled for strip-out that is attached to significant stone or brick masonry is to be removed by a qualified stone mason or brick mason unless otherwise approved by the HC.
- All contemporary fabric that is scheduled for strip-out that is attached to significant timber is to be removed by a qualified carpenter or joiner unless otherwise approved by the HC.
- All built elements (including masonry) for re-use as directed in this document shall be carefully dismantled from the building and marked on their bed (face that is concealed) with their individual location (in the case of stonework - course and number) to match the identification code on the drawings. This is to assist in identification through-out the works.
- No significant stone or brick masonry or timberwork is to be damaged by the dismantling/stripout works. Where elements for careful removal are attached to significant brick or stone masonry or timberwork great care will be taken not to damage the elements.
- For any fixings that are difficult to remove from significant fabric (particularly sandstone) earmarked for retention or salvage, cut the fixing beyond the surface of the element for later removal by a skilled tradesperson.

4.8. BURRA CHARTER 2013

All conservation and adaptation works are to be in accordance with the Articles of the Australian ICOMOS Burra Charter 2013. The contactor and all tradespeople undertaking work which involves dismantling heritage fabric or fabric which is fixed to heritage fabric should observe the following specific articles of the Burra Charter. The tangible action relevant to this project to be undertaken by the contractor/s is noted below each.

- Article 9.3 If any building, work or other element is moved, it should be moved to an appropriate location and given an appropriate use. Such action should not be to the detriment of any place of cultural significance.

  Action: The temporary storage location and eventual reinstatement location of each significant element is established in the approved plans and the construction documentation (including this document). Contractors are to undertake works in line with the relevant documents.

- Article 10 Contents, fixtures and objects which contribute to the cultural significance of a place should be retained at that place. Their removal is unacceptable unless it is: the sole means of ensuring their security and preservation; on a temporary basis for treatment or exhibition; for cultural reasons; for health and safety; or to protect the place. Such contents, fixtures and objects should be returned where circumstances permit, and it is culturally appropriate.

  Action: The treatment of each significant element is established in the approved plans and the construction documentation (including this document). Contractors are to undertake works in line with the relevant documents.

- Article 15.3 Demolition of significant fabric of a place is generally not acceptable. However, in some cases minor demolition may be appropriate as part of conservation. Removed significant fabric should be reinstated when circumstances permit.

  Action: The treatment of each significant element is established in the approved plans and the construction documentation (including this document). Contractors are to undertake works in line with the relevant documents.

- Article 30 Competent direction and supervision should be maintained at all stages, and any changes should be implemented by people with appropriate knowledge and skills.

Action: Work which involves dismantling heritage fabric or dismantling fabric which is fixed to heritage fabric will be carried out by tradespeople with the appropriate traditional trade qualification and proven experience in similar heritage works. The tradespeople shall be approved by the Project Manager on the advice of the HC.

The HC should be allowed access to the site as regular intervals and be involved in decision making process regarding treatment of significant fabric. The PM or contractor should contact the HC where issues or questions arise.

- Article 31 New evidence may come to light while implementing policy or a plan for a place. Other factors may arise and require new decisions. A log of new evidence and additional decisions should be kept.

  Action: The HC should be allowed access to the site as regular intervals and be involved in decision making process regarding treatment of significant fabric. The PM or contractor should contact the HC where issues or questions arise. The HC is responsible for reporting on decisions made regarding the treatment of fabric throughout construction, this is to be supported by specialist, engineer and/or architectural advice where required.

- Article 33 Significant fabric which has been removed from a place including contents, fixtures and objects, should be catalogued, and protected in accordance with its cultural significance. Where possible and culturally appropriate, removed significant fabric including contents, fixtures and objects, should be kept at the place.

  Action: The temporary storage location and eventual reinstatement location of each significant element is established in the approved plans and the construction documentation (including this document). A methodology for the dismantling of elements is established in this document. Contractors are to undertake works in line with the relevant documents.

5. DISMANTLING METHODOLOGY – INWARDS PARCEL SHED AND BASEMENT

5.1. SCOPE FOR DISMANTLING

The approval 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.

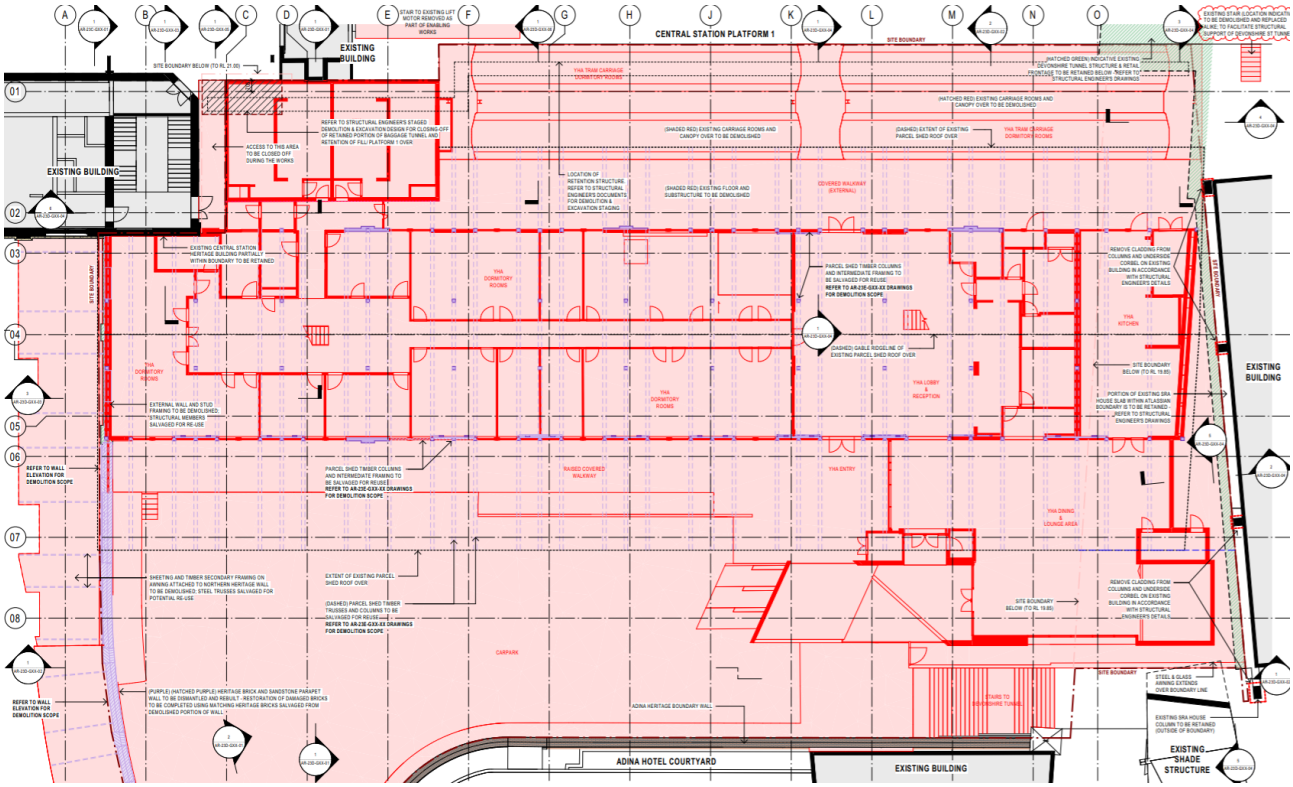


Figure 4 – Upper ground floor demolition plan showing extent of demolition (red) and dismantling for reinstatement purple).

Source: shop and BVN

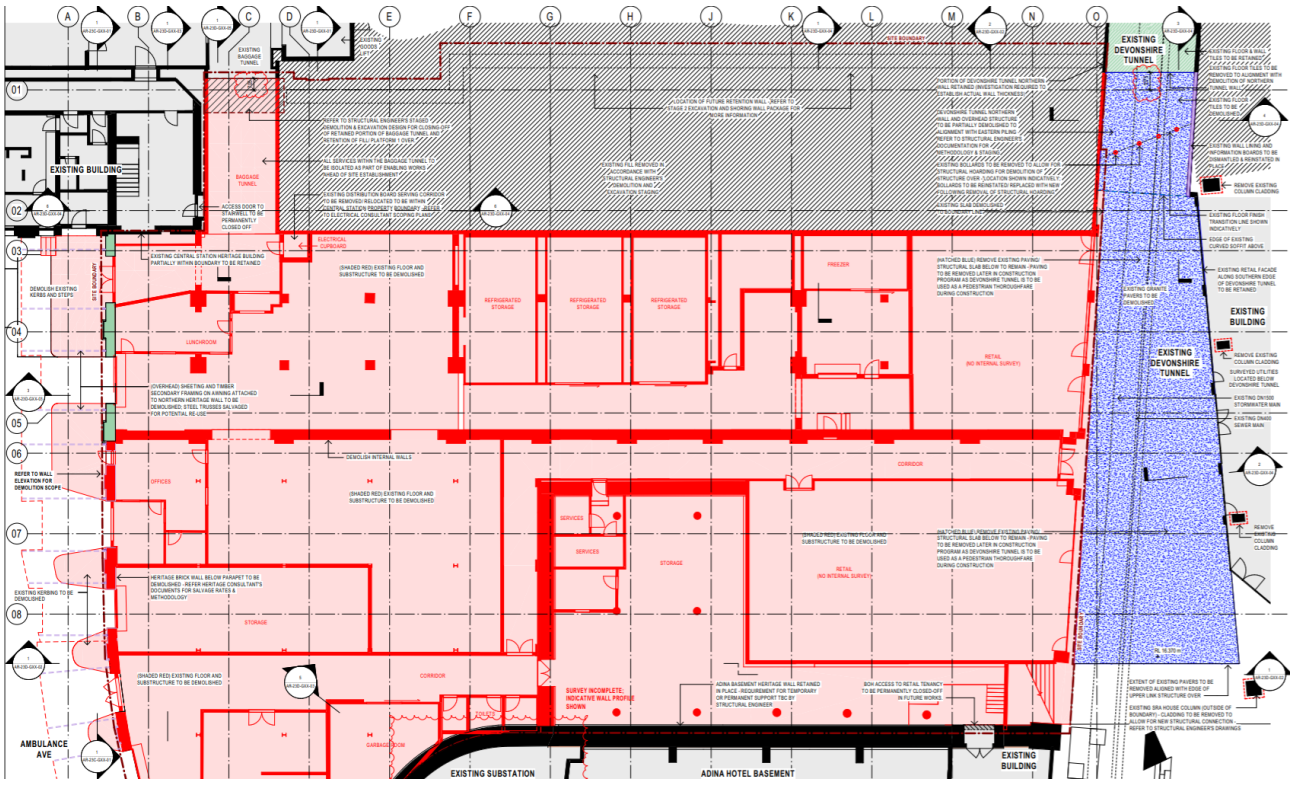


Figure 5 – Lower ground floor demolition plan showing extent of demolition (red) and dismantling for reinstatement purple).

Source: shop and BVN

5.2. ORDER OF DECONSTRUCTION – ALL ELEMENTS

Further to the dismantling methodologies prepared by Traditional Stonemasonry, TTW prepared (in November 2021) a *Structural Heritage Deconstruction Methodology* to establish a safe method of methodically deconstructing and reconstructing the existing shed in order to retain structural stability. All information above in this section is to be read in conjunction with the most current TTW document including the Deconstruction Methodology Sketches in its Appendix A (which is appended to this DDHFM).

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. The illustrated sequence has been documented in the order of South to North however TTW note that the sequence is interchangeable and may commence from the North in a similar order.

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.

Deconstruction Methodology to be Document

Based on this report, the following zones will require deconstruction and reconstruction methodologies for review:

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

The reconstruction of the ambulance avenue masonry wall will require careful consideration, using salvaged bricks and a traditional mortar. TTW recommend testing the material composition of the existing mortar prior to careful demolition to ensure a consistent mortar is used throughout the wall. Careful planning and detailing will need to be considered along the masonry cut line between deconstruction and retention to ensure the masonry is correctly toothed in.

5.3. METHODOLODY FOR DISMANTLING – TIMBER STRUCTURE (ROOF MEMBERS)

Traditional Stonemasonry prepared a methodology for the dismantling of this element, which is documented in the *Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019.* The scope in italics below has been reproduced from the 2019 document (which is appended to this DDHFM) and augmented where necessary in standard text.

Note also that the below is to be read in conjunction with the Structural Heritage Deconstruction Methodology prepared by TTW and reproduced in part at Section 5.2.

Procedure - Removal

1. Undertake to photograph and document the condition of the timber members in order to identify the prior condition of the fabric prior to dismantling and storage. The condition report shall orient the patina of the members to ensure that during reconstruction the members are orientated correctly so that visible patina makes sense given the fabric role and position within the structure.

2. Create a framing plan inclusive of elevations and sections in which each of the individual framing members is given a unique ID code.

3. Dimension the plans and elevations to illustrate the precise layout of each of the roof framing members based on at least one recoverable set out point in plan in both the X and Y axis.

4. Using a surveyor, mark up the plans and elevations with RL's sufficient to ensure the framing members 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. Door sills and heads

b. Window sills and heads

c. Top of vertical support posts

d. Top of ridge beam at either extreme end of the ridges as well as at regular 3 metre intervals along its length

e. Top surface of the top plate and bottom plate of the wall frames at each corner and intersecting wall and post junction.

5. Create unique id codes for all associated removable items (Architraves, framing and Jambs, hardware, etc)

6. Create a bespoke timber crate for the doors and accessories

7. The crates must be designed to allow for transporting using a forklift.

8. All items removed from the assembly must have their Unique ID code printed on a non-visible face using permanent marker or affixed with a non-perishable tagging system.

9. All tagged items are to be individually wrapped in acid free, closed cell foam softening.

10. All items wrapped in softening shall have their unique ID code written in permanent marker on the outside of the wrapping.

11. All wrapped and marked items are to be carefully placed in the boxes and the lid screw fixed to the top of the crate.

12. The Door ID code is to be spray painted onto the lid and two faces of the crate for ready identification whilst in storage

In addition to the above, Traditional Stonemasonry prepared a further methodology in response to Section 7.0 Order of Deconstruction of the TTW document (refer Section 5.2). This further methodology outlined how the roof sheeting, lead flashings and bolts are to be removed. The scope in italics below has been reproduced from the Traditional Stonemasonry document.

1. Removing Roof Sheets

It is important to appreciate that the corrugated roof sheets may not be fixed with modern hexagon headed roofing screws but fixed using slot headed roofing screws with leather washers. In this case it shall not be acceptable to use 'pinch bars' or other leveraging devices to pull the sheets away from the timber purlins. The screws can be removed using flat head screw drivers or cut using reciprocal saws and the like which will minimize damage to the purlins which are scheduled for reuse.

2. Removing Lead Flashings

Where lead sheet flashings are present at the junctions of masonry chimney stacks and roof sheets, the following step by step procedure is to be followed:

> *2.1 Remove pointing from reglets using:*
>
> *2.1.1 A knife or oscillating mastic cutter if elastomeric or;*
>
> *2.1.2 Masonry mallet and tungsten chisels if mortar*
>
> *2.2 The arises of masonry (stone or brick) are to remain undamaged as a result of the removal process.*
>
> *2.3 Carefully remove the lead shims from the reglet avoiding damage to the masonry arris.*
>
> *2.4 Ease the lead sheet from the reglet by hand and dispose offsite.*

3. Loosening Bolts

> *3.1 Spray the nut and bolt connection with a penetrating machine oil and leave to dwell for approximately 20 minutes.*
>
> *3.2 Apply force by hand using a spanner to the nut to attempt to loosen.*
>
> *3.3 Reapply oil if required.*
>
> *3.4 In the event the nut cannot be loosened using he above method the nut can be cut off using thin blade metal cutting discs.*

4. 0 Prising Two Timber Elements Apart

> *4.1 Once the nut and washer has been successfully removed, place a soft timber slow wedge between the two elements and apply force using either a steel timber chisel or pinch bar between the wedge and the timber ensuring that the force used will applied to the wedge and not the timber to be salvaged.*

5.4. METHODOLODY FOR DISMANTLING – TIMBER STRUCTURE (POSTS)

Traditional Stonemasonry prepared a methodology for the dismantling of this element, which is documented in the *Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019.* The scope in italics below has been reproduced from the 2019 document (which is appended to this DDHFM) and augmented where necessary in standard text.

Note also that the below is to be read in conjunction with the Structural Heritage Deconstruction Methodology prepared by TTW and reproduced in part at Section 5.2.

Procedure - Removal

1. Undertake to photograph and document the condition of the timber posts in order to identify the prior condition of the fabric prior to dismantling and storage. The condition report shall orient the position of visible patina to ensure that during reconstruction the members are orientated correctly so that visible patina makes sense given the fabric's role and position within the structure.

2. Create a post location plan inclusive of elevations and sections in which each of the individual posts is given a unique ID code. 2x Non-perishable tags are to be created for each post and affixed to the posts using stainless steel clouts on an exposed face within 1 meter of the base of the posts as well as the top face of the post for ready identification during storage and reinstallation.

3. Dimension the plans and elevations to illustrate the precise layout of each of the posts based on at least one recoverable set out point in plan in both the X and Y axis.

4. Using a surveyor, mark up the plans and elevations with RL's sufficient to ensure the posts can be re-erected in the future to match the original position and height. As a minimum there must be RL's for each of the posts at the base and top.

5. Each post is to be wrapped in a breathable and non-perishable hessian cloth secured with plastic zip ties to provide protection during transport and storage.

6. All posts, once wrapped in the protective hessian, must have their Unique ID code printed on a non-visible face using permanent marker or affixed with a non-perishable tagging system.

7. All items wrapped in softening shall have their unique ID code written in permanent marker on the outside of the wrapping.

8. All wrapped and marked items are to be carefully loaded onto flat bed trucks using a crane or hiab and transported to an undercover storage facility.

5.5. METHODOLODY FOR DISMANTLING – BRICK WALLS

Traditional Stonemasonry prepared a methodology for the dismantling of this element, which is documented in the *Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019.* The scope in italics below has been reproduced from the 2019 document (which is appended to this DDHFM) and augmented where necessary in standard text.

Note also that the below is to be read in conjunction with the Structural Heritage Deconstruction Methodology prepared by TTW and reproduced in part at Section 5.2.

Overview

The mortar between the bricks is, due to the age of the building, most likely a natural hydraulic lime and sand mix (lime mortar) which is fairly soft. The lime mortar will allow for the relatively easy deconstruction of the brick walls in horizontal courses with the face bricks being separated from the internal commons during the dismantle phase. In this manner the face bricks can be reused as face bricks thus preserving the intended overall appearance of the walls after reconstruction has occurred.

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. The composition of the formula is to be documented and provided to the Heritage Consultant for recording.

The procedure below is to be executed only after the completion of the strip out of non-heritage items and in conjunction with the removal of Timber and Stone masonry works.

Patience and skill are required to successfully deconstruct masonry walls.

Procedure - Removal

1. Create a measured drawing illustrating, in plan and elevation, the precise location, layout and size of the masonry walls and how they are integrated into the timber wall and roof framing of the IP Shed*. The drawings shall provide a recoverable set out position in both the X and Y axis.*

2. Mark the face bricks (*) front face in crayon to identify it as a face brick.

3. Photograph in High Resolution the full extent of the wall panels to be deconstructed.

4. Starting at the upper most course of bricks, carefully remove exposed lime mortar from the perpend and bed joints of the bricks 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 brick causing a chip to occur.

5. Once a sufficient amount of the mortar has been removed, carefully ease the brick out of the wall and place on a pallet identified as being either Face or commons for cleaning.

6. Work in progressive horizontal courses to the full depth of the walls from higher to lower courses.

Procedure - Cleaning

1. Scrape off loose lime mortar by gently tapping the mortar with a scutch hammer. The impact must be light as a hard impact may cause a fracture in the brick.

2. Alternatively, when the mortar is very soft you may rub two mortar covered brick faces together until all the solids have been removed.

3. Immerse the bricks in a potable water and allow to soak for between 20 - 30 minutes and then remove from the water bath and scrub using soft nylon scrubbing brushes to remove residual lime and sand from the bedding and perpend faces.

4. Restack onto clean pallets and allow to stand dry for 2 weeks prior to strapping with nylon straps and shrink wrapping for long term storage.

5. Long term storage must be protected from weather.

Methodology – Replacement Bricks

Bricks are to be dismantled carefully in line with the methodology above. Damage to bricks because of careless treatment is not acceptable. However, it is anticipated that even with the application of the above that some percentage of bricks may be salvaged which are in poor condition (likely due to strength of mortar).

Salvaged bricks are not expected to have an as new appearance. Reference bricks approved by the Heritage Consultant are to be kept on site for reference. Bricks which are in poorer condition than the reference sample may be replaced with new to closely match existing. The bricks which are deemed to be in poor condition requiring replacement are to be kept together on a palette on site until the Heritage Consultant has confirmed that they are not appropriate for reuse.

New replacement bricks are to match existing in terms of colour, dimensions and texture. A sample of replacement brick is to be provided to the Heritage Consultant for approval prior to ordering.

5.6. METHODOLODY FOR DISMANTLING – SANDSTONE CHIMNEY CAPITALS

Traditional Stonemasonry prepared a methodology for the dismantling of this element, which is documented in the *Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019.* The scope in italics below has been reproduced from the 2019 document (which is appended to this DDHFM) and augmented where necessary in standard text.

Note also that the below is to be read in conjunction with the Structural Heritage Deconstruction Methodology prepared by TTW and reproduced in part at Section 5.2.

Overview

The mortar between the stone and bricks is, due to the age of the building, 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 once surrounding brick work has been safely removed. 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.

The procedure below is to be executed only after the completion of the strip out of non-heritage items and in conjunction with the removal of Timber and brick masonry works. Patience and skill are required to successfully deconstruct masonry walls.

Procedure - Removal

1. Create a measured drawing illustrating, in plan and elevation, the precise location, layout and size of the masonry walls and how they're integrated into the timber wall and roof framing.

2. Using a surveyor, mark up the plans and elevations with RL's sufficient to ensure the brick and 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 chimney capitals

b. At all roof flashing reglets in the masonry chimney breasts

c. At the top of all chimney kneeler stones

d. At the top of each plinth course stone.

3. A brick storey rod is to be made and checked against each of the brick walls to ensure they are uniform in coursing and if not then an individual storey rod is to be made for each wall in order to ensure precise replication of the bed joint widths during future reconstruction of the walls.

4. Photograph in High Resolution the full extent of the stone blocks to be deconstructed and label the stone to be removed (refer to photo 1.2).

5. If a 'Lewis Pin' hole is detected on the upper face of the stone, this is to be cleaned of infill mortar and examined by a master mason to ensure it is fit for reuse in the short term lifting of the stone from its bed.

6. Carefully remove the mortar from any exposed bed or perpend joint 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. Place a set of lewis pins (refer to image 1.1) 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.

8. Lower the stone onto the gluts

9. 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.

Procedure – Cleaning

1. 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.

2. Wash bedding and perpend faces in fresh water and use a stiff nylon scrubbing brush to remove residual lime mortar.

3. 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.

5.7. METHODOLODY FOR DISMANTLING – SANDSTONE PLINTH COURSE

Traditional Stonemasonry prepared a methodology for the dismantling of this element, which is documented in the *Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019.* The scope in italics below has been reproduced from the 2019 document (which is appended to this DDHFM) and augmented where necessary in standard text.

Note also that the below is to be read in conjunction with the Structural Heritage Deconstruction Methodology prepared by TTW and reproduced in part at Section 5.2.

Overview

The mortar between the stone and bricks is, due to the age of the building, most likely a natural hydraulic lime and sand mix (lime mortar) which is fairly soft. The lime mortar will allow for the relatively easy deconstruction of the carved stone plinth course once brick work above it has been safely removed. 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.

The procedure below is to be executed only after the completion of the strip out of non-heritage items and in conjunction with the removal of Timber and brick masonry works.

Patience and skill are required to successfully deconstruct masonry walls.

Procedure – Removal

1. Photograph in High Resolution the full extent of the stone blocks to be deconstructed and label the stone to be removed (refer to photo 1.3).

2. If a 'Lewis Pin' hole is detected on the upper face of the stone, this is to be cleaned of infill mortar and examined by a master mason to ensure it is fit for reuse in the short term lifting of the stone from its bed.

3. Carefully remove the mortar from any exposed bed or perpend joint 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.

4. Place a set of lewis pins (refer to image 1.1) 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.

5. Lower the stone onto the gluts

6. 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.

Procedure - Cleaning

1. 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.

2. Wash bedding and perpend faces in fresh water and use a stiff nylon scrubbing brush to remove residual lime mortar.

3. 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.

5.8. TIMBER DOORS

Traditional Stonemasonry prepared a methodology for the dismantling of this element, which is documented in the *Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019.* The scope in italics below has been reproduced from the 2019 document (which is appended to this DDHFM) and augmented where necessary in standard text.

Note also that the below is to be read in conjunction with the Structural Heritage Deconstruction Methodology prepared by TTW and reproduced in part at Section 5.2.

Procedure - Removal

1. Photograph the Doors external and internal faces prior to any dismantling occurring and provide a unique ID code for the window assembly (Refer to Photo 1.5).

2. Create unique id codes for all associated removable items (Architraves, framing and Jambs, hardware, etc)

3. Create a bespoke timber crate for the doors and accessories

4. The crates must be designed to allow for transporting using a forklift.

5. All items removed from the assembly must have their Unique ID code printed on a non-visible face using permanent marker or affixed with a non-perishable tagging system.

6. All tagged items are to be individually wrapped in acid free, closed cell foam softening.

7. All items wrapped in softening shall have their unique ID code written in permanent marker on the outside of the wrapping.

8. All wrapped and marked items are to be carefully placed in the boxes and the lid screw fixed to the top of the crate.

9. The Door ID code is to be spray painted onto the lid and two faces of the crate for ready identification whilst in storage

5.9. TIMBER FRAMED WINDOWS

Traditional Stonemasonry prepared a methodology for the dismantling of this element, which is documented in the *Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019.* The scope in italics below has been reproduced from the 2019 document (which is appended to this DDHFM) and augmented where necessary in standard text.

Note also that the below is to be read in conjunction with the Structural Heritage Deconstruction Methodology prepared by TTW and reproduced in part at Section 5.2.

Procedure - Removal

1. Photograph the windows external and internal faces prior to any dismantling occurring and provide a unique ID code for the window assembly (Refer to Photo 1.4).

2. Create unique id codes for all associated removable items (Architraves, trims, apron moulds, hardware, Sash weights etc)

3. Create a bespoke timber crate for the windows, architraves, trims, sash weights etc

4. The crates must be designed to allow for transporting using a forklift.

5. All items removed from the assembly must have their Unique ID code printed on a non-visible face using permanent marker or affixed with a non-perishable tagging system.

6. All tagged items are to be individually wrapped in acid free, closed cell foam softening.

7. All items wrapped in softening shall have their unique ID code written in permanent marker on the outside of the wrapping.

8. All wrapped and marked items are to be carefully placed in the boxes and the lid screw fixed to the top of the crate.

9. The window ID code is to be spray painted onto the lid and two faces of the crate for ready identification whilst in storage

5.10. IRON WORKS

Note that this section addresses door rolling slides, window and door hardware and timber framing brackets

Traditional Stonemasonry prepared a methodology for the dismantling of this element, which is documented in the *Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019.* The scope in italics below has been reproduced from the 2019 document (which is appended to this DDHFM) and augmented where necessary in standard text.

Note also that the below is to be read in conjunction with the Structural Heritage Deconstruction Methodology prepared by TTW and reproduced in part at Section 5.2.

Procedure - Removal

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 bu 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.

5.11. "NO THOROUGHFARE" SIGN

This item is to be salvaged and should be reinstated either in its current location or in a new location on site in accordance with the relevant Interpretation Strategy. Before reinstatement, the item should be inspected by the Heritage Consultant to determine required conservation works, noting that the intention is not to return the item to an as new appearance.

The final location of the item is to be determined in consultation with the architect, HC and the interpretation specialist.

Procedure - Removal

1. Photograph the element (back and front face) prior to removal. Indicate on plan the existing location of the sign (note the numbers of the structural bays which the signage is located between).

2. Create a custom crate for the storage of the element.

3. The crate must be designed to allow for transporting using a forklift.

4. The name of the item is to be spray painted onto the lid and two faces of the crate for ready identification whilst in storage. The item does not require labelling directly to either of its faces.

5. Gently clean the sign before storage. Use soft cloth and water with mild detergent if required only. Ensure that no moisture is left on the sign (from cleaning or otherwise) before carefully placing item in the box.

6. The item is to be wrapped in an acid free, closed cell foam softening.

7. Associated fixings are required to be salvaged, labelled and stored in the same crate. The fixings are however not significant and may be replaced in line with requirements for future reinstatement of the sign.

6. DISMANTLING METHODOLOGY – AMBULANCE AVENUE RETAINING WALL

6.1. IDENTIFICATION OF COMPONENT FABRIC

This component comprises the following fabric:

- Brick and sandstone retaining wall
- Trachyte Kerbs north of retaining wall
- Modified original and later steel framed awnings to east of Ambulance Avenue
- Sandstone piers and streetlamps, to the centre and western extent of the retaining wall matching to lower Carriage Lane

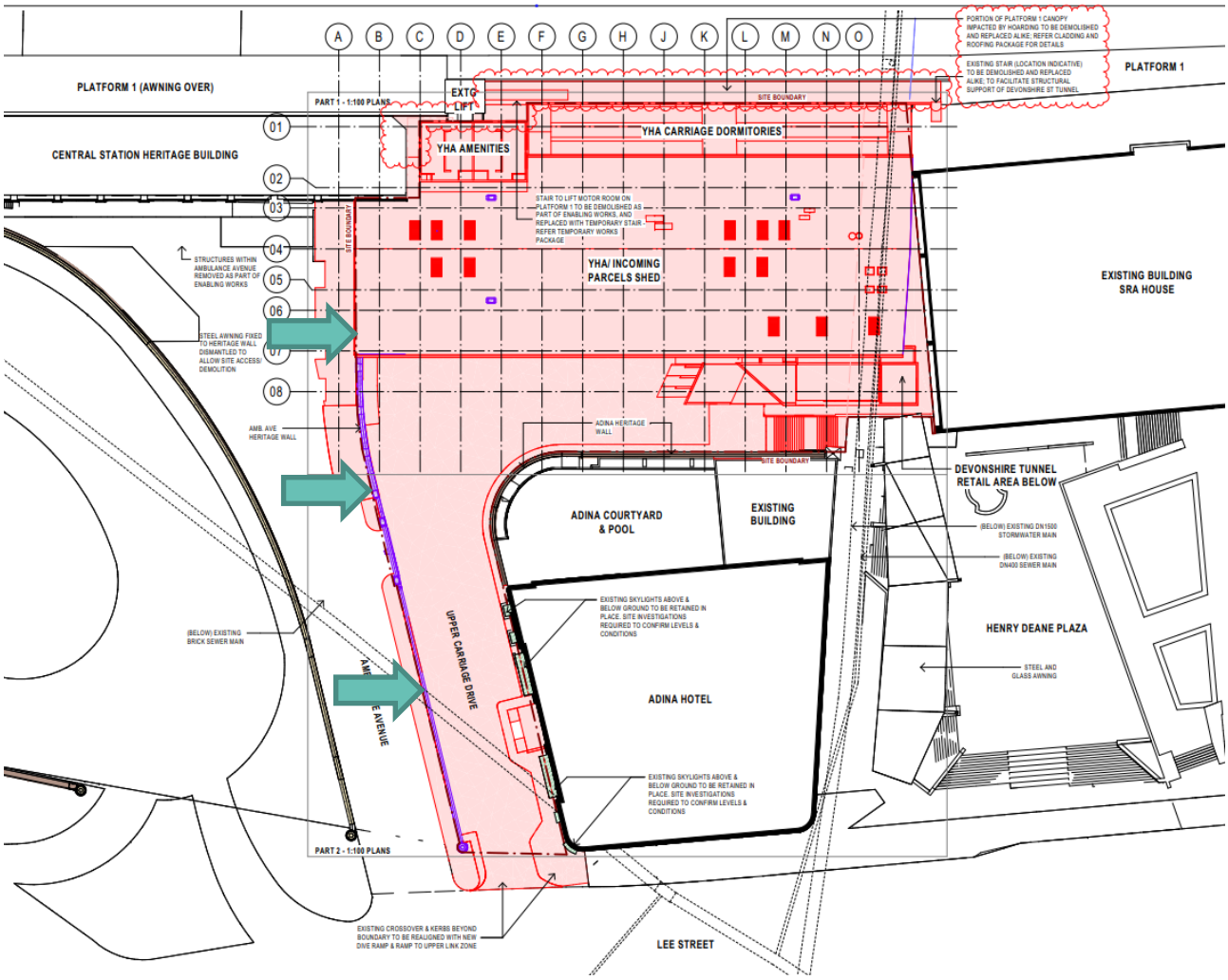


Figure 6 – Demolition site plan showing location of the Ambulance Avenue Retaining Wall (identified with blue arrows)

Source: shop and BVN

6.2. SCOPE FOR DISMANTLING

- Retaining wall to Upper Carriage Lane to be generally dismantled (partly demolished and partly salvaged – refer elevation below) to facilitate site access for excavation and construction. The retaining wall will be reconstructed using a combination of salvaged and introduced fabric.
- Removal and storage of the existing awnings located along the northern face of the Upper Carriage Lane retaining wall (above openings to Ambulance Avenue). Discussions are ongoing to determine the design for the reinstatement of the awnings.
- Trachyte Kerbs are approved for demolition. Salvage of this fabric is facilitated herein for reuse offsite only (responsibility for salvage to be determine in conjunction with TfNSW)
- Sandstone piers and streetlamps (noted in purple in the images below) are to be salvaged and reinstated per existing.

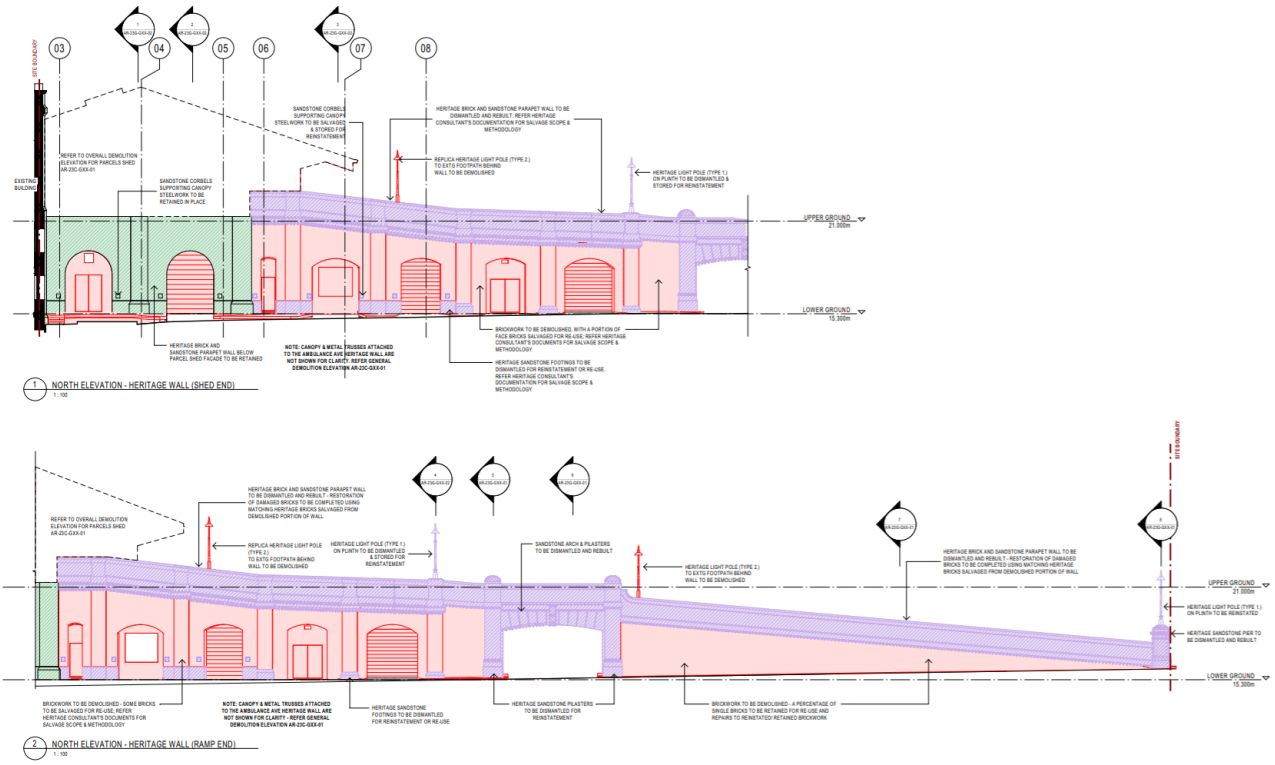


Figure 7 – Elevation showing extent of Ambulance Avenue retaining wall demolition (red) and dismantling for reinstatement (purple).

Source: shop and BVN

6.3. ORDER OF DECONSTRUCTION– BRICK WALL

Traditional Stonemasonry prepared the below process and sketch which provides an overview of the recommended order of the dismantle from East to West. The proposed methodology for achieving this outcome is set out in the below sections of this methodology.

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 voussoir arch forming the carpark entrance.

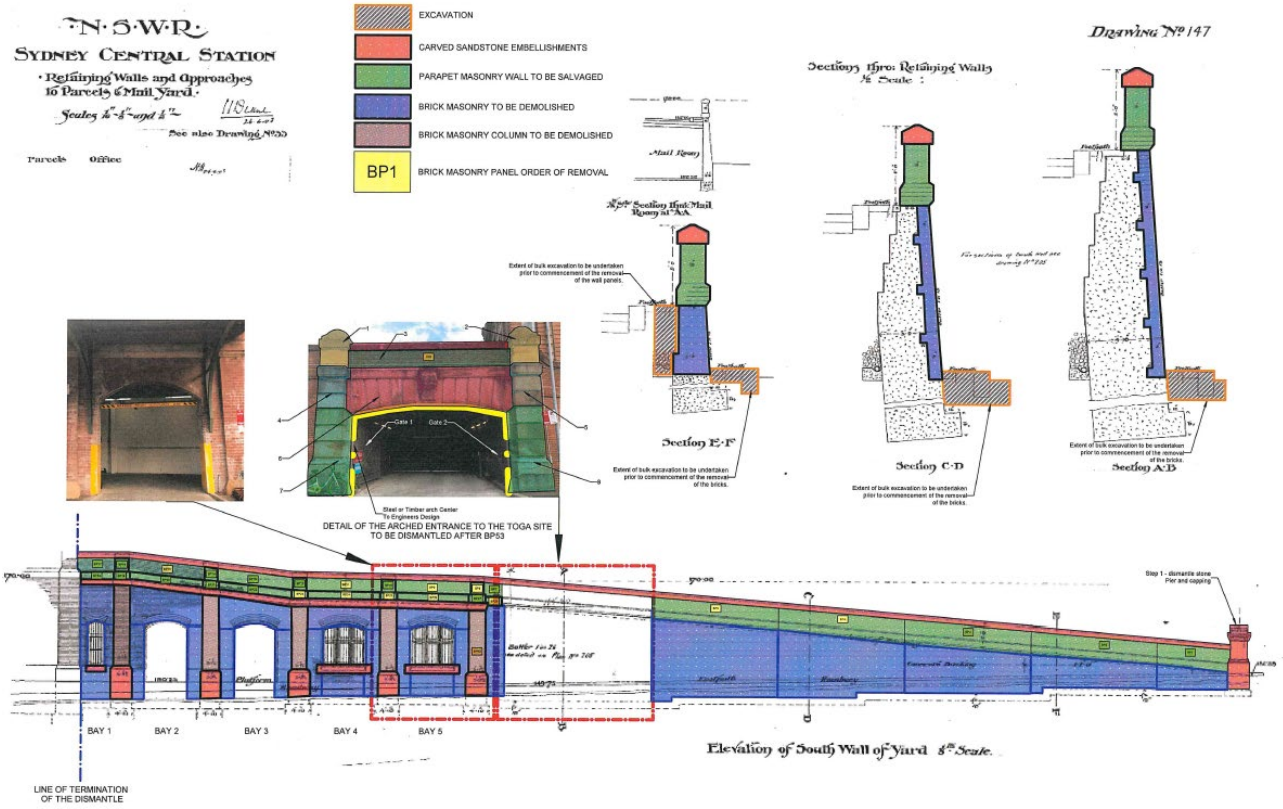


Figure 8 – Proposed order for dismantle of Ambulance Avenue wall from east to west.

Source: Traditional Stonemasonry

6.4. METHODOLODY FOR DISMANTLING – BRICK WALL PANELS AND SANDSTONE EMBELLISHMENTS

Traditional Stonemasonry prepared a methodology for the dismantling of this element, which is documented in the *Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019.* The scope in italics below has been reproduced from the 2019 document (which is appended to this DDHFM) and augmented where necessary in standard text.

Overview

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 - Removal of Carved Stone

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 fog 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

11. 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.

Procedure – Cleaning of Carved Stone

1. 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.

2. Wash bedding and perpend faces in fresh water and use a stiff nylon scrubbing brush to remove residual lime mortar.

3. 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 – Removal of Parapet Brick Panels

1. Develop a structural engineer design for the installation of structural steel 'Stiff Back' frames.

2. Remove sandstone piers and wall capping to the entire length of the affected wall.

3. 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 in uncovered.

4. 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.

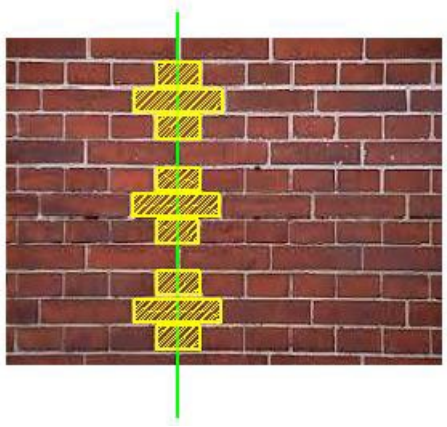


Figure 9 – Diagram for insertion of the threaded rod through bolts..

Source: Traditional Stonemasonry

Procedure – Cleaning of Parapet Brick Panels

1. Remove hard mortar left after the removal of the affected bricks by gently tapping the mortar with a sharpened masons 2 inch boaster and masons mallet a the point of contact o 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 sue 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.

6.5. METHODOLODY FOR DISMANTLING – IRON WINDOWS, DOORS & GATES

Procedure – Iron Windows, Doors & Gates

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.

6.6. METHODOLODY FOR DISMANTLING – STEEL FRAMED AWNINGS

The steel framed awnings are to be salvaged for future reinstatement in the existing location or elsewhere on the site. Where appropriate, some framing elements may be removed to a heritage buildings materials recycling facility. This must be determined in conjunction with the HC.

The below procedure allows for the removal of surface corrosion. Any further required conservation works including repainting are to be determined throughout the construction process prior to reinstatement of the elements.

Procedure - Removal

1. Photograph and document the condition of the awning framing in order to identify the prior condition of the fabric prior to dismantling and storage.

2. In order to provide an option to reinstate this element to existing location in the future, create a dimensioned plan inclusive of elevations in which each of the individual steel framed elements is given a unique ID code.

3. Create a bespoke timber crate for all framing elements. The crates must be designed to allow for transporting using a forklift.

4. Roof sheeting and timber elements are in poor condition, are not of particular significance and are not required to be retained. Remove carefully and dispose of.

4. Rivets through plates are fixing the steel framing members together in the earlier (eastern) section of the awning. All rivets are to be retained and the frames are to be removed as single, whole elements.

5. Later (western) section of the awning has welded elements. These frames are also to be removed as single, whole elements.

6. Nuts and threads are fixing the steel framed awning frames back to the brick wall. Carefully remove salvage for reuse. Fixings are to be stored with the corresponding awning frame to which it was originally fixed.

7. Remove all sign of surface corrosion from salvaged elements before packing.

8. All items removed from the assembly must have their Unique ID code printed on a non-visible face using permanent marker or affixed with a non-perishable tagging system.

9. All tagged items are to be individually wrapped in acid free, closed cell foam softening.

10. All items wrapped in softening shall have their unique ID code written in permanent marker on the outside of the wrapping.

11. All wrapped and marked items are to be carefully placed in the boxes and the lid screw fixed to the top of the crate.

6.7. METHODOLODY FOR DISMANTLING – SANDSTONE PIERS AND STREETLAMPS

Refer to procedure for dismantle and cleaning of carved stone under Section 6.4 above for treatment of sandstone piers. Undertake below scope for the removal of the streetlamps first.

Note that the below scope only applies to streetlamp ‘Type 1’. There are two Type 1 streetlamps that are required to be salvaged and reinstated. Two additional streetlamps (those show in red in the demolition elevation) are reproduction streetlamps and are not required to be salvaged.

Procedure - Removal (Streetlamps)

1. Undertake a suite of photos that illustrate the fully assembled units

2. Engage suitably qualified electrician and contractor to carefully remove the lamp from the pier including all associated services. Ensure electrician is aware of the significance of the piers and the expectations regarding no damage to the fabric.

3. Photos of the unit being dismantled are to be taken at reasonable intervals

4. Photo log of each assembly part with unique ID code tag attached

5. Each part is to be treated prior to wrapping for long term storage. Any signs of surface corrosion are to be removed. Use soft cloth and water with mild detergent if required only to clean the item before storage. Ensure that no moisture is left on the item (from cleaning or otherwise) before carefully placing item in the box.

6. Pack units in closed cell foam softening.

7. Write the complete unit ID code reference onto the wrapping along with a list of all individual part ID codes.

8. Place wrapped units into a bespoke timber crate mounted onto a timber pallet for ease of transport.

7. STORAGE OF SALVAGED ELEMENTS

The location of the Heritage store is to be confirmed with the Heritage Consultant (and reported to HNSW) prior to the removal of the items from the site. The location is to be in the Greater Sydney Area such that procure #7 below is able to be undertaken. The location must be a secure, watertight location which has appropriate vehicular access for safe transfer of items from the truck to the final storage.

All items of heritage significance must be packaged and stored as per the procedure listed below.

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

1. Labelled 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 content's 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.

DISCLAIMER

This report is dated 6 June 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of BUILT **(Instructing Party)** for the purpose of establishing a methodology for the demolition and dismantling of heritage fabric **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

TTW STRUCTURAL HERITAGE DECONSTRUCTION METHODOLOGY FOR PARCEL SHED, ATLASSIAN, 24 NOVEMBER 2021

TTW Structural Civil Traffic Façade

Structural Heritage Deconstruction Methodology

Atlassian Central

BOJV / 09 June 2022

191797

Rev. B

Your Partner in Engineering

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1.0 Document Register

AUTHOR	REVIEWED	APPROVED	ISSUE	STATUS	DATE
Angus Busuttil	Martin Folan	-	AFC Package 1*	Rev. A	24/11/21
Angus Busuttil	Martin Folan	-	AFC Package 1*	Rev. B	09/06/22

This document supersedes previously issued report titled '191797-TTW-CE-RP-0101-5-Structural Heritage Deconstruction Methodology'.

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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.

Further to previous revisions of this report, modifications have been made in consultation with advice from Traditional Restoration Company (TRC). Additional commentary on the Heritage masonry wall along ambulance avenue and Adina has been included for reference.

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.

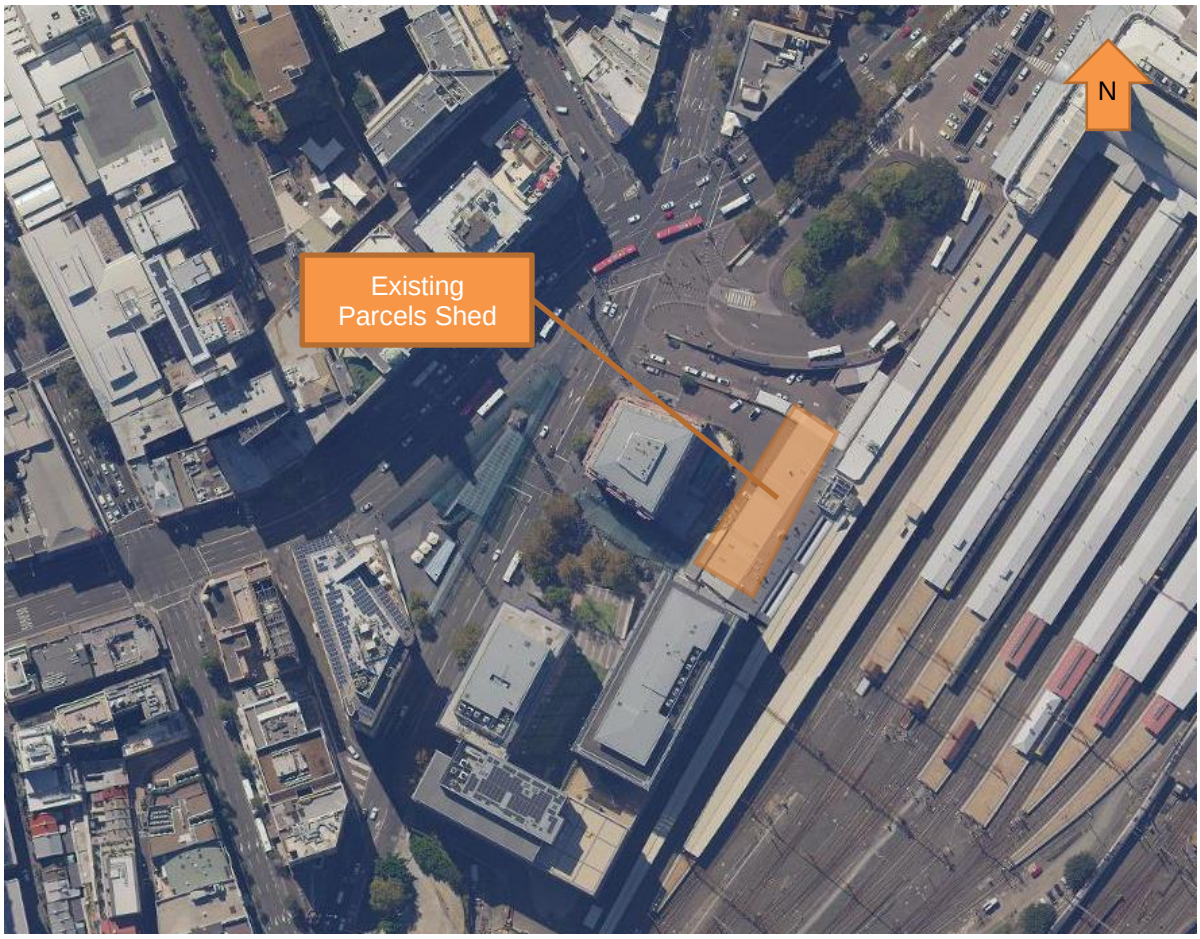


Figure 1 - Location Former Inwards Parcels Shed, Central Station, Sydney (Source: SIX Maps)

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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 precinct has been divided into 3 phases by Urbis in their Schedule of significant Elements Report. The phases are based of the era of construction and are summarised below:

- Phase 1 – Original Inwards Parcels Shed and Small Parcels Bagging Room – 1900-1906
- Phase 2 – Twentieth Century Additions – 1907-2003
- Phase 3 – Redevelopment and Conservation – 2004-Present

The Parcels Shed forms part of Phase 1 of the precincts construction and 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. The timber framing has been graded as having high heritage significance, with masonry chimneys having a moderate grading of heritage significance.

The existing masonry wall along ambulance avenue which is to be retained was constructed in Phase 1 of the precincts timeline and is of both clay brick and sandstone construction. The brickwork is generally in a reasonable condition however sections of sandstone appeared to be delaminating in exposed areas.

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. Design has been developed to 75% DD. The proposed design and methodology may require specialist Subcontractor input to finalise staging, design and/or methodology.

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

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column. Masonry should be carefully salvaged and stored so that it can be reused. Specific storing techniques may be required as advised by TRC, where front facing masonry units are reinstated like for like.

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. The illustrated sequence has been documented in the order of South to North however TTW note that the sequence is interchangeable and may commence from the North in a similar order.

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 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. Masonry walls which will be deconstructed will need to be taken apart carefully top down. An assessment is to be made of the existing condition of sandstone arches of the Adina driveway access prior to the determination of removal methodology. If the condition of the stone is deemed to be inadequate, structural and heritage advice to be sought as to whether stone will be retained and what the best method of removal will be.

8.0 Order of Reconstruction

The reconstruction process of the Parcells 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. As much fabric as possible should be initially salvaged to allow for unforeseen structural damage to retained sections.

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.

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9.0 Existing Sections

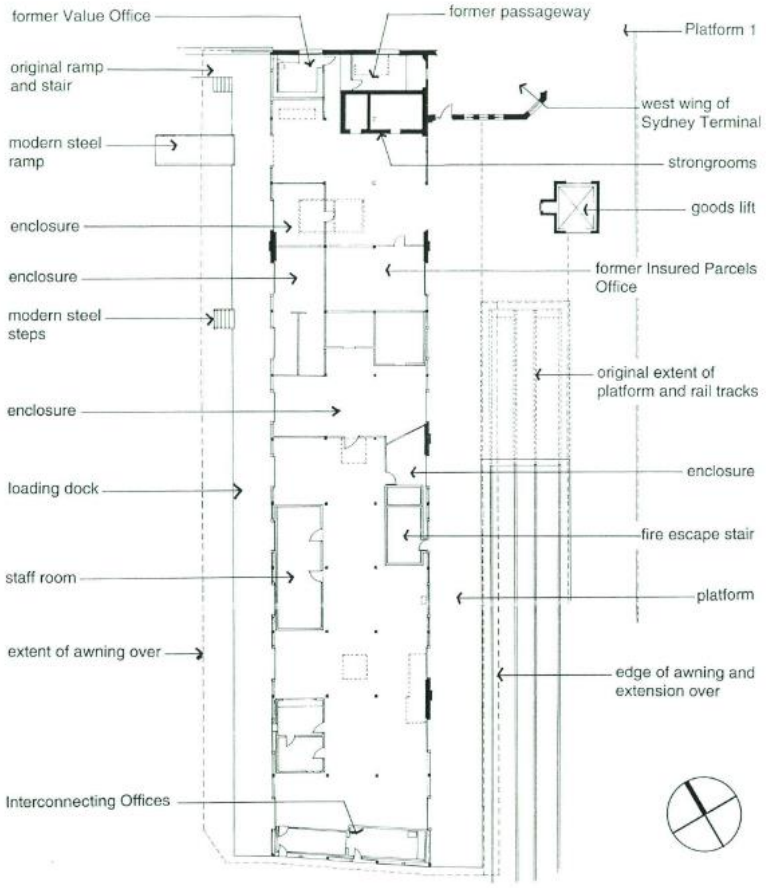


Figure 2 – Existing Floor Plan of Inwards Parcel Shed, Sydney Terminal[1]

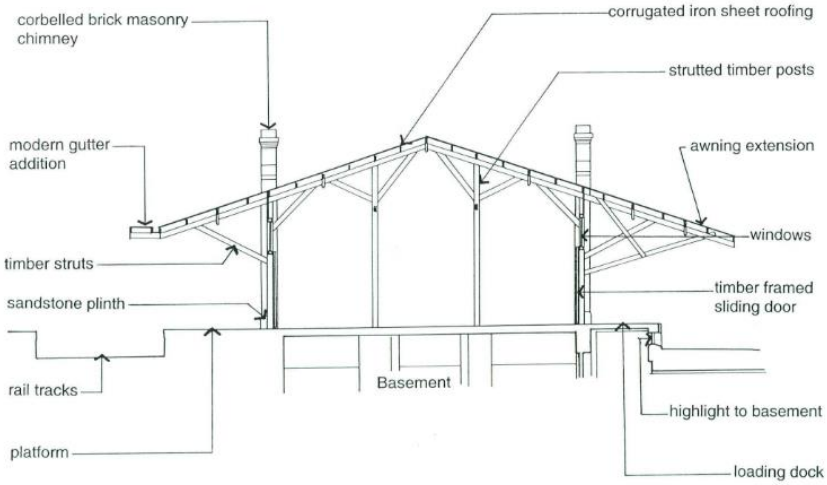


Figure 3 – Typical Section Through Inwards Parcel Shed, Sydney Terminal[2]

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

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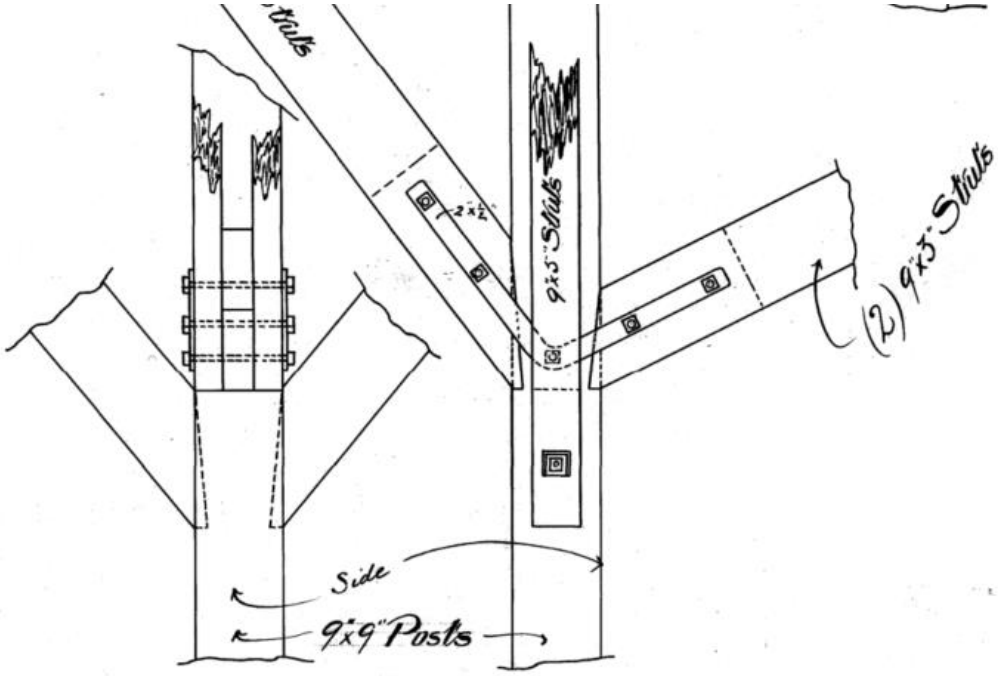


Figure 4 – Typical Post Connections to Parcel Shed

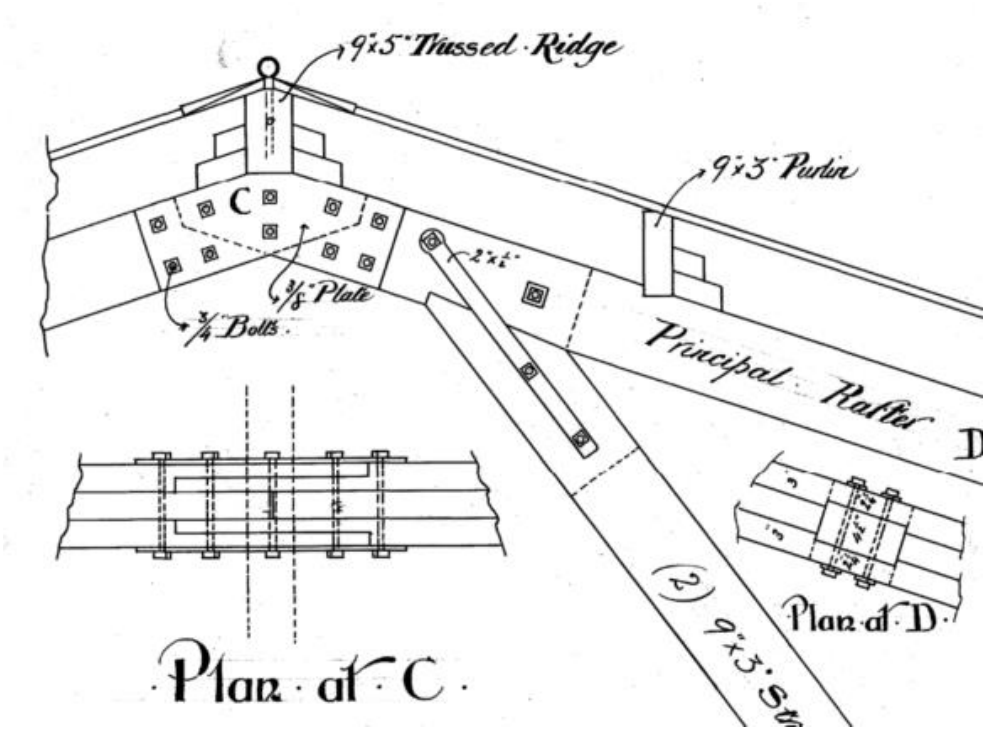


Figure 5 – Typical Apex Connections to Parcel Shed

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10.0 Information Required

Following this report, TTW require site information for the following items to confirm our design parameters, and to reduce the chance of latent building conditions. At the time of this report, investigations are scheduled to be carried out to address elements of the below:

- 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.
- 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 timber trusses have been painted, is the intention to repaint? Was this the original condition?

11.0 Deconstruction Methodology to be Documented

Based on this report, the following zones will require deconstruction and reconstruction methodologies for review:

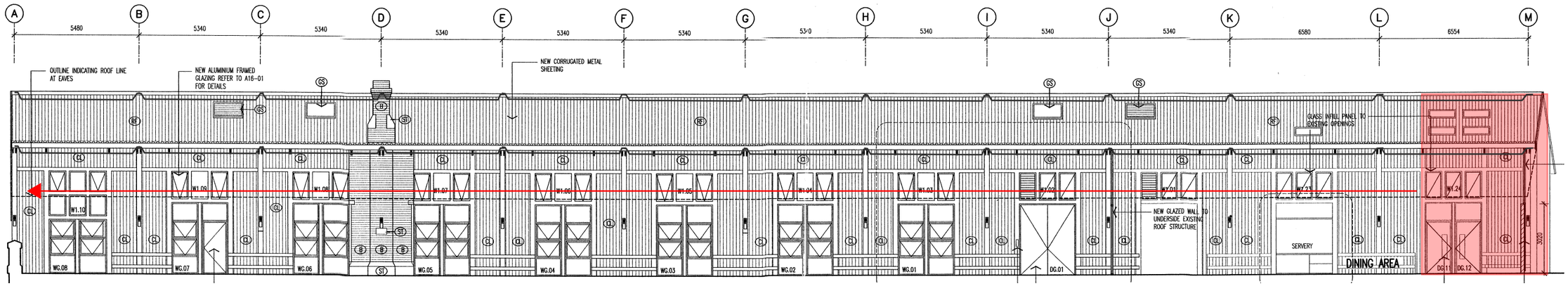
- Existing masonry arched walls retention
- Existing masonry wall awning deconstruction
- Existing masonry wall staged deconstruction, reconstruction and rectifications

The reconstruction of the ambulance avenue masonry wall will require careful consideration, using salvaged bricks and a traditional mortar. TTW recommend testing the material composition of the existing mortar prior to careful demolition to ensure a consistent mortar is used throughout the wall. Careful planning and detailing will need to be considered along the masonry cut line between deconstruction and retention to ensure the masonry is correctly toothed in.

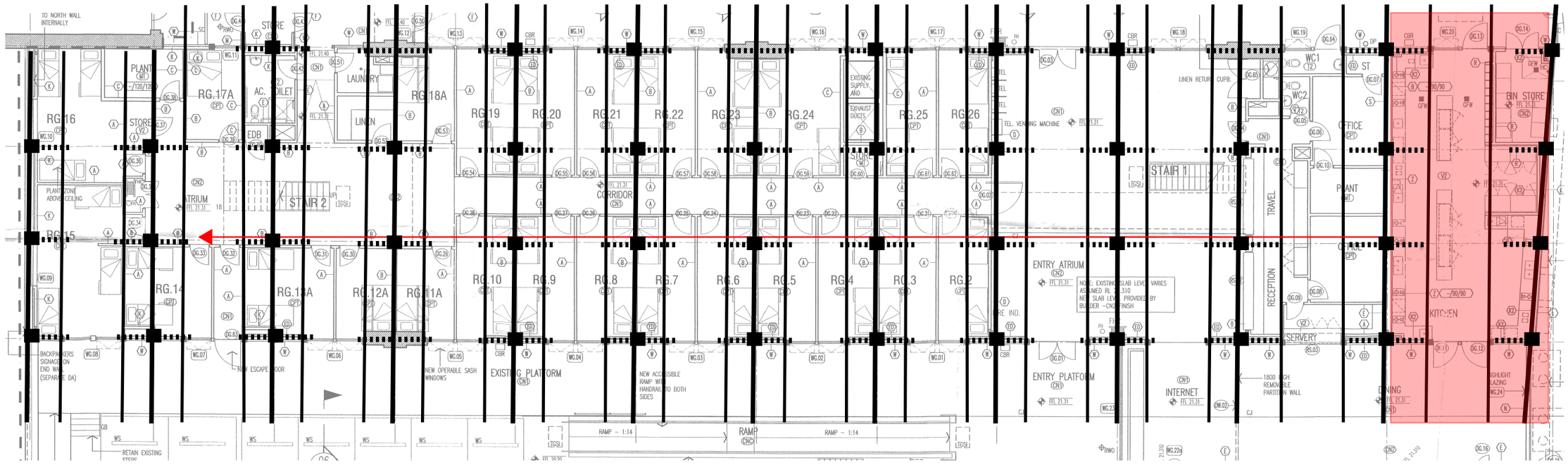
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12.0 Appendix A – Deconstruction Methodology Sketches

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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.
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS. NOTES FROM TRADITIONAL RESTORATION COMPANY (TRC) ON SEQUENCING ARE TO BE READ IN CONJUNCTION WITH THIS METHODOLOGY FOR DETAILED REMOVAL AND INSTALLATION. THIS METHODOLOGY IS FOR MACRO STRUCTURAL STABILITY ONLY.

1) SEQUENTIALLY FROM RIGHT TO LEFT AS INDICATED ABOVE, MOVING COLUMN PROPS THROUGH THE BUILDING AS REQUIRED. THIS CAN ALSO BE CARRIED OUT LEFT TO RIGHT
2) FROM EITHER END AND AS ABOVE
3) AT ONCE, WITH ALL COLUMNS PROPPED TOGETHER.

PRELIMINARY - NOT FOR CONSTRUCTION

REVISION	AMENDMENT	DATE
1	ISSUED FOR CONSTRUCTION	
A	FOR INFORMATION	19-08-20

CLIENT: ATLASSIAN

ARCHITECT: BVN

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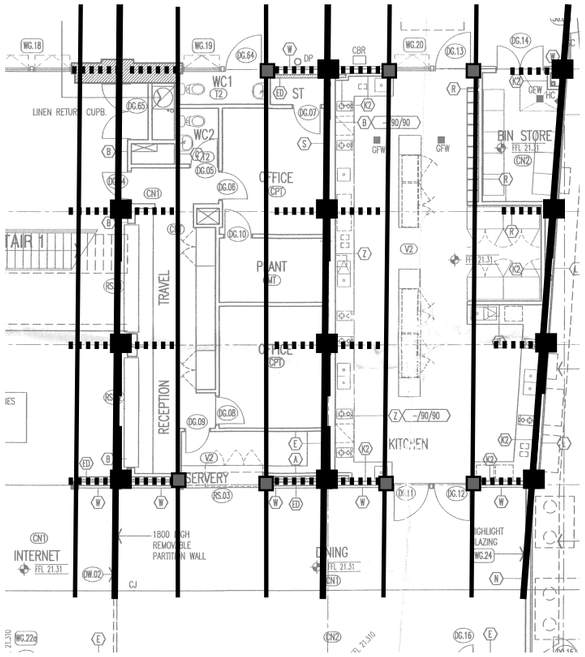
PROJECT: ATLASSIAN SYDNEY - PARCELS SHED

DRAWN	DESIGNED	CHECKED
A.B	A.B	M.F
DATE	APPROVED	SCALE
	M.F	NTS

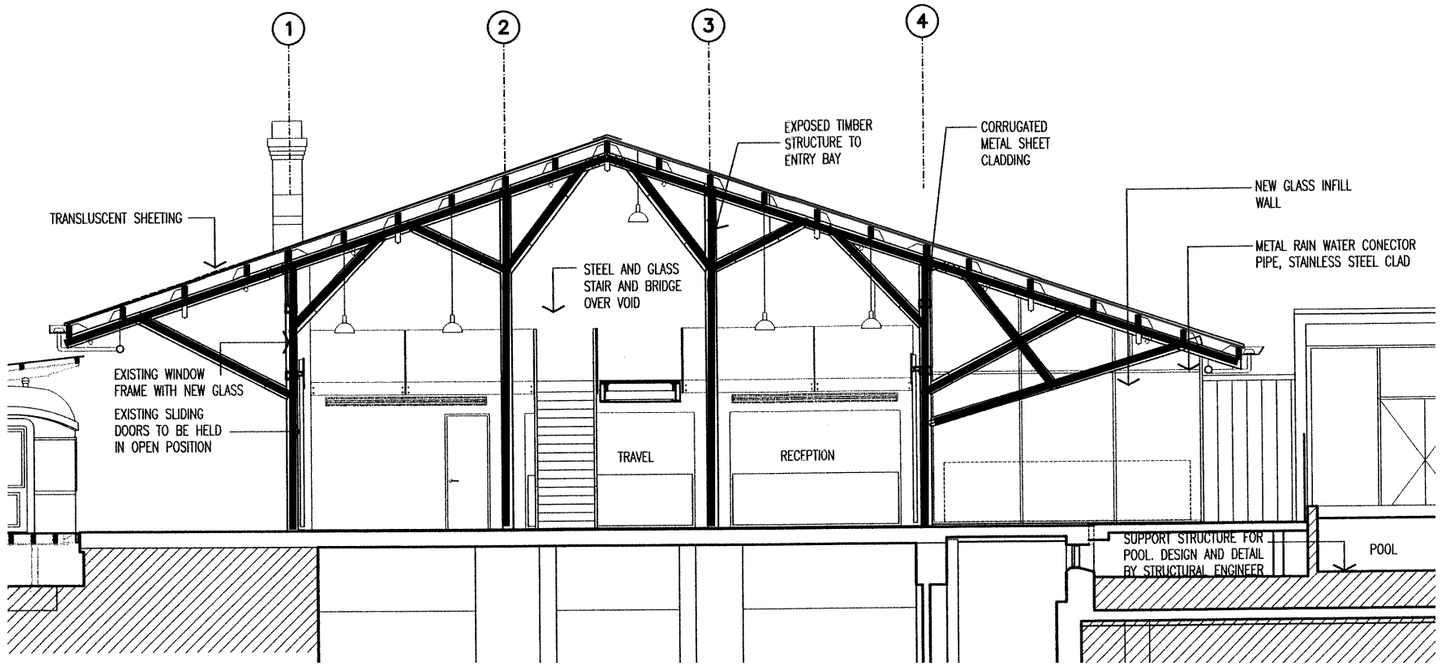
TITLE: INWARDS PARCELS SHED DEMOLITION METHODOLOGY

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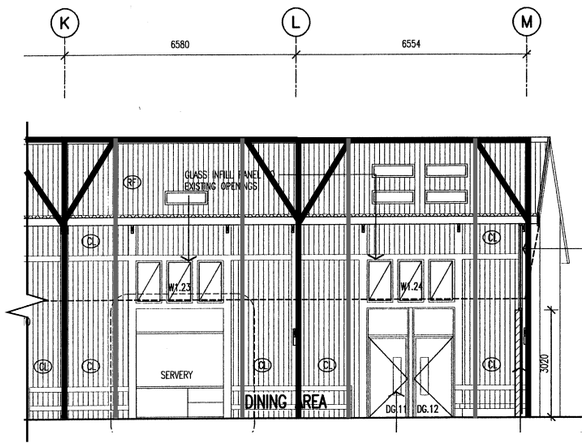
REVISION: 1



PLAN VIEW OF THE EXISTING PARCELS SHED SEQUENCE



SECTION VIEW OF THE EXISTING PARCELS SHED SEQUENCE



ELEVATION VIEW OF THE EXISTING PARCELS SHED SEQUENCE

REMOVAL SEQUENCE:

GENERAL: GUTTERING, ROOF PLANT AND OTHER SERVICES ARE TO BE REMOVED PRIOR TO STRUCTURAL REMOVAL.

1) ROOF SHEETING CLADDING AND CHIMNEYS ARE TO BE REMOVED WITHIN THE BAY
2) COLUMNS ARE TO BE PROPPED IN THE BAY ON SECTION.
3) PURLINS AND LATERAL HAUNCHES CAN THEN BE REMOVED. PROP COLUMNS ON ELEVATION.
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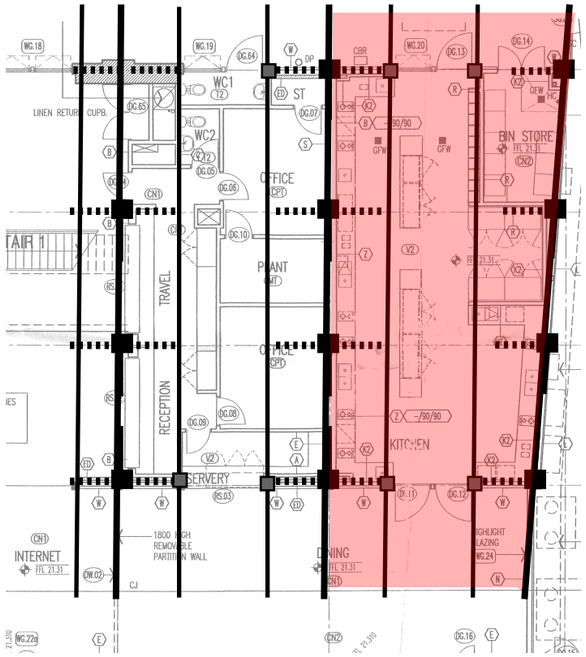
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TITLE: INWARDS PARCELS SHED DEMOLITION METHODOLOGY

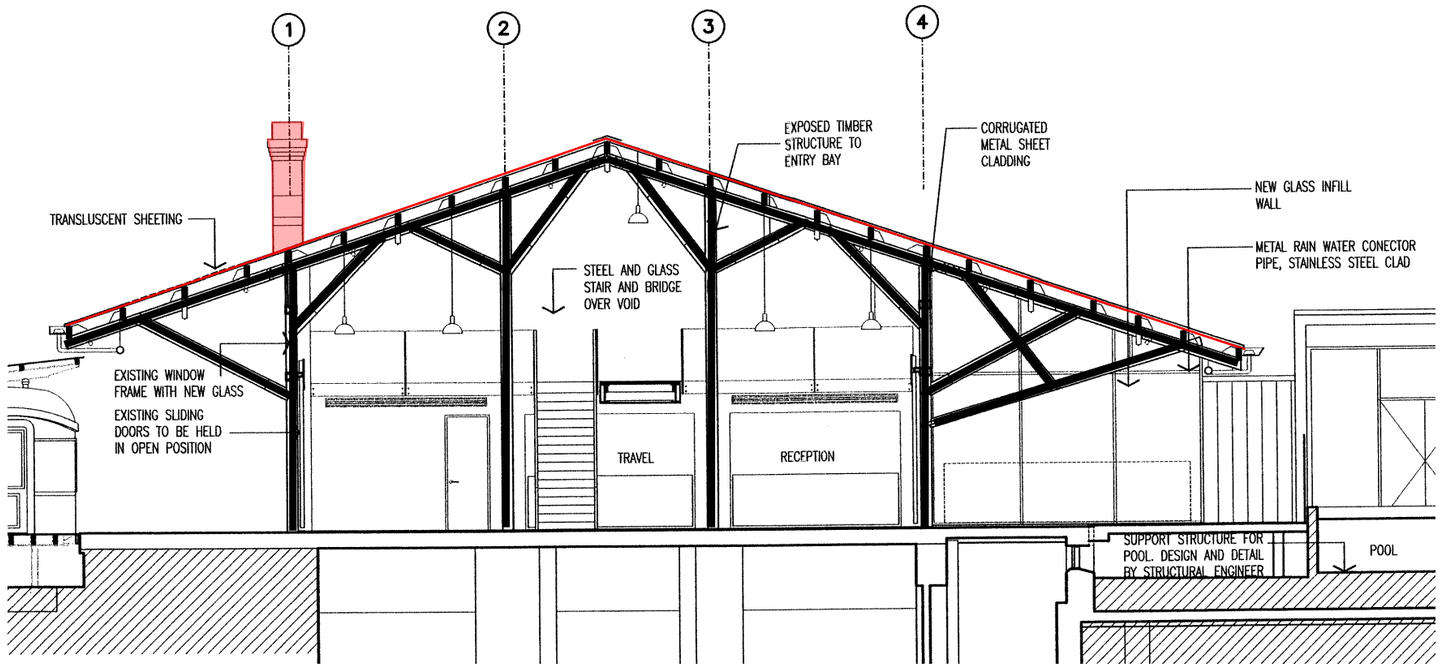
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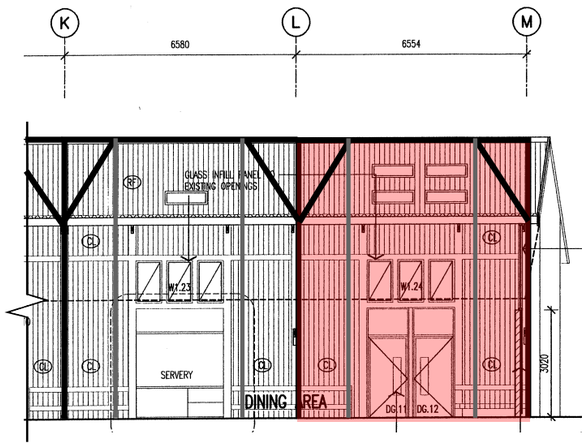
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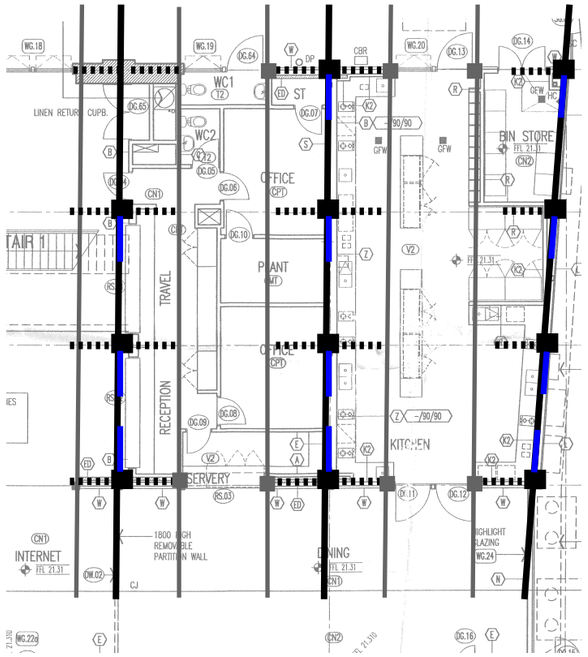
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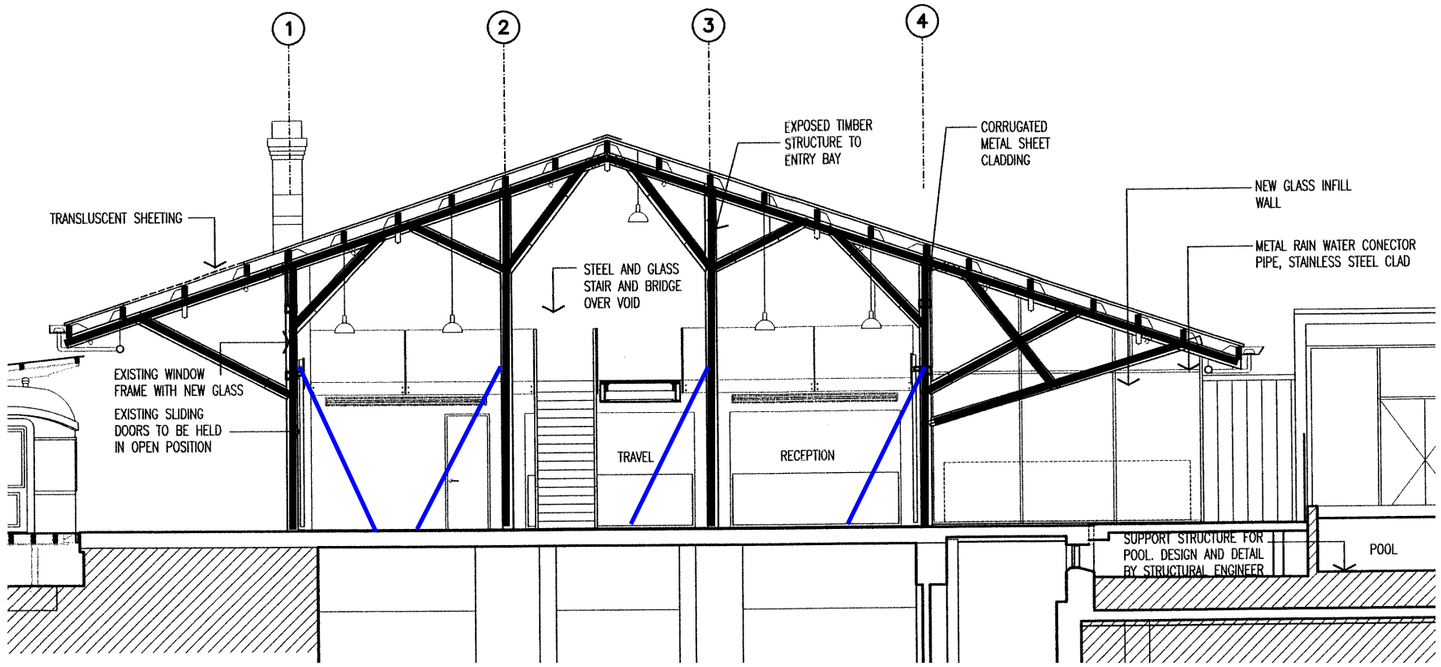
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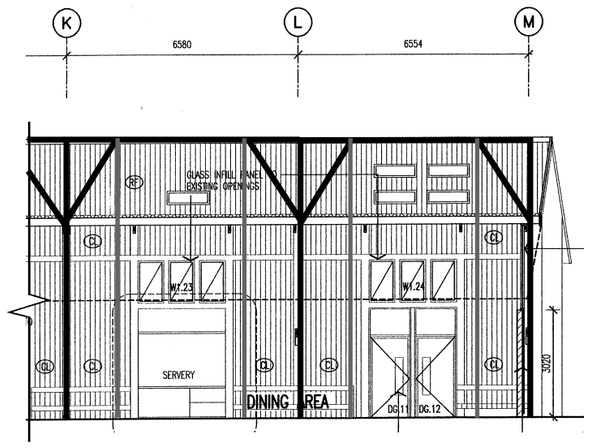
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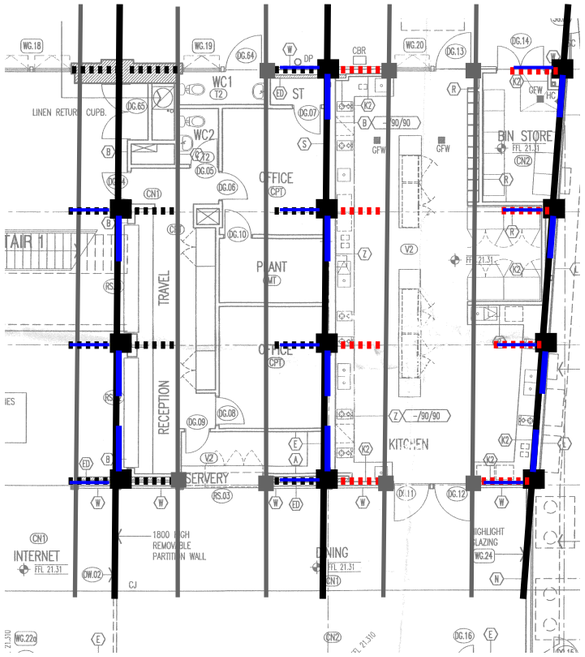
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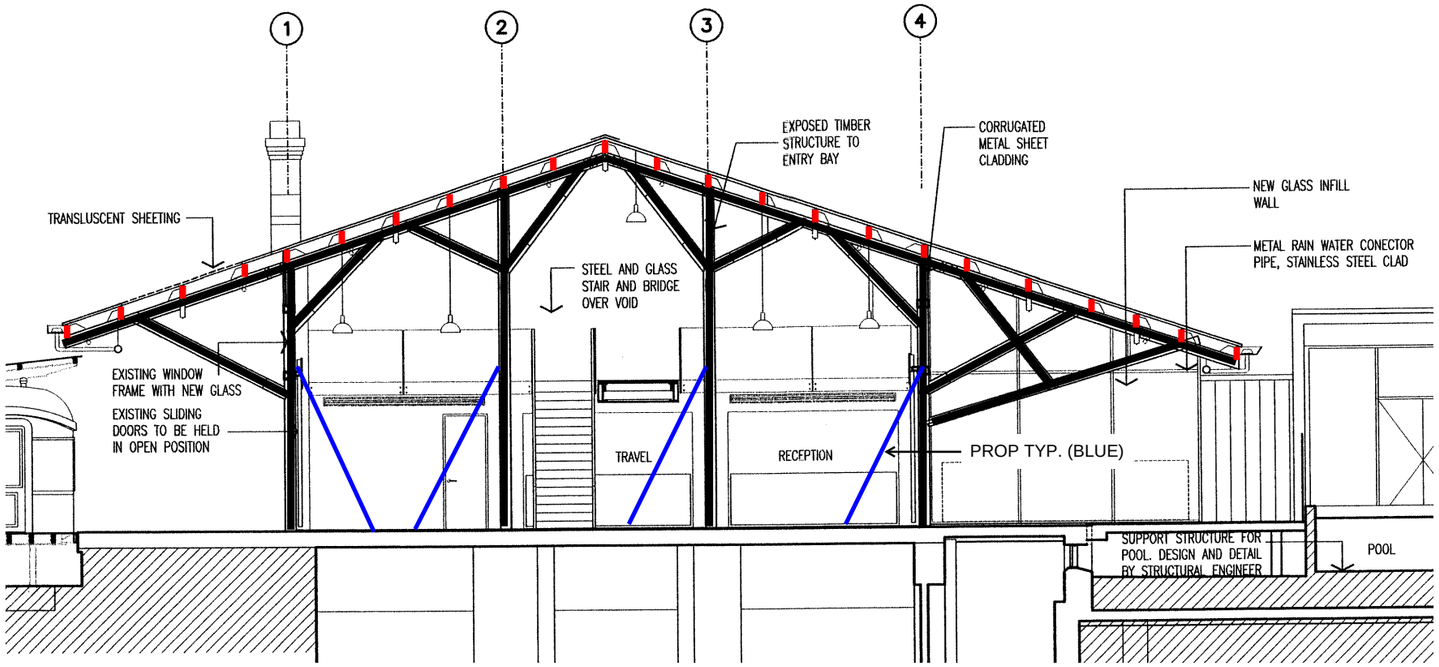
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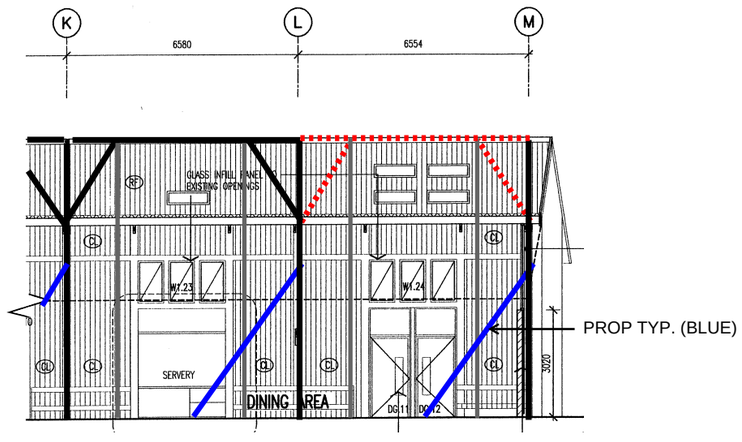
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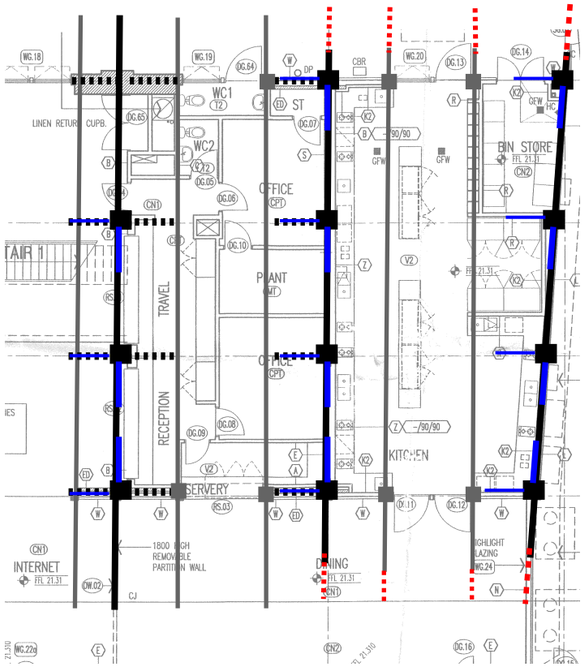
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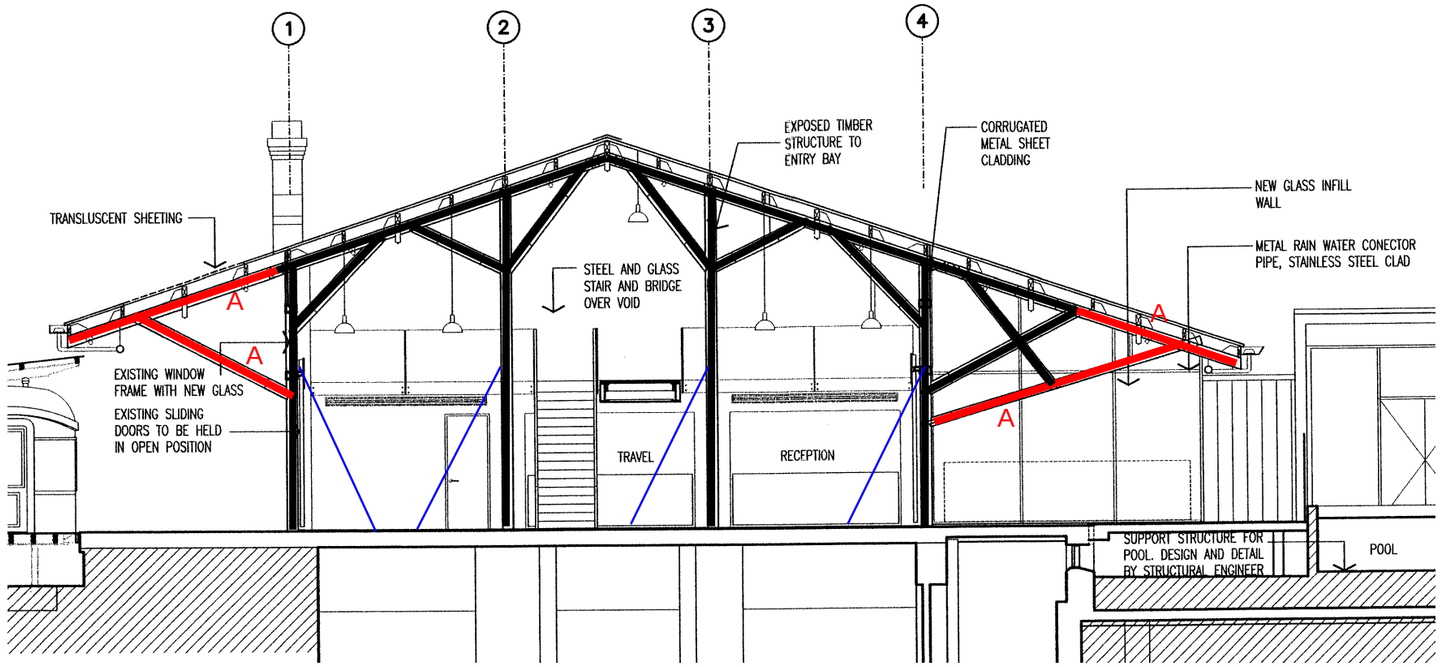
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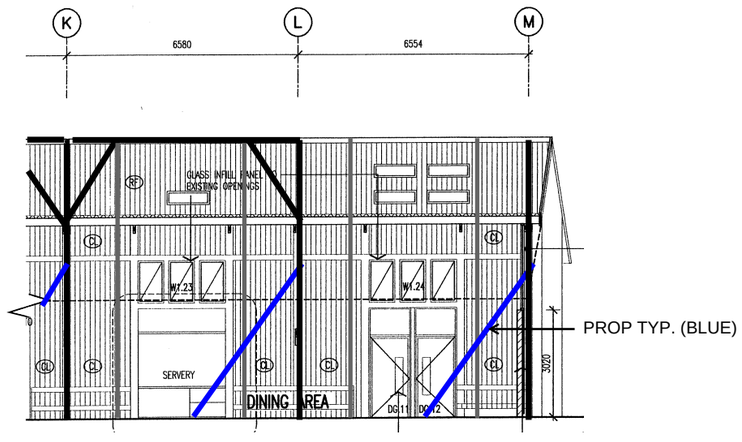
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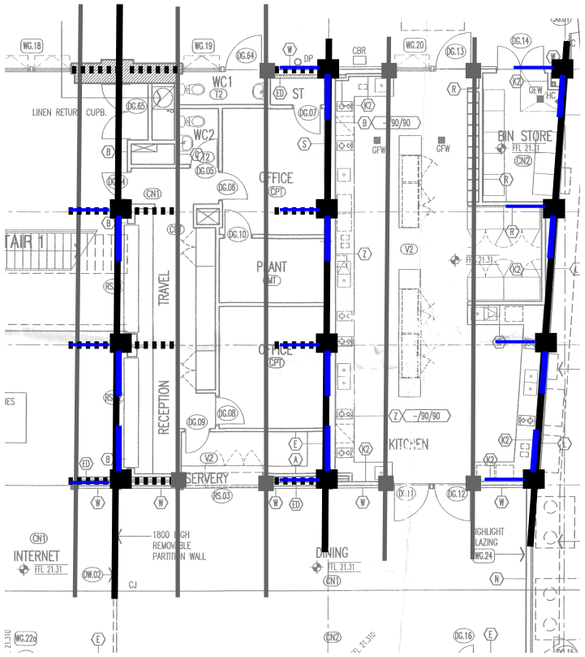
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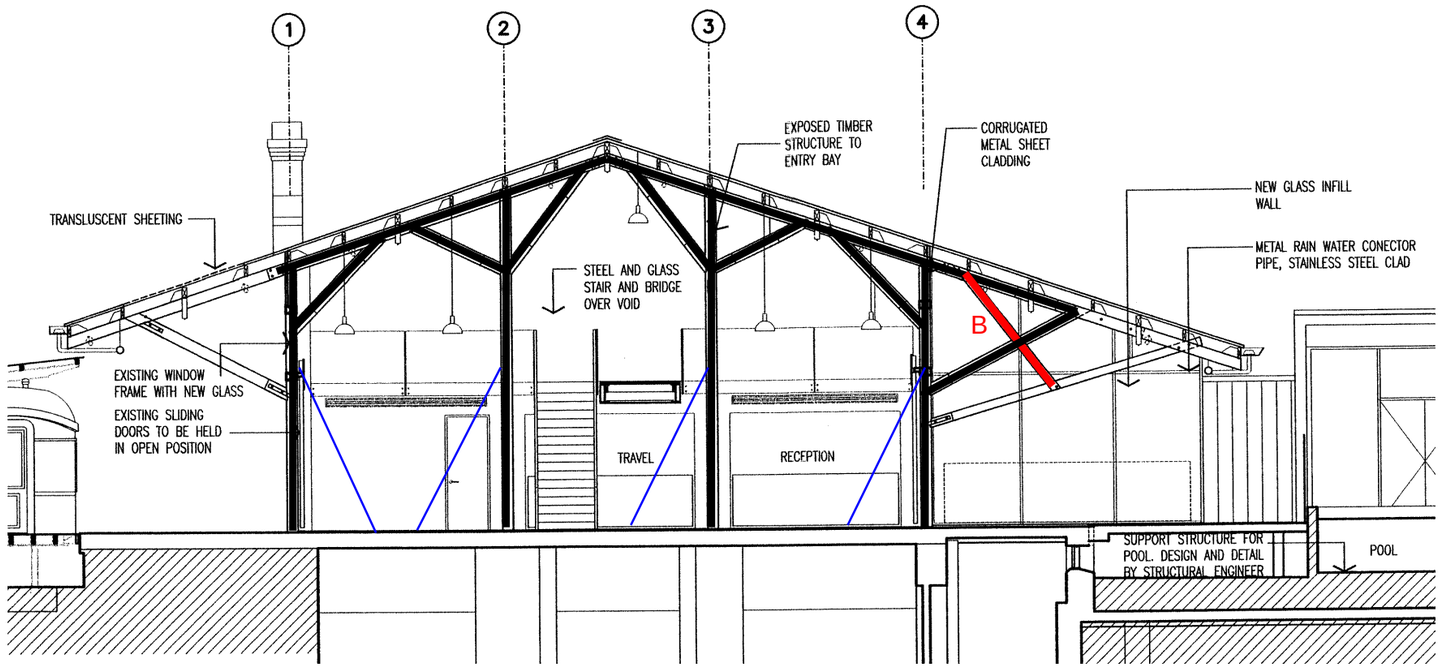
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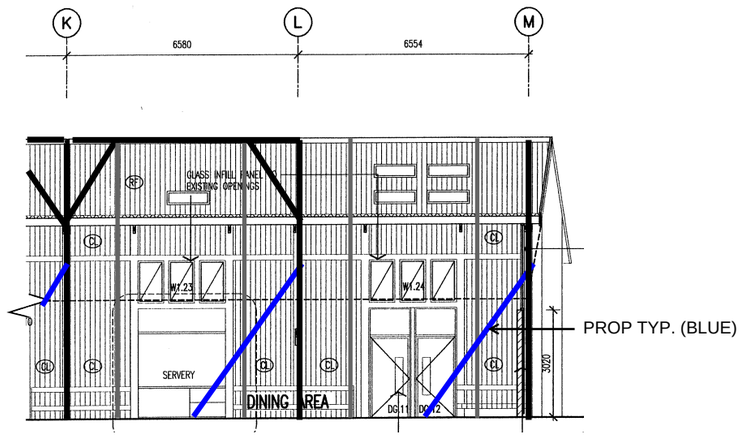
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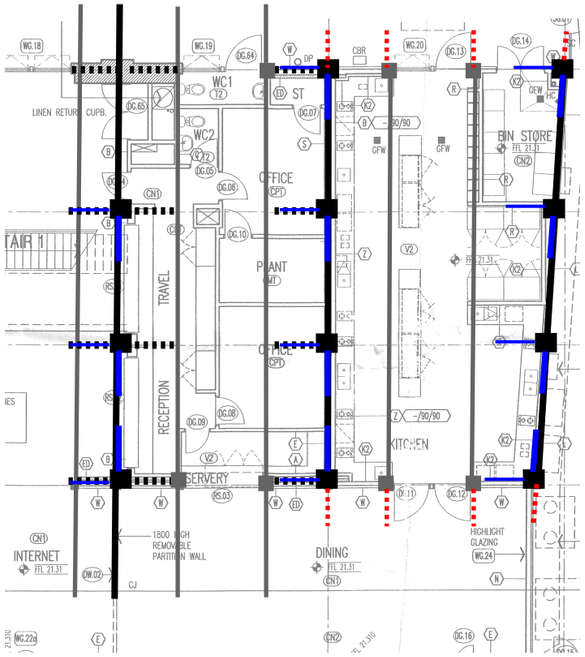
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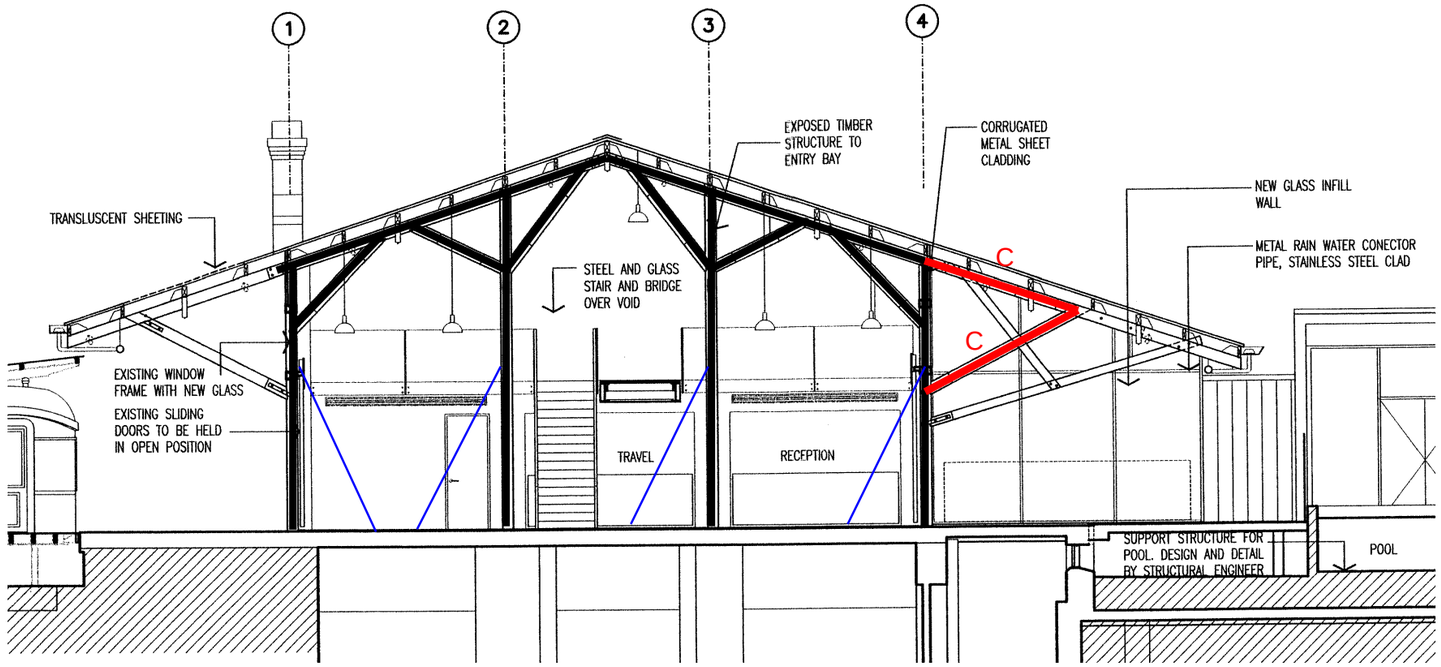
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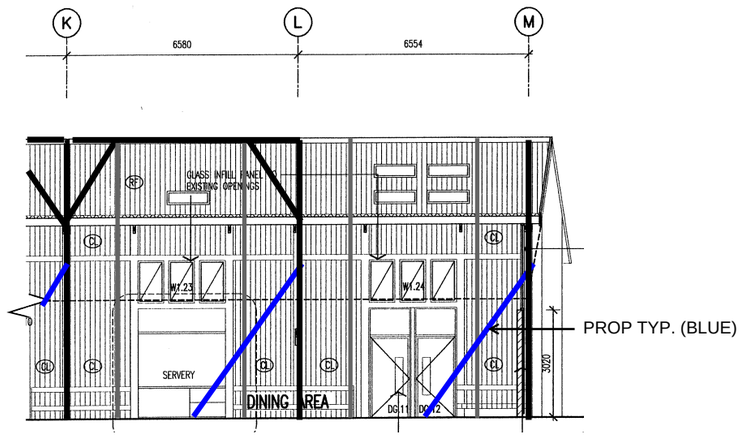
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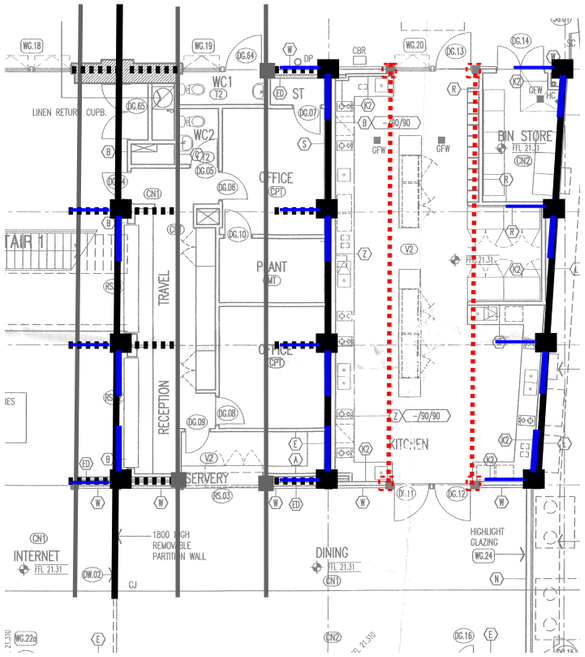
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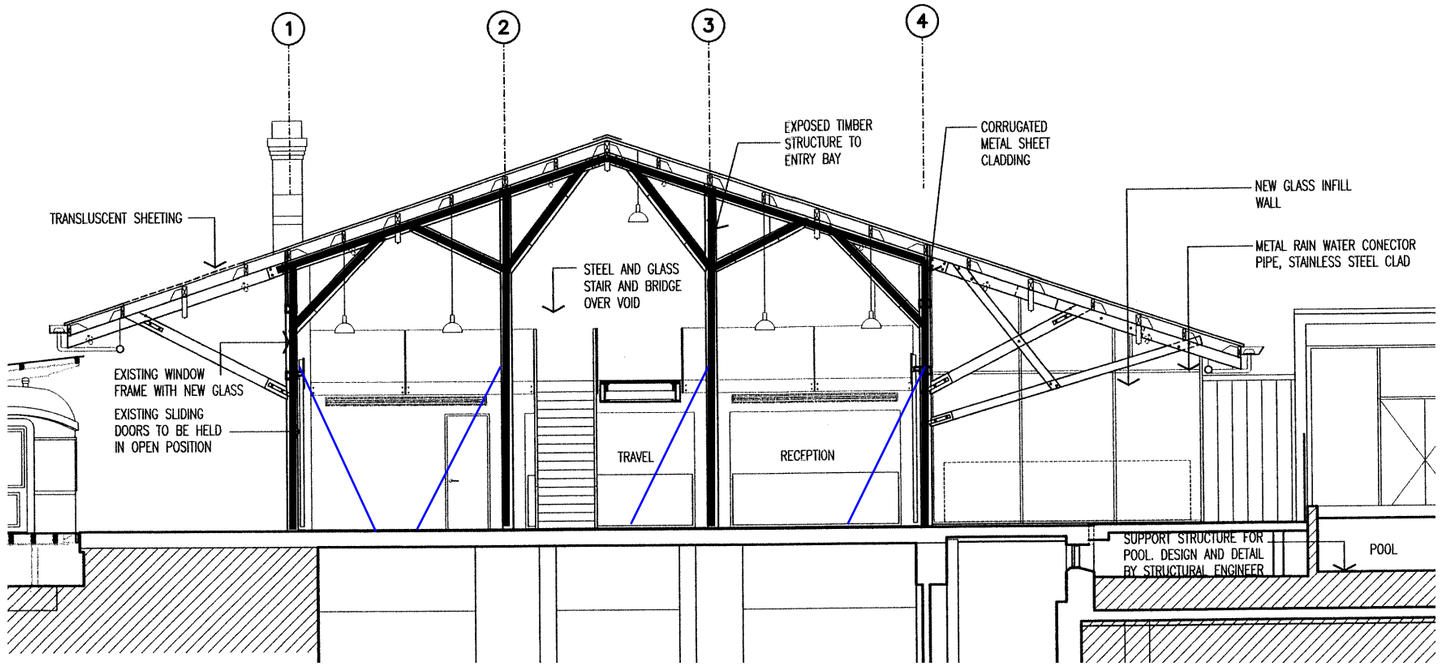
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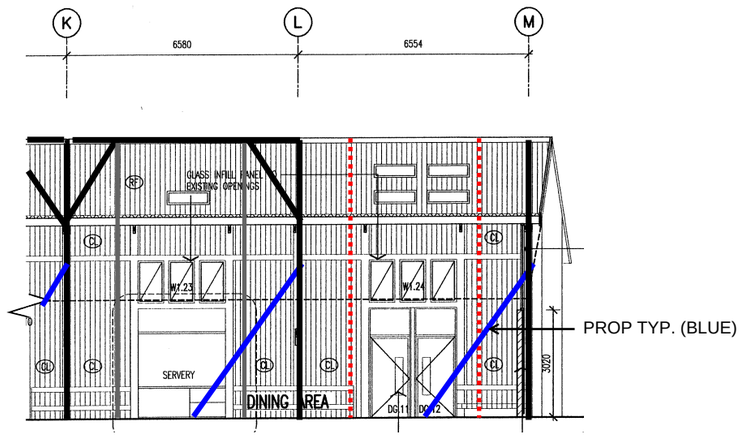
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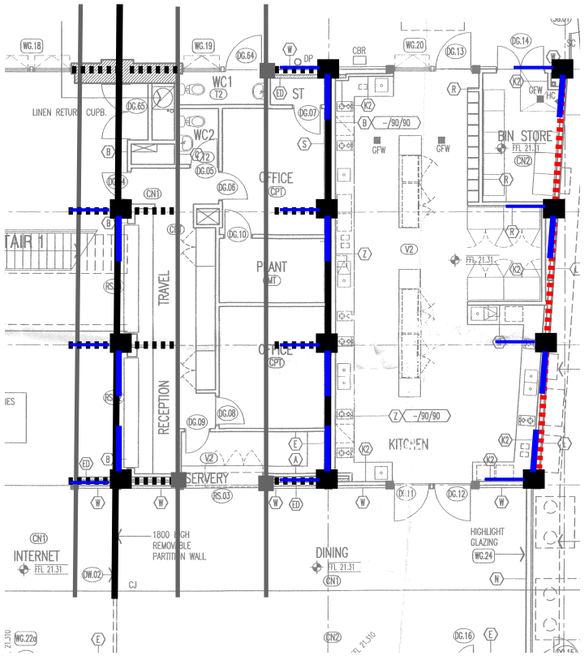
PROJECT: ATLASSIAN SYDNEY - PARCELS SHED

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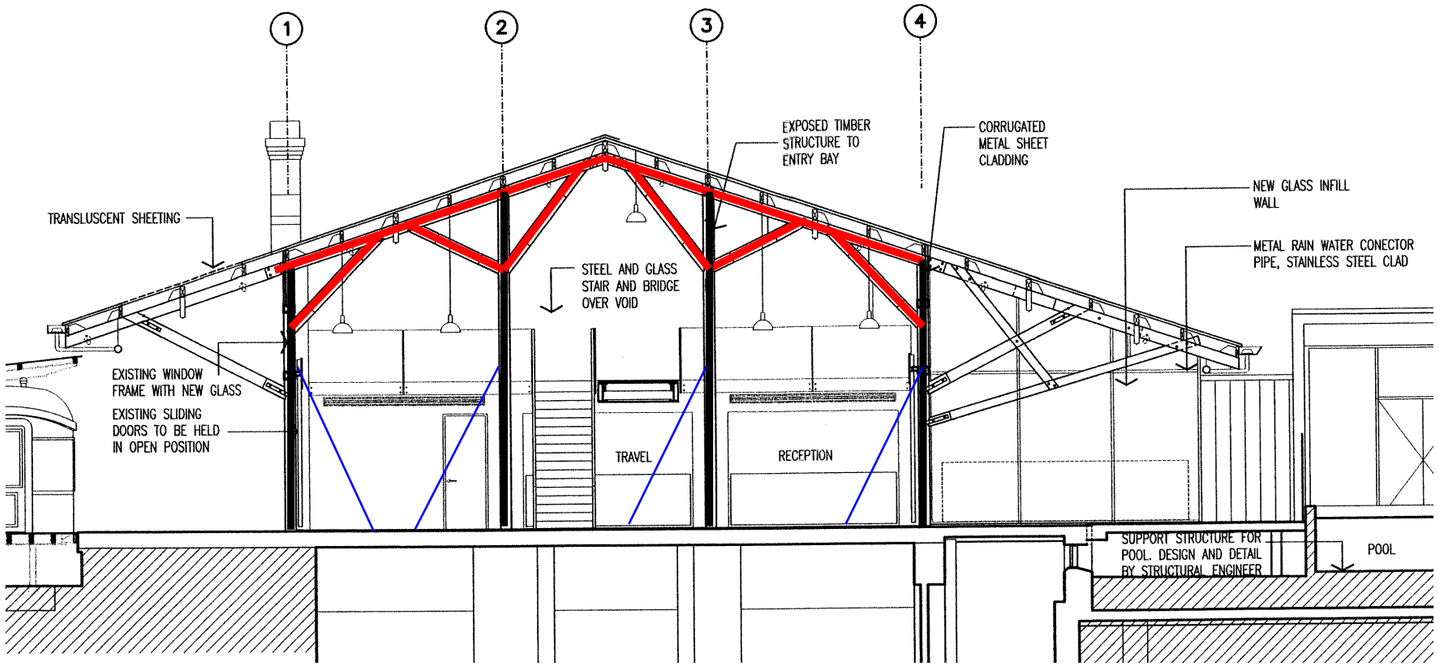
TITLE: INWARDS PARCELS SHED DEMOLITION METHODOLOGY

DRAWING NUMBER: 191797-TTW-SK-CE-001-RA

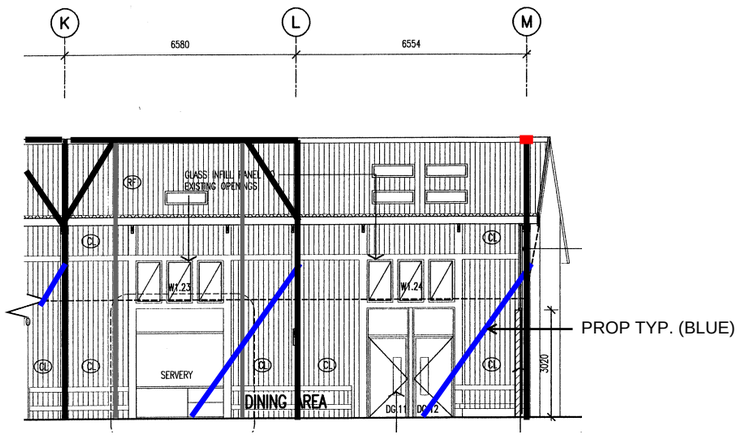
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PLAN VIEW OF THE EXISTING PARCELS SHED SEQUENCE



SECTION VIEW OF THE EXISTING PARCELS SHED SEQUENCE



ELEVATION VIEW OF THE EXISTING PARCELS SHED SEQUENCE

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DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.



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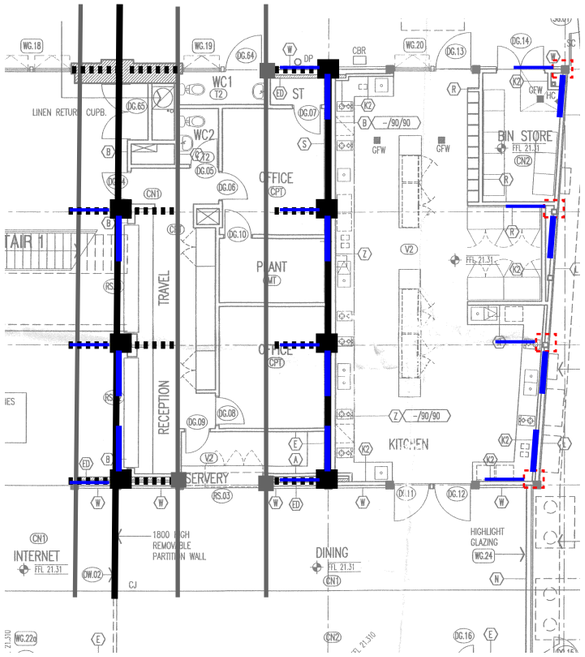
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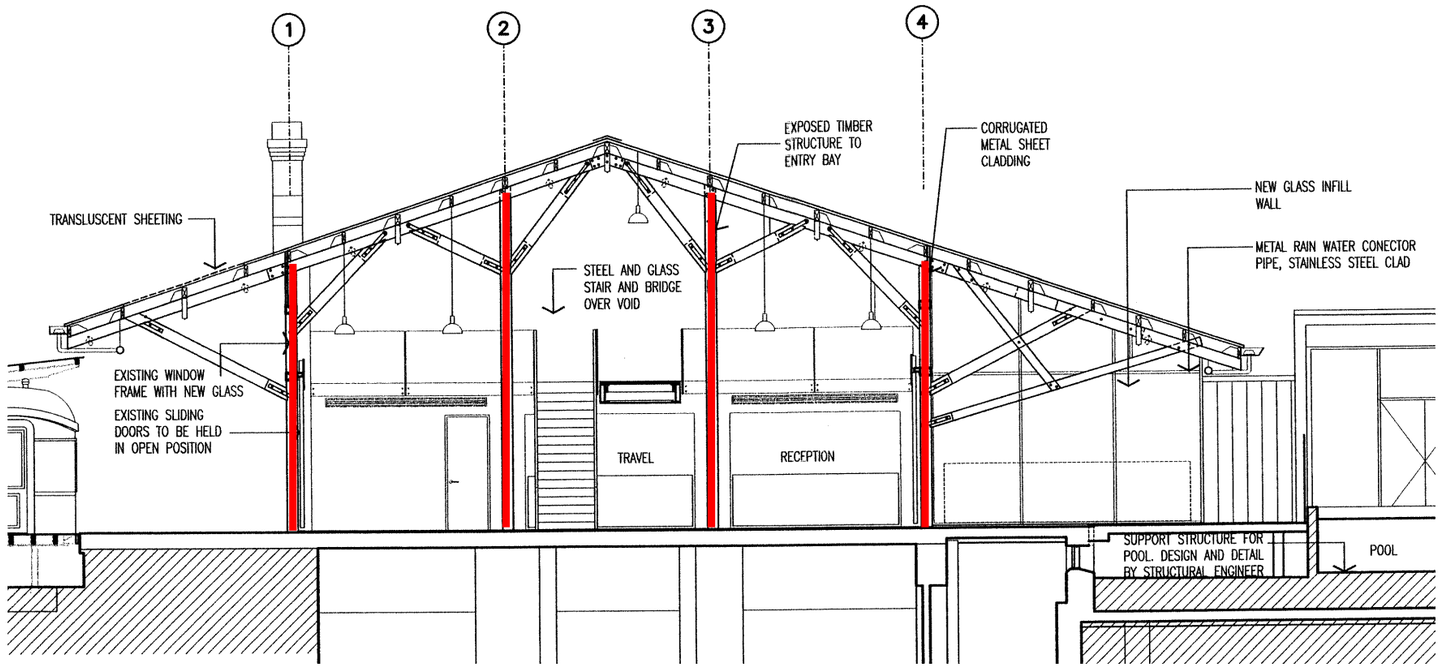
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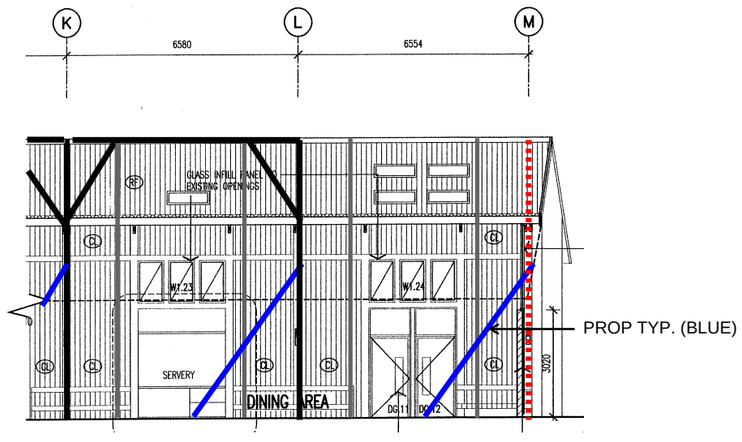
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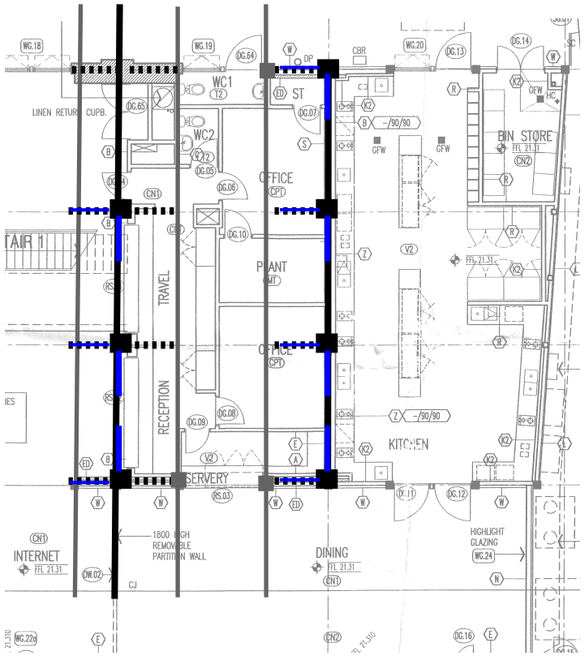
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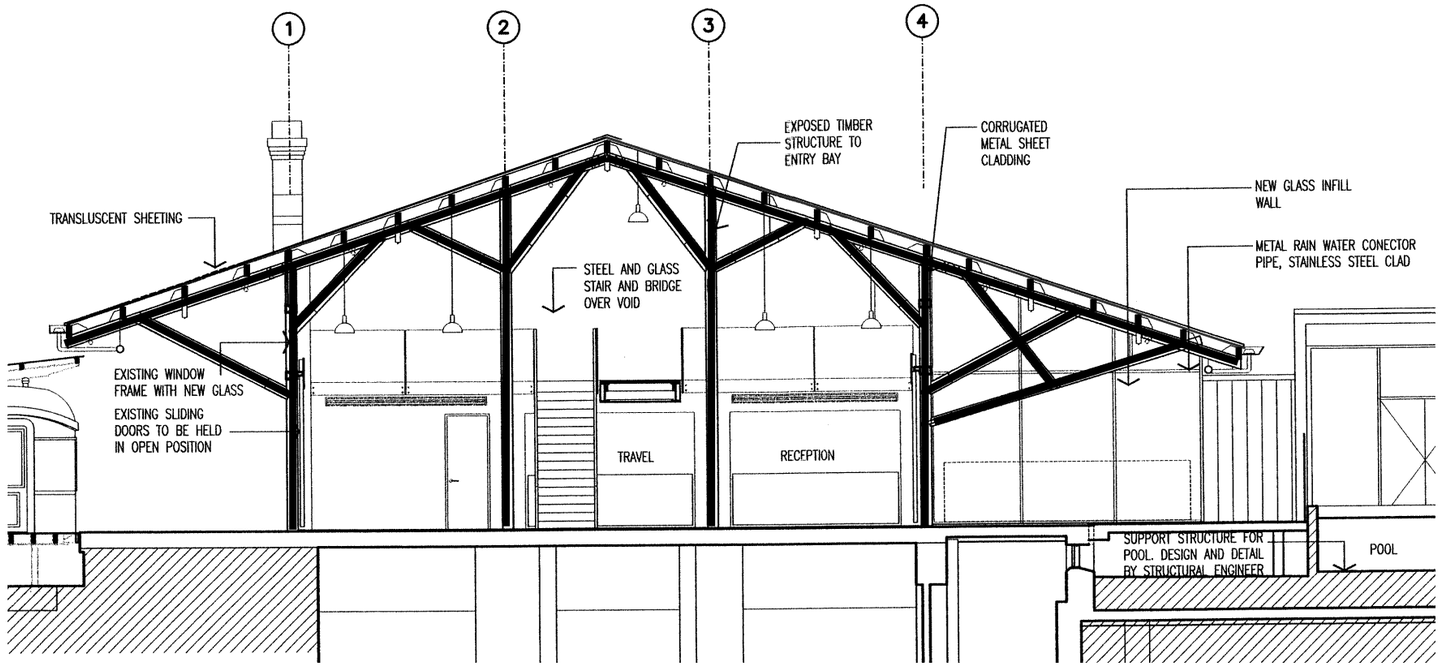
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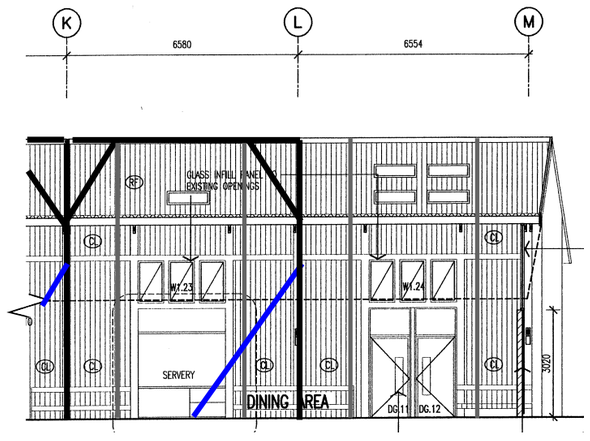
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PLAN VIEW OF THE EXISTING PARCELS SHED SEQUENCE



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13.0 Appendix B – Heritage Fabric Salvaging Procedures Report Rev B_JG_210630

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Date: 22/06/2021

YHA Parcels Shed

Heritage Fabric Dismantling & Salvaging Procedures



Written for and on behalf of: Vertical First Pty Ltd
Written by: James Ginter

Contents

Dismantling Procedure 3
Heritage Fabric Register and Identification 5
Truss Nomenclature Codes for Truss Groups (Prefix) 5
Truss Nomenclature Codes for Individual Elements (Suffix) 6
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Dismantling Procedure

The existing building known currently as the 'YHA' or formerly as the 'Parcels Shed' is associated with the distribution of parcels and packages through the Australian Postal services.

The building is a listed heritage item and although modified over the lifetime of the building, retains much of the original fabric within its structure. The items identified as being of significance are listed in the table below. Those fabric components are to be carefully dismantled or deconstructed in such a manner as to ensure the fabric can either be reinstated in the precise locations it was removed from or installed in an alternate location as indicated within the relevant Architectural Drawings.

The Step by Step methodology for the dismantling as it pertains to the maintenance of structural stability during the process is described in the TTW document titled TTW-CE-RP-0101 Draft Deconstruction Methodology dated 29 September 2020 (Refer to Appendix A) which shall be followed in association with the information provided within this document.

In response to section 7.0 Order of Deconstruction of the TTW document, the following procedures are to be followed with regards to the methods used to deconstruct.

1.0 REMOVING ROOF SHEETS

It is important to appreciate that the corrugated roof sheets may not be fixed with modern hexagon headed roofing screws but fixed using slot headed roofing screws with leather washers. In this case it shall not be acceptable to use 'pinch bars' or other leveraging devices to pull the sheets away from the timber purlins. The screws can be removed using flat head screw drivers or cut using reciprocal saws and the like which will minimize damage to the purlins which are scheduled for reuse.

2.0 REMOVING LEAD FLASHINGS

Where lead sheet flashings are present at the junctions of masonry chimney stacks and roof sheets, the following step by step procedure is to be followed:

- 2.1 Remove pointing from reglets using:
  - 2.1.1 A knife or oscillating mastic cutter if elastomeric or;
  - 2.1.2 Masonry mallet and tungsten chisels if mortar
- 2.2 The arises of masonry (stone or brick) are to remain undamaged as a result of the removal process.
- 2.3 Carefully remove the lead shims from the reglet avoiding damage to the masonry arris.
- 2.4 Ease the lead sheet from the reglet by hand and dispose offsite.

3.0 LOOSENING BOLTS

- 3.1 Spray the nut and bolt connection with a penetrating machine oil and leave to dwell for approximately 20 minutes.

3.2 Apply force by hand using a spanner to the nut to attempt to loosen.

3.3 Reapply oil if required.

3.4 In the event the nut cannot be loosened using he above method the nut can be cut off using thin blade metal cutting discs.

4.0 PRISING TWO TIMBER ELEMENTS APART

4.1 Once the nut and washer has been successfully removed, place a soft timber slow wedge between the two elements and apply force using either a steel timber chisel or pinch bar between the wedge and the timber ensuring that the force used will applied to the wedge and not the timber to be salvaged.

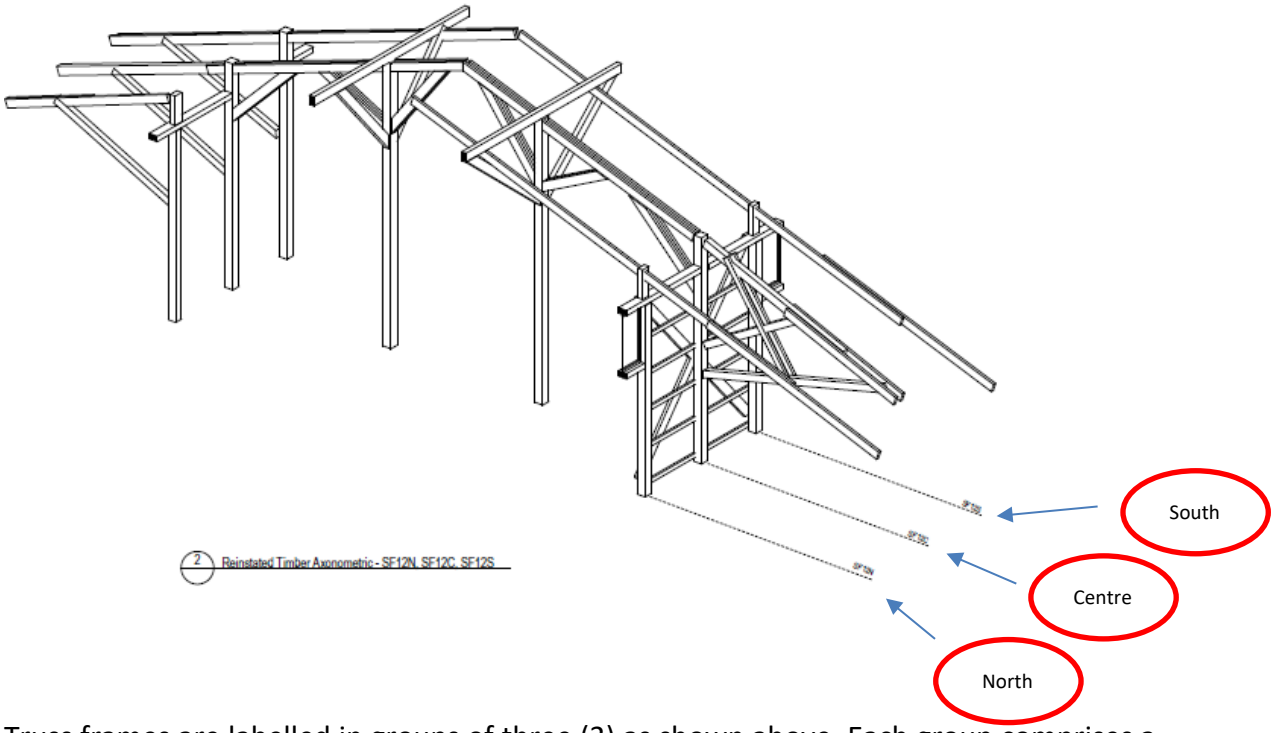
Heritage Fabric Register and Identification

The Parcels Shed is seated in a North/South alignment and the truss groups are identified and numbered from the Northern end and progressively working to the Southern end. The sketch extract from AR-23E-GXX-15 illustrates a single truss group.

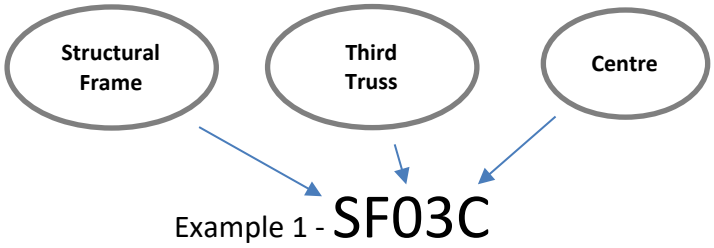
Truss Nomenclature Codes for Truss Groups (Prefix)

Reference Architectural Drawings:

- AR-23E-GXX-01
- AR-23E-GXX-02
- AR-23E-GXX-03

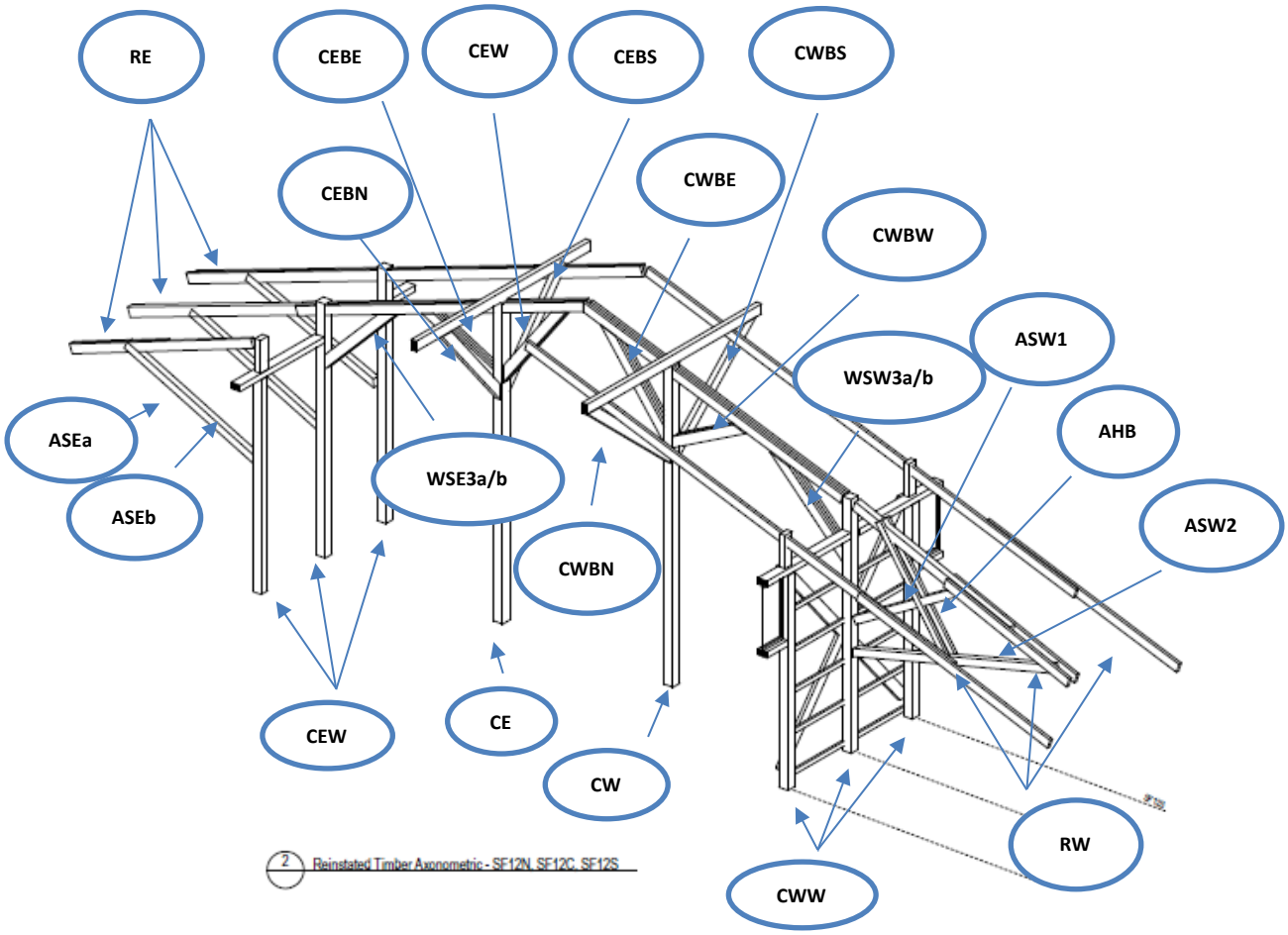


Truss frames are labelled in groups of three (3) as shown above. Each group comprises a central truss, directly supported by columns, with a minor truss on either side. The Heritage Fabric log will use the code labelling of these trusses is as per this typical example:



Truss Nomenclature Codes for Individual Elements (Suffix)

Please find below the terms to be used in labelling the individual elements of the trusses.



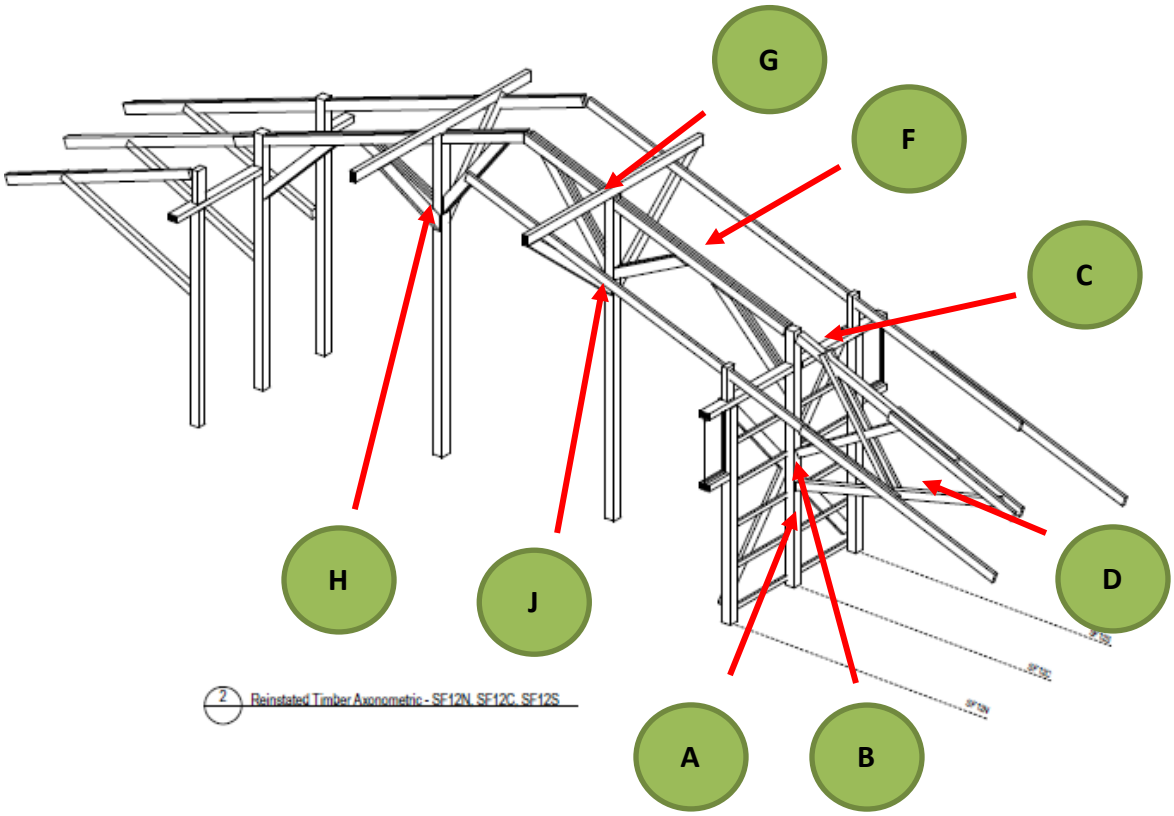
Sketch 1.1

Note these code references are typical to each number truss group and are intended to provide the intent of the coding system to be used.

Code	Timber Element Description
RE	Rafter East
RW	Rafter West
CEW	Column East Wall
CWW	Column West Wall
CE	Column East
CW	Column West
ASEa	Awning Strut East a (First element of a double strut)
ASEb	Awning Strut East b (Second element of a double strut)
CEBE	Column East Brace East (2 part system a & b)
CEBN	Column East Brace North
CEBS	Column East Brace South
CEBW	Column East Brace West (2 part system a & b)
CWBE	Column West Brace East (2 part system a & b)
CWBN	Column West Brace North
CWBS	Column West Brace South
CWBW	Column West Brace West (2 part system a & b)
ASW1	Awning Strut West 1 (upper)
ASW2	Awning Strut West 2 (Lower)
AHB	Awning Hanging Brace (2 part system a & b)
WSW3	Wall Strut West (2 part system a & b)
WSE3	Wall Strut East (2 part system a & b)

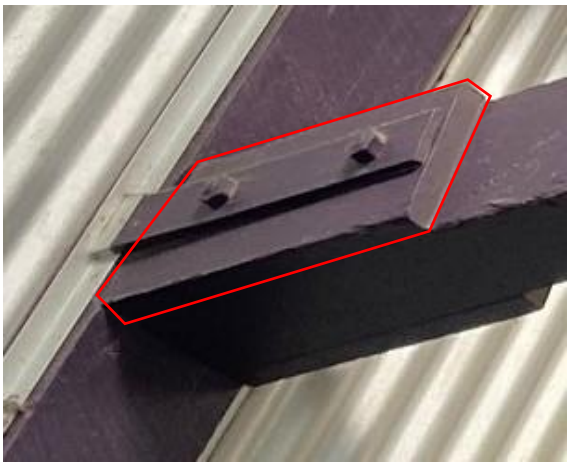
The isometric files created by BVN, from which the sketch below in an extract, are to be used for the identification of fabric to be salvaged and stored for reuse. These drawings omit minor detailing and the images in this section attempt to identify the elements of historic fabric that are not included in the drawings. These items will be identified in the Heritage Fabric Register contained within this section using the letter coding below.

IMPORTANT NOTE:
The timber elements of the structure are hand made and as a result each element is slightly unique in its length, position of fixing holes and rebates checked into the primary supporting timber to receive abutting timber elements. For these reasons it is imperative that small pieces like the timber cleats, supporting struts and braces are correctly labelled for their connection to the primary members. Extreme diligence in the identification of fabric elements for these items will significantly reduce reworking and unnecessary labour locating the correct components to fit into the rebates during the reconstruction phase of the works. This applies particularly for the iron bracketry if incorporated into the final design.

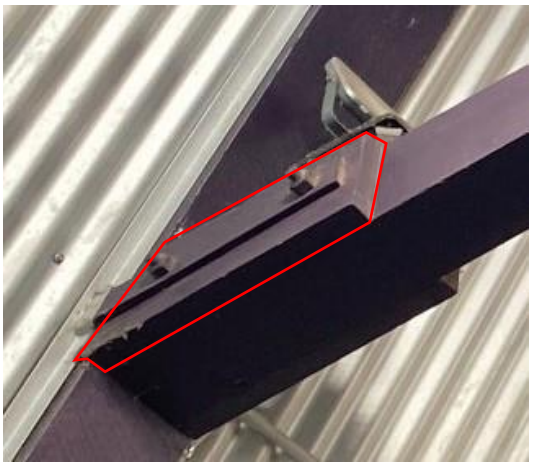


Sketch Extract 1.2

Photo identification of undrawn fabric

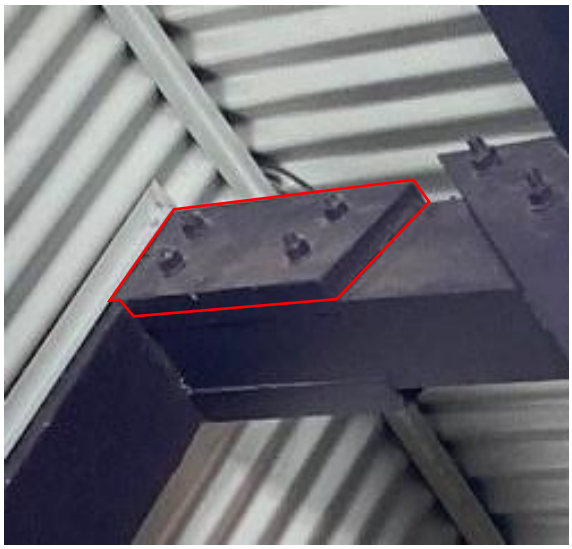


A – Timber Cleat



B – Timber Cleat

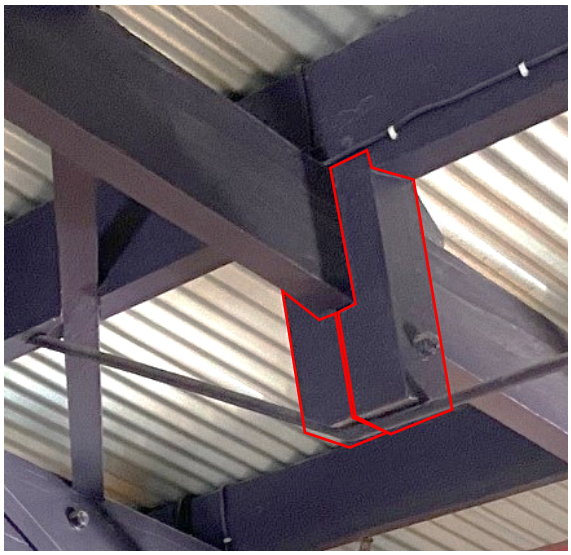
Not all the fabric salvaged is intended for reinstatement (Refer to BVN design drawings). Careful attention should be paid to the evaluation of the fabric as it is dismantled with defects being identified within the fabric register and logging form as any fabric that cannot be reinstated due to defects that have compromised the structural integrity, must be set aside and alternate elements that are deemed to be in sound reusable condition but are not designed to be reinstated shall be used to replace the unsound fabric.



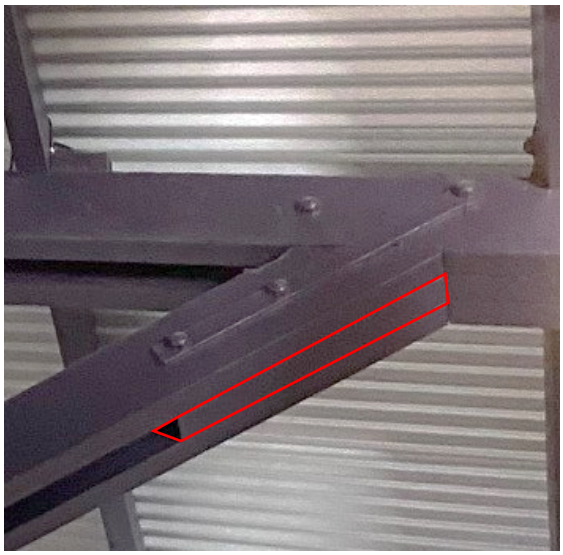
C – Timber Cleat



D – Truss Tension Rod



E – Truss Tension Rod Block



F – Diagonal Brace Cleat



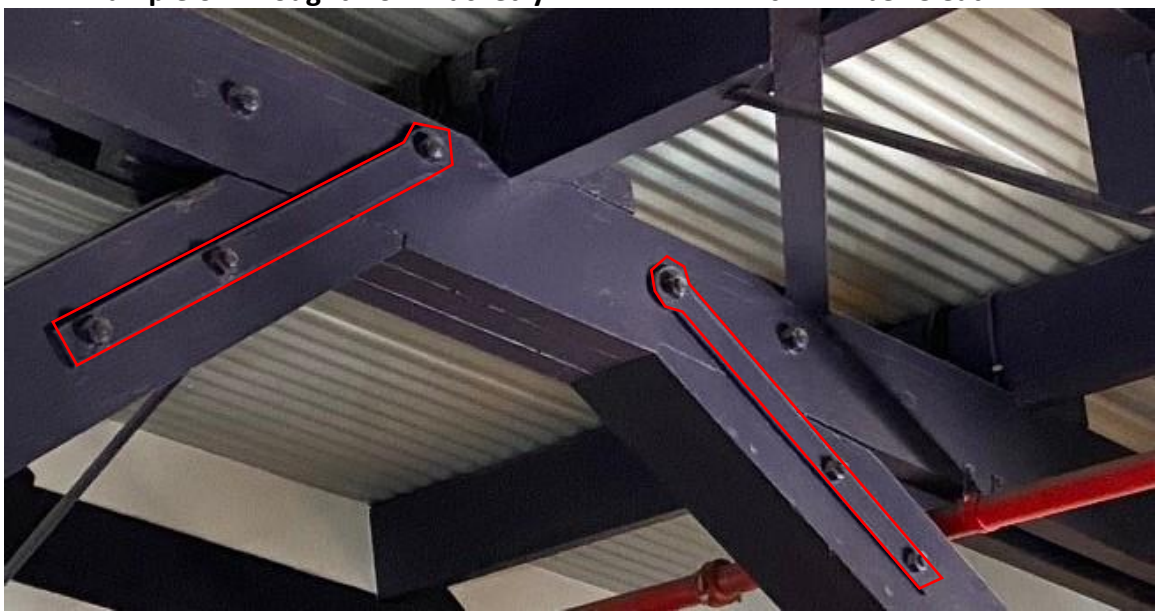
G – Bespoke scarf Joint of a rafter over a post



H – Example of Wrought Iron Bracketry



J – Timber Cleat



K – Straight Bracket

Undrawn Fabric Codes

Code	Type	Description
A	Timber cleat	Associated with ASW@ & ASEa & b
B	Timber cleat	Associated with ASw1
C	Timber cleat	Associated with RW & RE
D	Truss Tension Rod	Iron rod cranked with nuts and washers
E	Tension Rod Block	timber blocks can be in two pieces or as a single piece
F	Diagonal Brace Cleat	Associated with WESEa&b and WSWa&b
G	Scarfe Joint	Hand cut to each other and cannot be deemed as being common
H	'V' Bracket	Bespoke wrought iron for the braces and struts it was associated with
J	Timber cleat	Associated with CEB & CWB
K	Straight Bracket	Bespoke wrought iron for the braces and struts it was associated with

Transportation and Storage

Timber lengths, once detached from the structure are to be carefully visually examined for the identification of faults or defects which may preclude the use in the final design. Any timber found to have wet or dry rot or that have suffered from stress fracturing will need to be identified and set to one side for inspection by a timber specialist or suitably qualified engineer to determine whether or not the fabric is suitable for reinstatement in the final design.

All timber dismantled are to have any screws, nails, bolts and the like removed and, if part of overall assembly, be tagged and placed in pallets for storage.

Timber is to be stacked and strapped for transport to the designated storage facility. Once the timber arrives at the storage facility it must be unpacked and restacked for long term storage for up to two years. The storage facility should be selected so that the timber can be undercover and protected from the weather. If this is not possible then a temporary weatherproof structure should be erected over the stacked timber. As a minimum requirement a weatherproof cover should be placed over the stacked timber and weighted down to prevent dislodgement by wind. Refer to Figure 1.

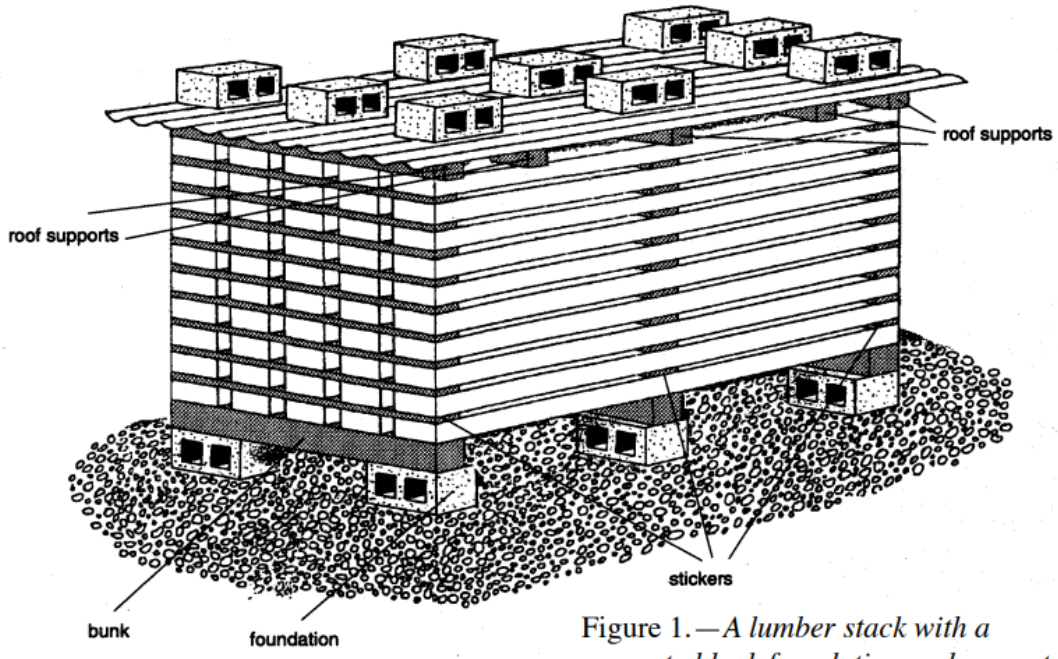


Figure 1.—*A lumber stack with a concrete block foundation and correct sticker alignment. A roof protects the lumber from sun and rain.*

Image courtesy of Oregon State University

As the timber will be of assorted lengths and thickness it is imperative that the stacking of the timber for long term storage is undertaken to ensure that the timber can breathe and that the surface contact where moisture can dwell is minimized.

The stacks should be located on a solid foundation such as a concrete slab or well compacted road base on natural ground. Hardwood or steel 'Gluts' or 'Bunk' shall be laid perpendicular to the orientation of the lengths of timber to ensure the timber is off the ground where it would be exposed to moisture. The gluts are to be spaced no more than 1.2 meters apart.

Onto the gluts timber of the same thickness in section can be laid with 25mm spaces between the lengths to allow air movement. Once the bottom layer is complete 'Stickers' are to be laid in direct vertical alignment with the gluts on the ground. This process is to be repeated for each layer until the stack is completed to a height deemed to be safe and not subject to collapse. Refer to the layout in Figure 1.

Timber of different lengths are to be stacked so that the longest lengths are at the bottom and progressively getting shorter as the stack increases in height. Refer to Figure 2.

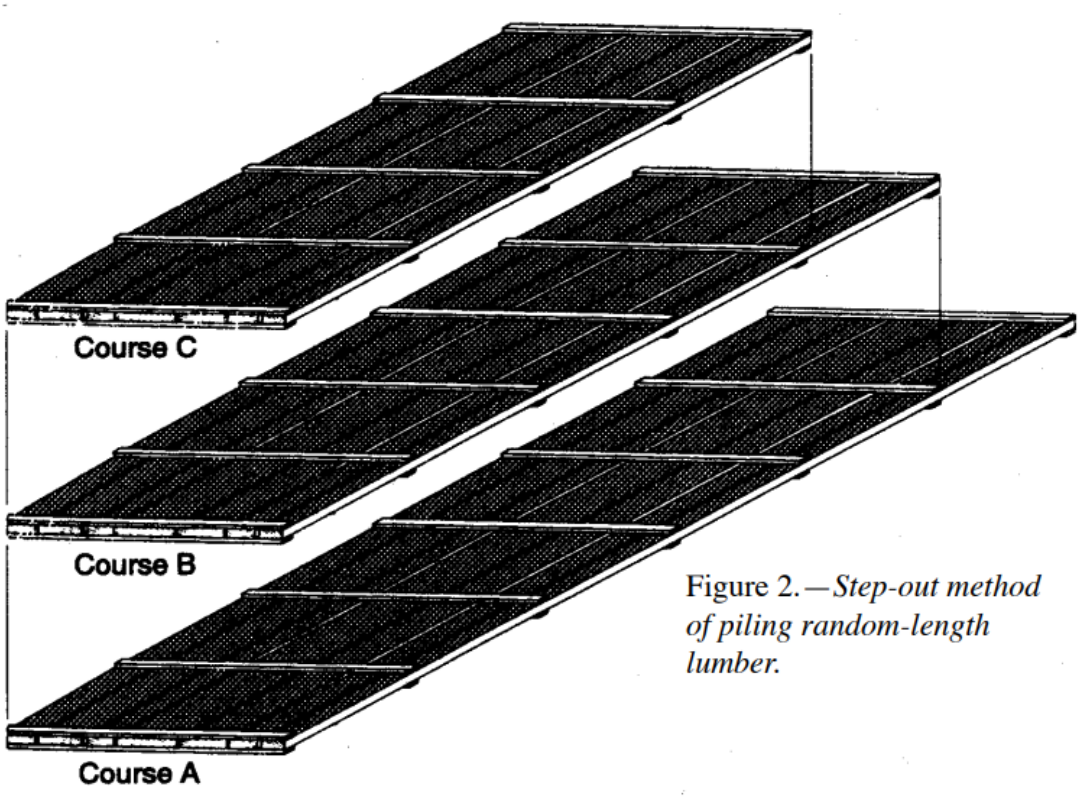


Figure 2.—*Step-out method of piling random-length lumber.*

Image courtesy of Oregon State University

Alternatively box piling of varying lengths can be achieved by following the principals illustrated in Figure 3.

Figure 3.—*Box piling lumber of random lengths.*

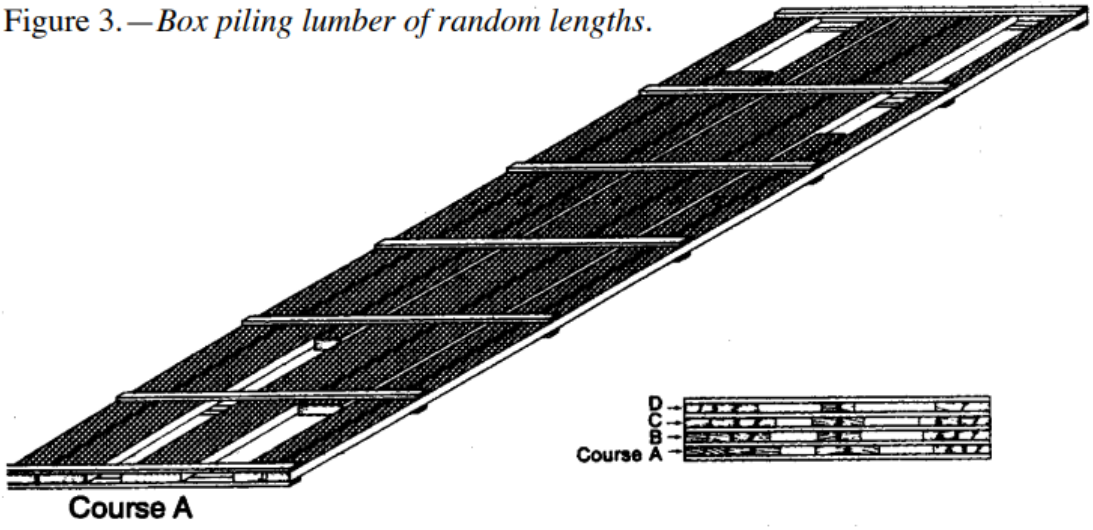


Image courtesy of Oregon State University

Salvaged Timber Surface Treatment

The timber at the Parcels shed has been painted where visible within common areas and to the whole of the exposed exterior. The intent of the reinstatement it to return the timber to a condition that predates the recent painting by removing all of the surface coatings.

The timber is to be stripped of paint to ensure the following minimum outcomes are achieved:

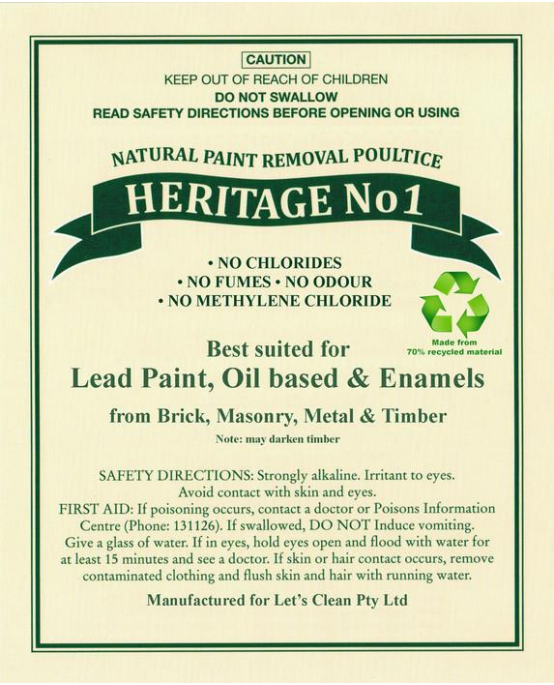
1. 95% removal of paint;
2. All evidence of historic wear and surface damage is preserved;
3. All evidence of original milling and processing (Saw marks, adze marking, chisel and hammer blows) are preserved.
4. Timber is returned to a neutral Ph on completion of the stripping works.

A prototype paint strip removal was successfully completed in March 2021 to awning struts and braces within the Eastern awning at truss group 2 which can be viewed during the tender period.

The paint stripper we would recommend is supplied by Heim Surface Technologies

Contact Details

Ph: 9451 8422
Unit 27, 8 Tilley Lane
Frenches Forrest NSW 2086



Appendix A – TTW Deconstruction Methodology

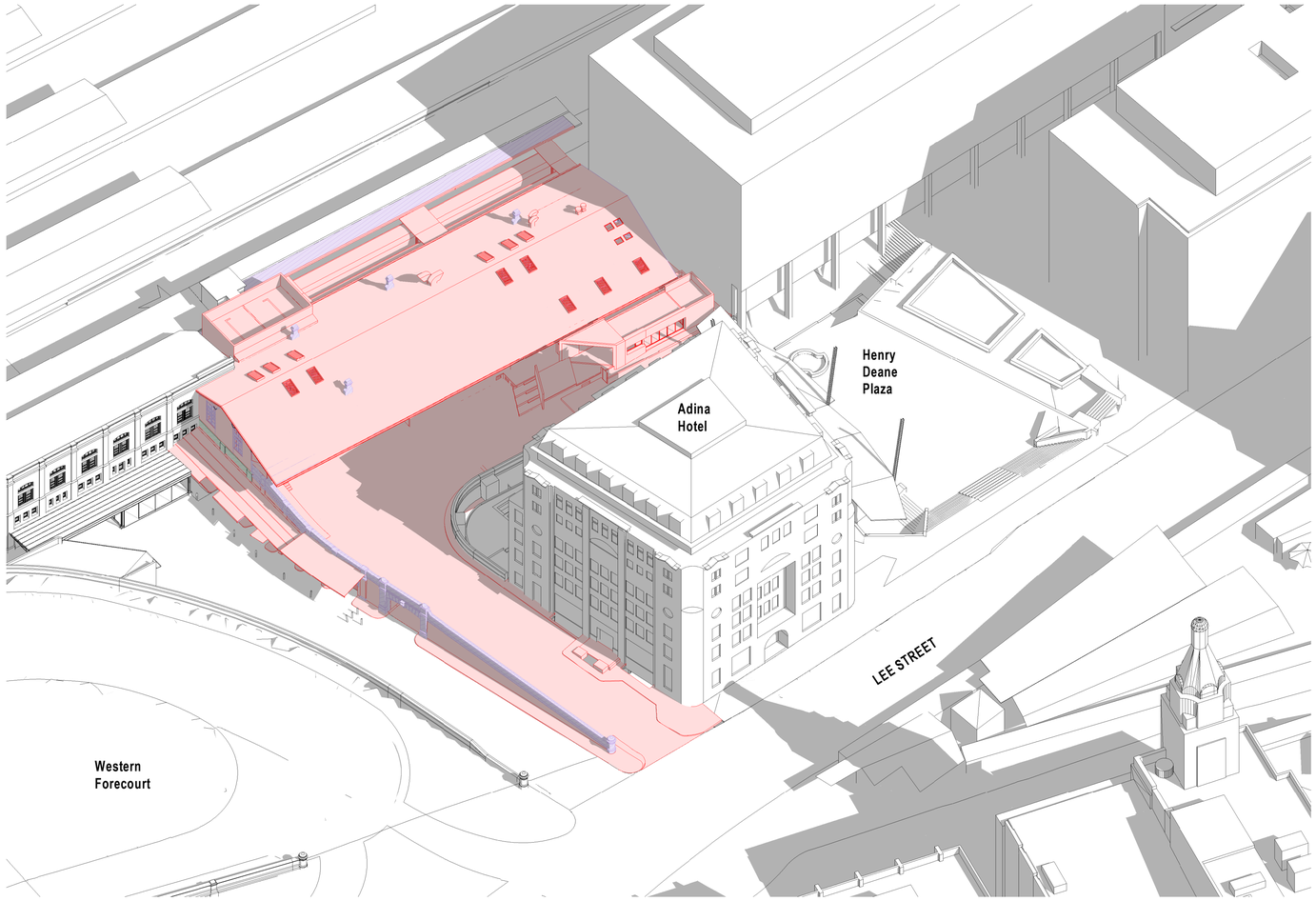
APPENDIX B

SHOP/BVN ARCHITECTURAL DRAWING PACKAGE DEMOLITION PLANS AND ACCOMPANYING PHOTOGRAPHIC RECORD OF DEMOLITION ELEMENTS RECEIVED 14 JANUARY 2022

ATLASSIAN CENTRAL
DESIGN PACKAGE 1: DEMOLITION & HERITAGE

DESIGN PACKAGE 1 DRAWING LIST

Sheet Number	Sheet Name	Current Revision	Current Revision Date
A - INTRODUCTORY			
AR-23A-GXX-00	DESIGN PACKAGE 1 TITLE PAGE & DRAWING LIST	A	19.11.21
AR-23A-GXX-01	PHOTOGRAPHIC RECORD - PARCELS SHED	A	19.11.21
AR-23A-GXX-02	PHOTOGRAPHIC RECORD - PARCELS SHED	A	19.11.21
AR-23A-GXX-03	PHOTOGRAPHIC RECORD - PARCELS SHED	A	19.11.21
AR-23A-GXX-04	PHOTOGRAPHIC RECORD - PARCELS SHED	A	19.11.21
AR-23A-GXX-05	PHOTOGRAPHIC RECORD - PARCELS SHED	A	19.11.21
AR-23A-GXX-06	PHOTOGRAPHIC RECORD - PARCELS SHED	A	19.11.21
AR-23A-GXX-20	PHOTOGRAPHIC RECORD - AMBULANCE AVENUE WALL	A	19.11.21
AR-23A-GXX-21	PHOTOGRAPHIC RECORD - AMBULANCE AVENUE WALL	A	19.11.21
AR-23A-GXX-22	PHOTOGRAPHIC RECORD - AMBULANCE AVENUE WALL	A	19.11.21
AR-23A-GXX-23	PHOTOGRAPHIC RECORD - AMBULANCE AVENUE WALL	A	19.11.21
AR-23A-GXX-24	PHOTOGRAPHIC RECORD - AMBULANCE AVENUE WALL	A	19.11.21
AR-23A-GXX-40	PHOTOGRAPHIC RECORD - LOWER FLOOR	A	19.11.21
AR-23A-GXX-60	PHOTOGRAPHIC RECORD - GENERAL	A	19.11.21
AR-23A-GXX-61	PHOTOGRAPHIC RECORD - GENERAL	A	19.11.21
AR-23A-GXX-62	PHOTOGRAPHIC RECORD - GENERAL	A	19.11.21
B - PLANS			
AR-23A-XXX-00	DEMOLITION SITE PLAN	A	19.11.21
AR-23B-G00-01	DEMOLITION PLAN LOWER GROUND PART 1	A	19.11.21
AR-23B-G00-02	DEMOLITION PLAN LOWER GROUND PART 2	A	19.11.21
AR-23B-G01-01	DEMOLITION PLAN UPPER GROUND PART 1	A	19.11.21
AR-23B-G01-02	DEMOLITION PLAN UPPER GROUND PART 2	A	19.11.21
AR-23B-G02-01	DEMOLITION PLAN SHED ROOF	A	19.11.21
AR-23B-GXX-10	AMBULANCE AVENUE WALL DEMOLITION PLANS	A	19.11.21
C - ELEVATIONS			
AR-23C-GXX-01	AMBULANCE AVENUE WALL DEMOLITION DETAIL SECTIONS	A	19.11.21
AR-23C-GXX-02	AMBULANCE AVENUE WALL DEMOLITION ELEVATIONS	A	19.11.21
D - SECTIONS			
AR-23D-GXX-01	DEMOLITION SECTIONS	A	19.11.21
AR-23D-GXX-02	DEMOLITION SECTIONS	A	19.11.21
AR-23D-GXX-03	DEMOLITION SECTIONS	A	19.11.21
AR-23D-GXX-04	DEMOLITION SECTIONS	A	19.11.21
AR-23D-GXX-05	DEMOLITION NORTH EAST CORNER	A	19.11.21
AR-23D-GXX-06	DEMOLITION SECTIONS	A	19.11.21
E - ASSEMBLY			
AR-23E-GXX-00	DEMOLITION - SHED FRAME CODING SYSTEM	A	19.11.21
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AR-23E-GXX-16	DEMOLITION - SHED TIMBER FRAMING	A	19.11.21
G - DETAILS			
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AR-23G-GXX-02	AMBULANCE AVENUE WALL DEMOLITION DETAIL SECTIONS	A	19.11.21



1 DEMOLITION AXONOMETRIC SITE VIEW

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- RETAIN IN PLACE/ RESTORE
- DEMOLISH LATER IN CONSTRUCTION PROGRAM

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- ARCHEOLOGICAL RESEARCH DESIGN AND EXCAVATION METHODOLOGY (URBIS)
- ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT (URBIS)
- DEMOLITION REPORT (TTW)
- DEMOLITION & DISMANTLING OF HERITAGE FABRIC METHODOLOGY (URBIS)
- SALVAGE & REUSE OF DISTINCTIVE ELEMENTS PLAN (URBIS)

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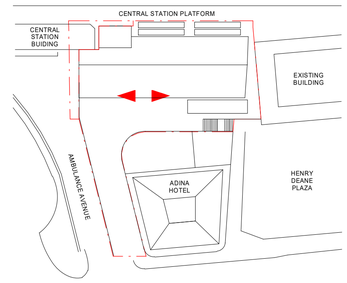
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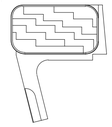
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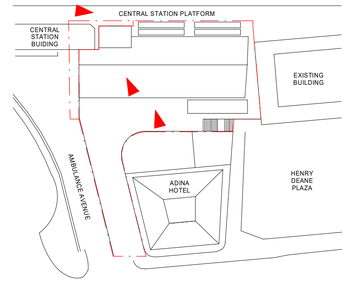
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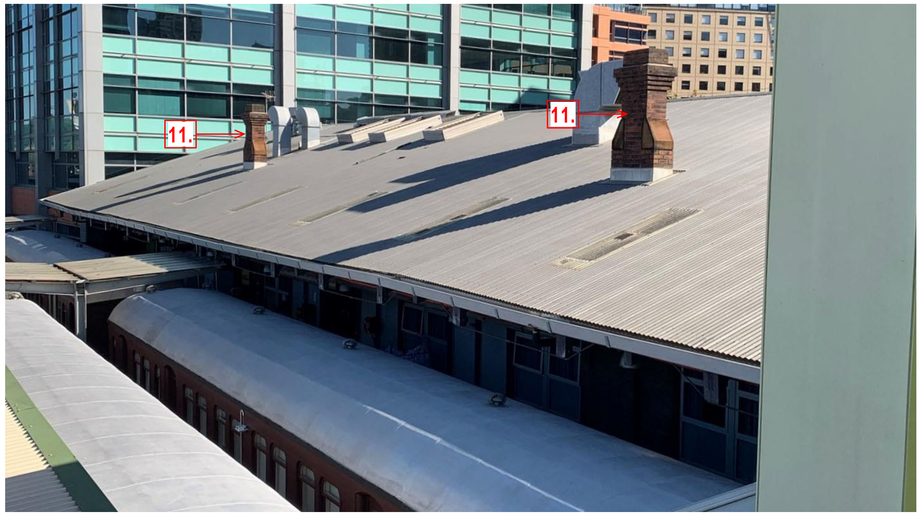
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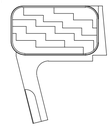
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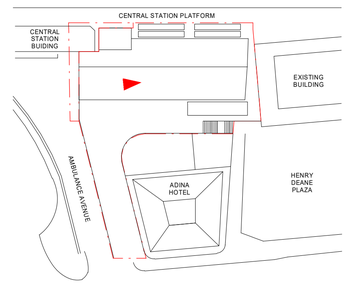
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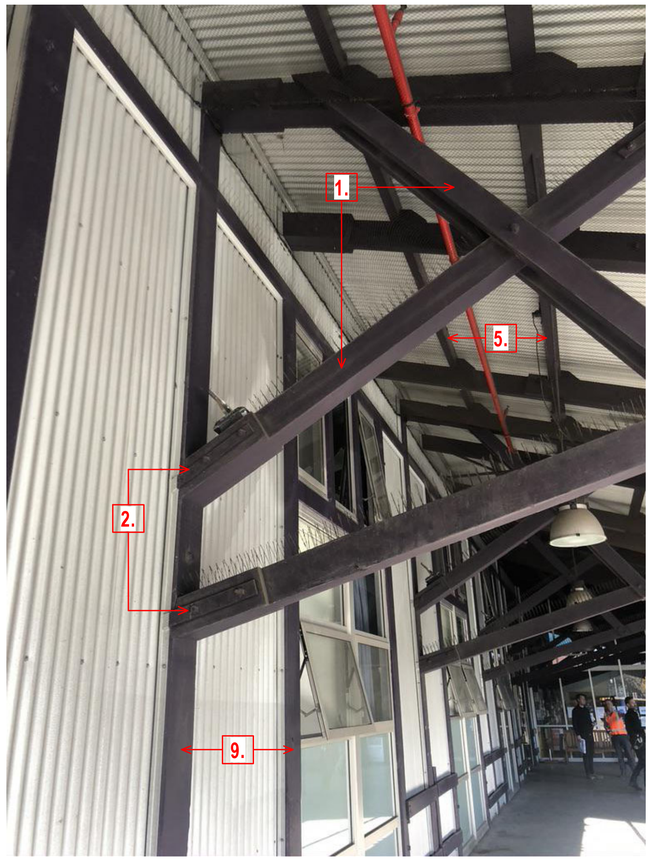
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1	10.08.21	75%DD DEMOLITION
2	10.09.21	STAGE 1 75%DD UPDATE
3	11.11.21	STAGE 1 95%DD
A	19.11.21	AFC

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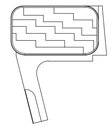
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No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
1906024

GRAPHIC SCALE

SCALE
1 : 1@A1

STATUS
FOR CONSTRUCTION

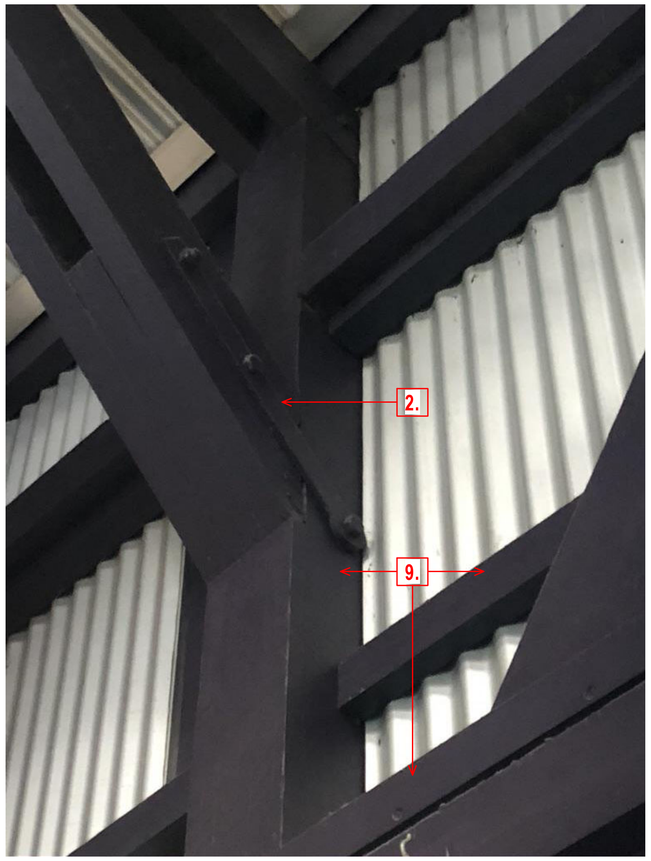
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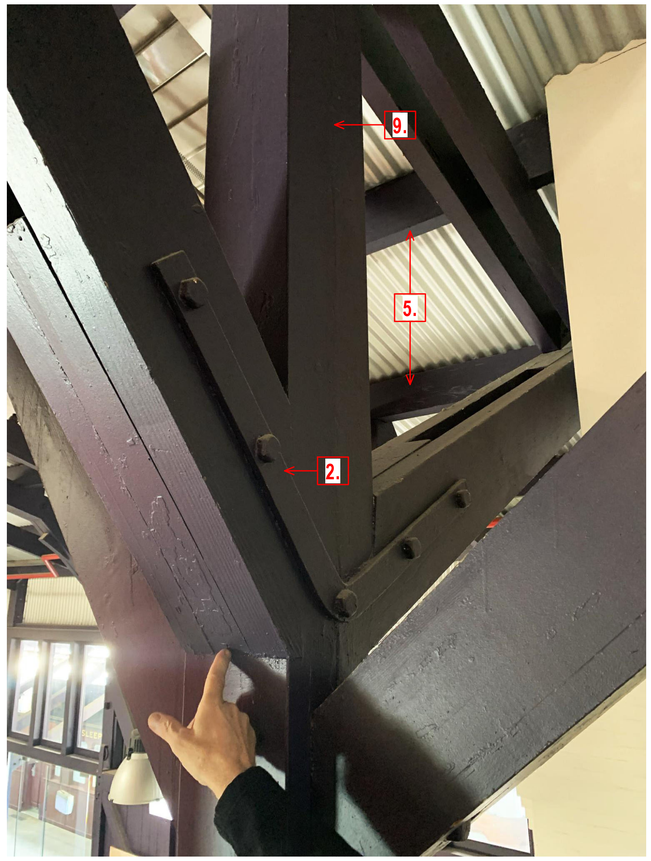
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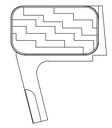
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No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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GRAPHIC SCALE

SCALE
1 : 1@A1

STATUS
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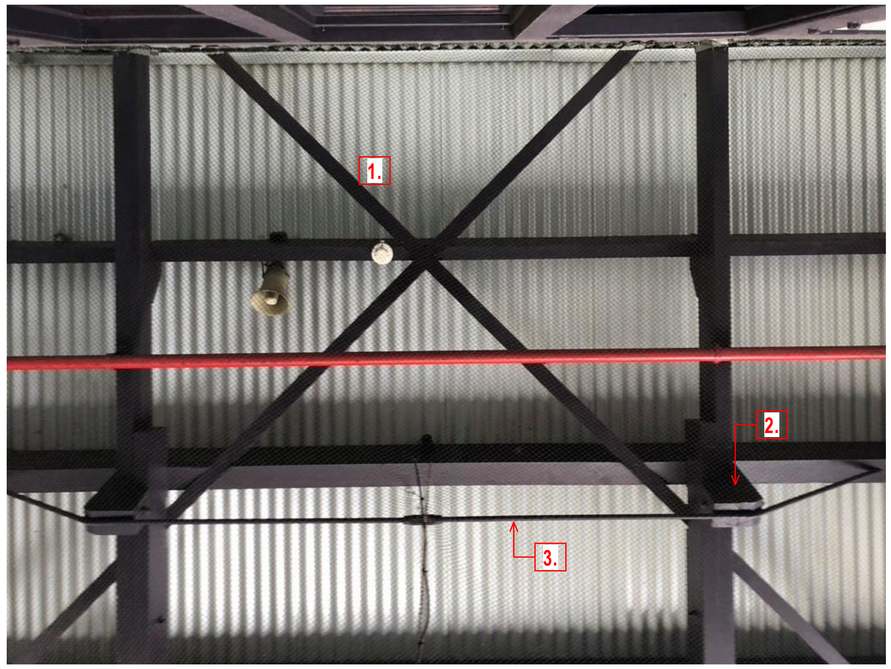
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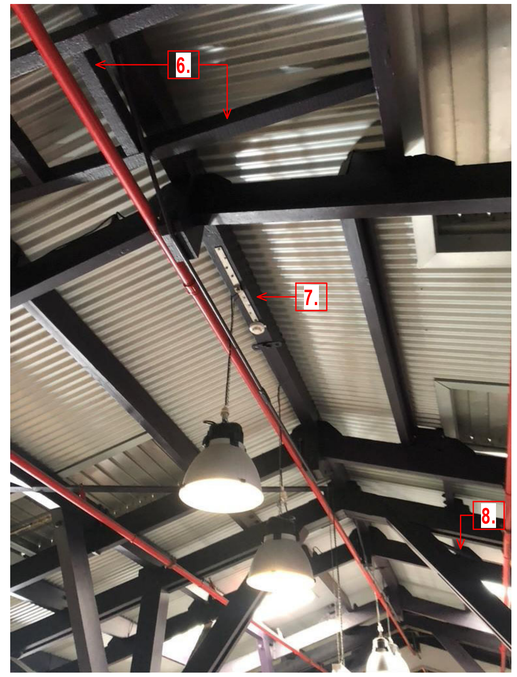
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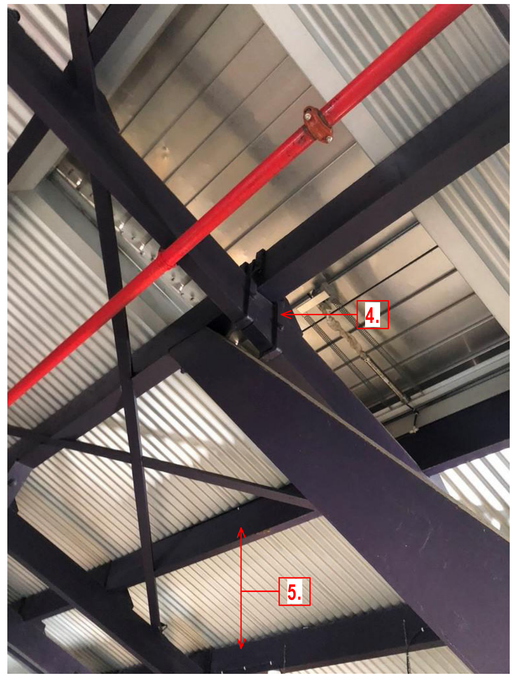
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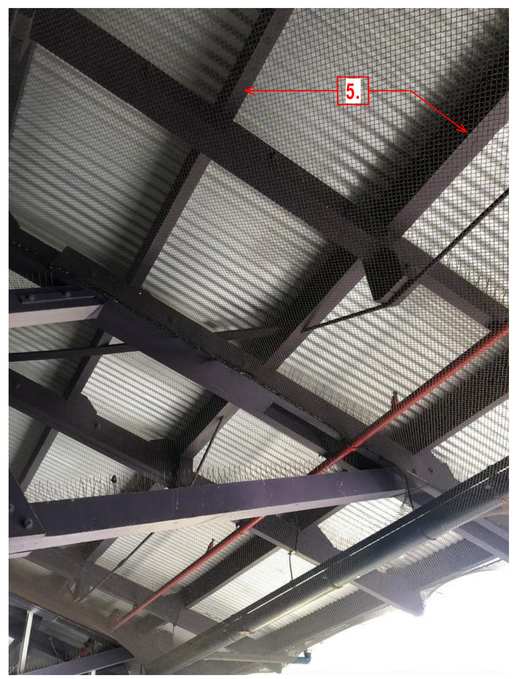
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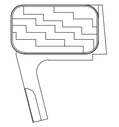
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PROJECT NUMBER
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GRAPHIC SCALE

SCALE
1 : 1@A1

STATUS
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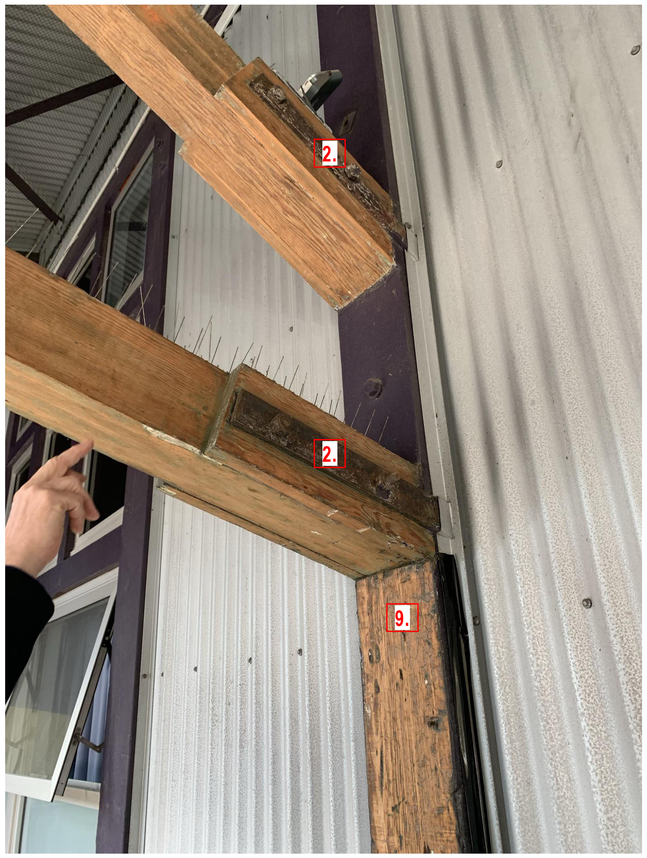
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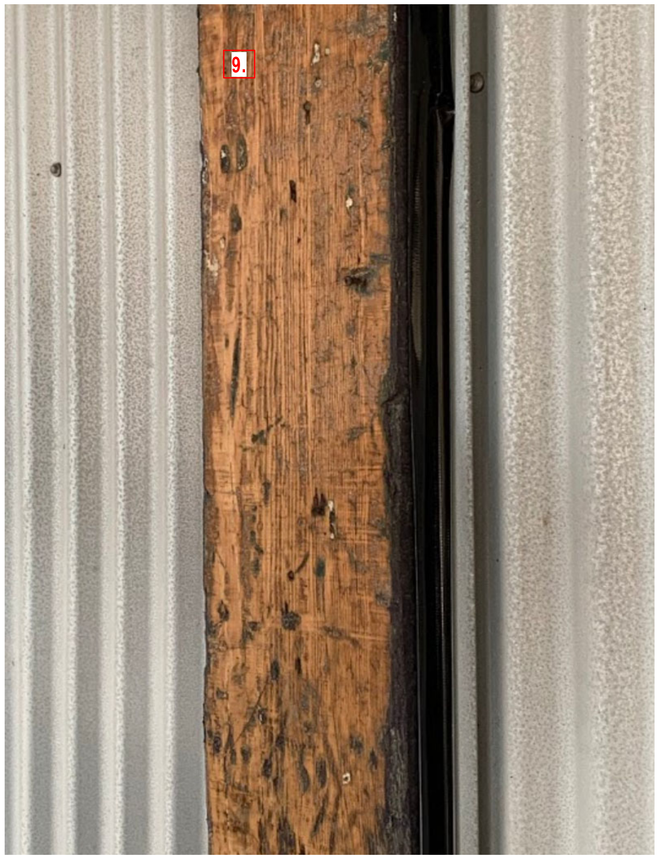
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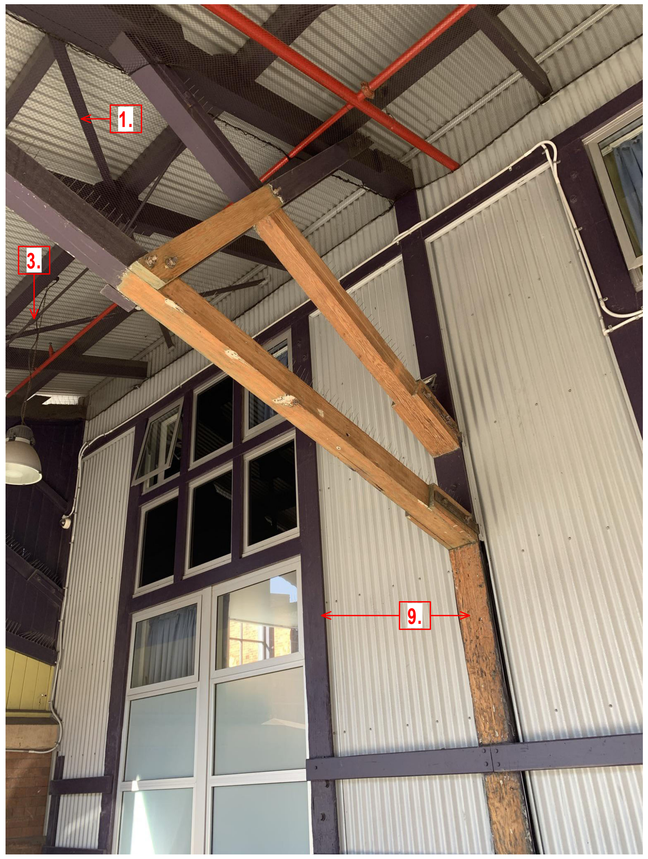
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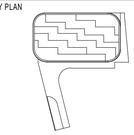
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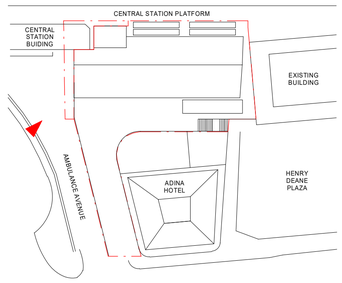
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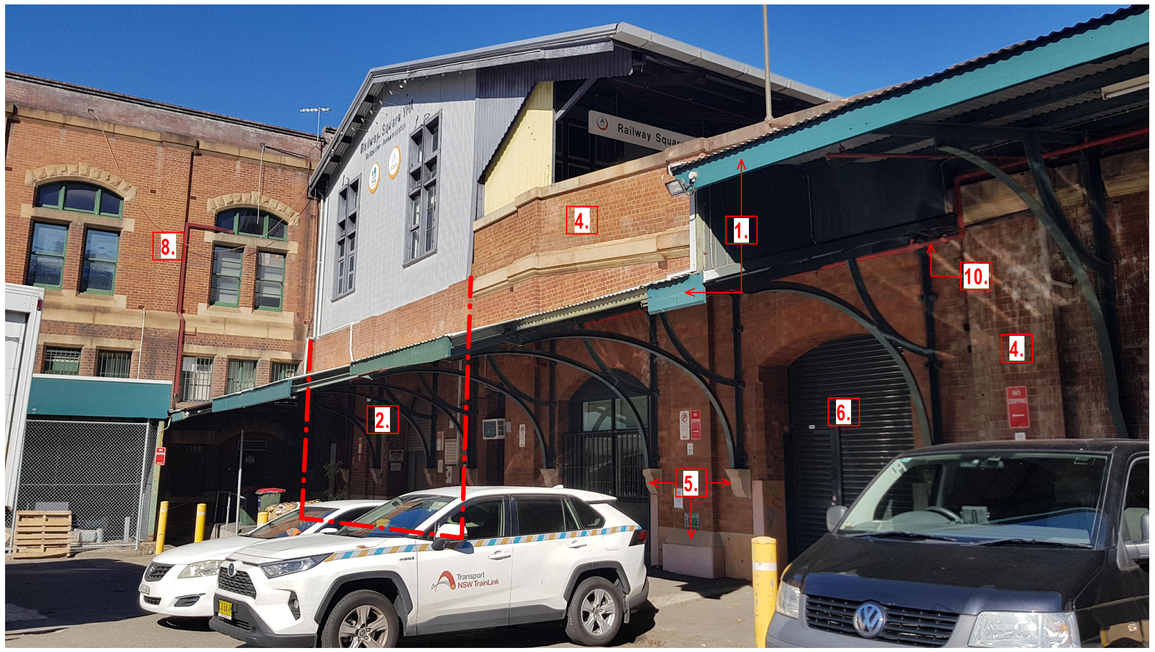
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AMBULANCE AVENUE WALL

1. DEMOLITION OF AWNING TBC
2. BRICK & SANDSTONE WALL BELOW TIMBER SHED TO BE RETAINED IN PLACE
3. PARAPET WALL & SANDSTONE ARCHWAY TO BE DISMANTLED FOR REINSTATEMENT AS PART OF DEVELOPER WORKS - REFER TO HERITAGE RESTORATION CONSULTANT REPORT
4. BRICK WALL BELOW PARAPET TO BE DEMOLISHED - A PERCENTAGE OF BRICKS TO BE SALVAGED FOR RE-USE/ REINSTATEMENT OF PARAPET WALL
5. SANDSTONE FOUNDATION BLOCKS, DETAILING TO BE DISMANTLED AND REINSTATED
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8. HERITAGE LIGHT POLES TO BE DISMANTLED AND REINSTATED WITH NEW LUMINAIRE
9. REPLICA LIGHT POLES TO BE DEMOLISHED
10. EXISTING SERVICES TO BE DECOMMISSIONED AND DISMANTLED - REFER TO CONSULTANT SCOPING DRAWINGS
11. CENTRAL STATION HERITAGE BUILDING IS OUT OF SCOPE
12. RETAIN EXISTING VENTS WITHIN RETAINED FABRIC
13. REMOVE STEEL PLATES

KEY PLAN







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ISSUE	DATE	FOR
1	10.08.21	75%DD DEMOLITION
2	10.09.21	STAGE 1 75%DD UPDATE
3	11.11.21	STAGE 1 95%DD
A	19.11.21	AFC

GENERAL NOTES - DEMOLITION PHOTOGRAPHIC RECORD

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KEY PLAN

CLIENT
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PROJECT
ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
1906024

GRAPHIC SCALE

SCALE
1 : 1@A1

STATUS
FOR CONSTRUCTION

DRAWING
PHOTOGRAPHIC RECORD - AMBULANCE AVENUE WALL

DOCUMENT NUMBER
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ISSUE
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KEY TO COMMENTS ON RECORD PHOTOGRAPHS

AMBULANCE AVENUE WALL

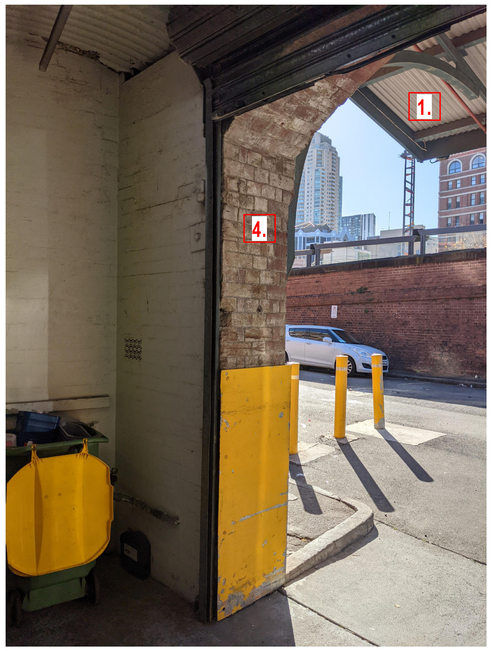
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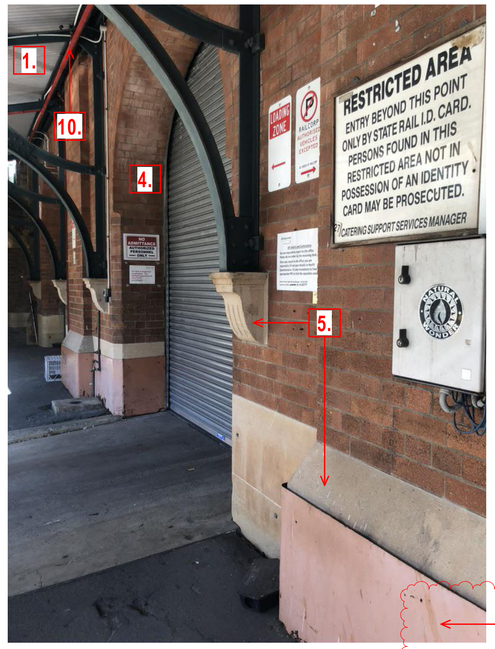












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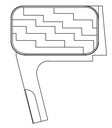
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PROJECT NUMBER
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GRAPHIC SCALE

SCALE
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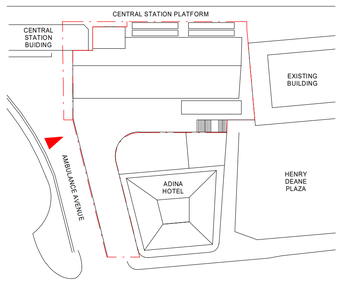
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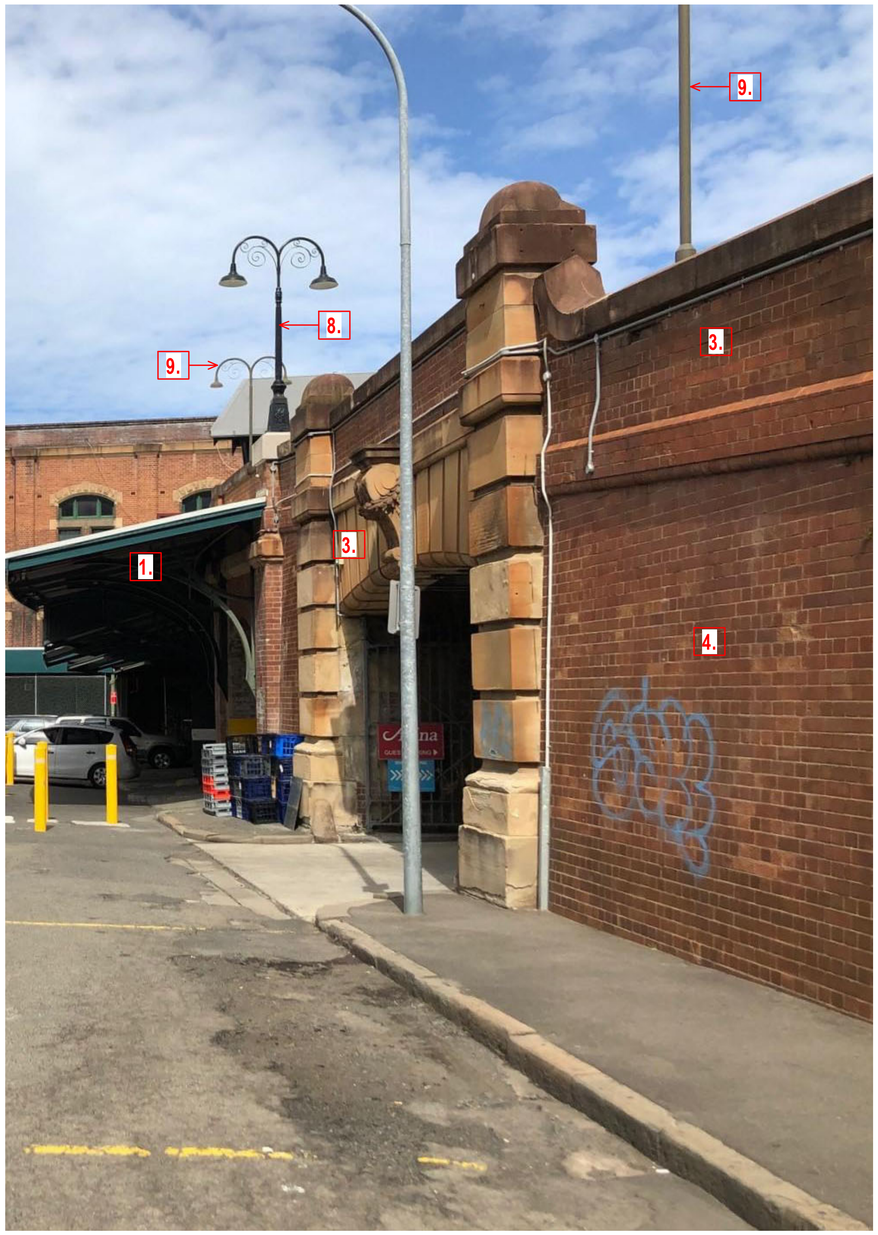
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KEY PLAN









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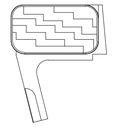
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PHOTOGRAPHIC RECORD - AMBULANCE AVENUE WALL

DOCUMENT NUMBER
AR-23A-GXX-22

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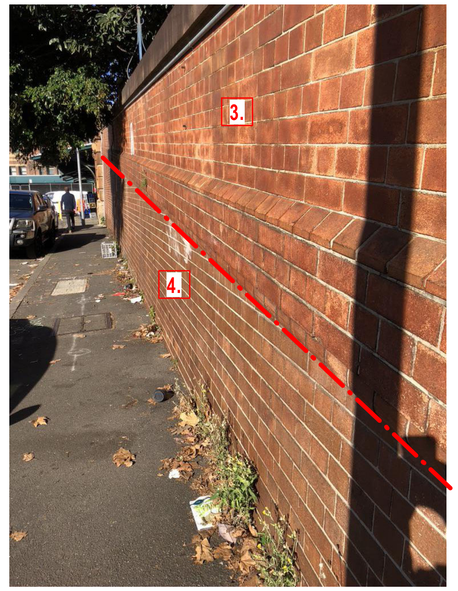
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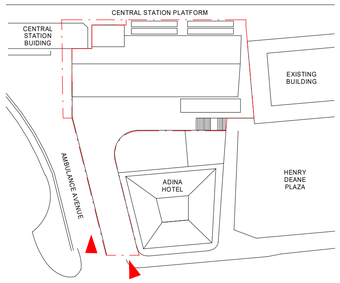
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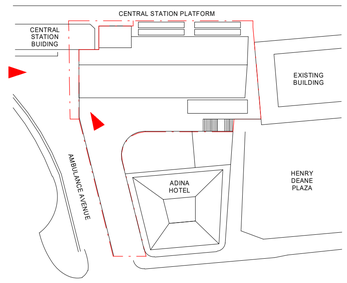
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1	10.08.21	75%DD DEMOLITION
2	10.09.21	STAGE 1 75%DD UPDATE
3	11.11.21	STAGE 1 95%DD
A	19.11.21	AFC

GENERAL NOTES - DEMOLITION PHOTOGRAPHIC RECORD

DEMOLITION DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DOCUMENTS:
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- DEMOLITION REPORT (TTW)
- DEMOLITION & DISMANTLING OF HERITAGE FABRIC METHODOLOGY (URBIS)
- SALVAGE & REUSE OF DISTINCTIVE ELEMENTS PLAN (URBIS)

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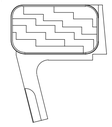
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KEY PLAN



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No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
1906024

GRAPHIC SCALE

SCALE
1 : 1@A1

STATUS
FOR CONSTRUCTION

DRAWING
PHOTOGRAPHIC RECORD - AMBULANCE AVENUE WALL

DOCUMENT NUMBER
AR-23A-GXX-24

ISSUE
A

KEY TO COMMENTS ON RECORD PHOTOGRAPHS

1. STEEL COLUMNS AND BEAMS TO BE ASSESSED FOR POTENTIAL REUSE - STRUCTURAL ENGINEERING ADVICE REQUIRED FOR REUSE METHODOLOGY







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GRAPHIC SCALE

SCALE
1 : 1@A1

STATUS
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DRAWING
PHOTOGRAPHIC RECORD - LOWER FLOOR

DOCUMENT NUMBER
AR-23A-GXX-40

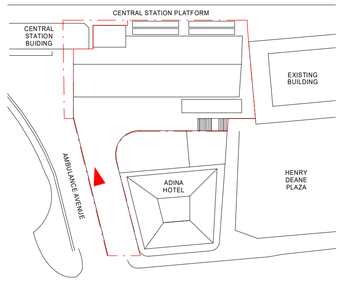
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A

KEY TO COMMENTS ON RECORD PHOTOGRAPHS

AMBULANCE AVENUE WALL

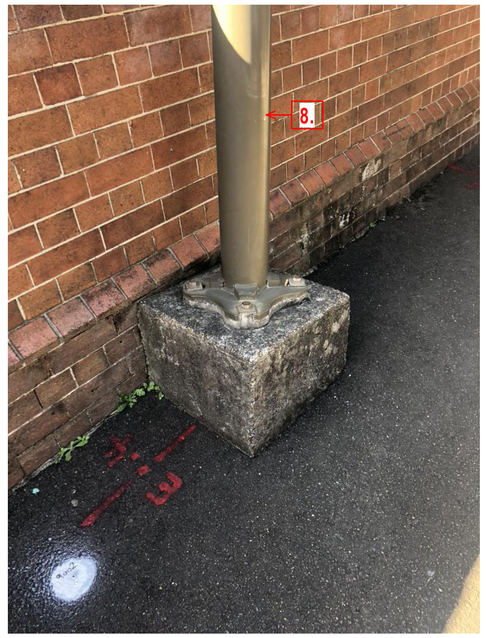
1. BRICK & SANDSTONE WALL BELOW TIMBER SHED TO BE RETAINED IN PLACE
2. PARAPET WALL & SANDSTONE ARCHWAY TO BE DISMANTLED FOR REINSTATEMENT AS PART OF DEVELOPER WORKS - REFER TO HERITAGE RESTORATION CONSULTANT REPORT
3. BRICK WALL BELOW PARAPET TO BE DEMOLISHED - A PERCENTAGE OF BRICKS TO BE SALVAGED FOR RE-USE/ REINSTATEMENT OF PARAPET WALL
4. SANDSTONE FOUNDATION BLOCKS, DETAILING TO BE DISMANTLED AND REINSTATED
5. WALLS, WINDOWS & ROLLER DOORS WITH ARCHWAYS TO BE DEMOLISHED
6. GATES TO BE SALVAGED FOR POSSIBLE REUSE
7. HERITAGE LIGHT POLES TO BE DISMANTLED AND REINSTATED WITH NEW LUMINAIRE
8. REPLICA LIGHT POLES TO BE DEMOLISHED
9. EXISTING SERVICES TO BE DECOMMISSIONED AND DISMANTLED - REFER TO CONSULTANT SCOPING DRAWINGS
10. CENTRAL STATION HERITAGE BUILDING IS OUT OF SCOPE

KEY PLAN











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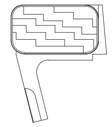
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PROJECT NUMBER
1906024

GRAPHIC SCALE

SCALE
1 : 1@A1

STATUS
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PHOTOGRAPHIC RECORD - GENERAL

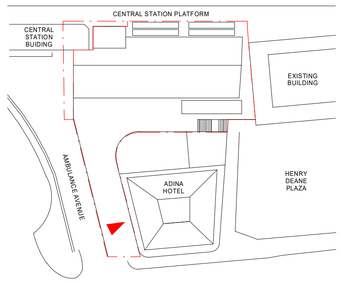
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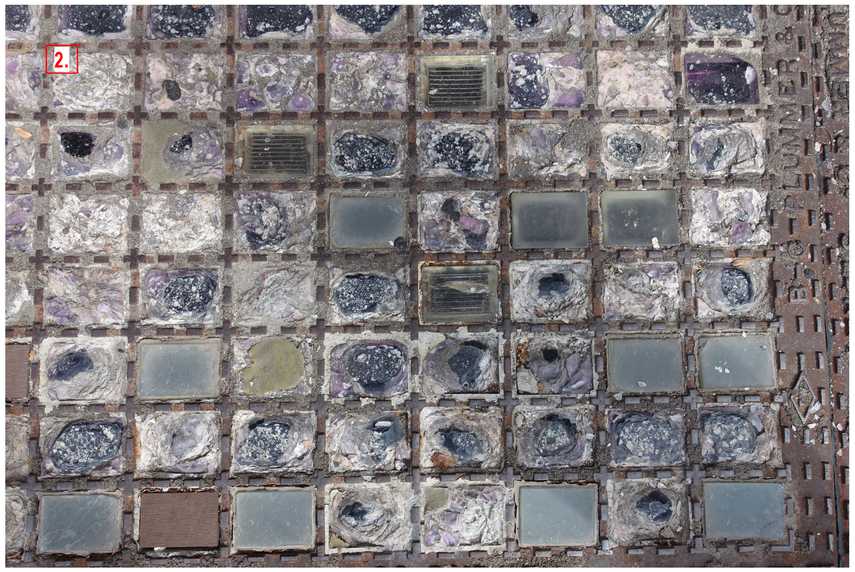
1. ADINA WALL IS OUT OF SCOPE AND TO BE RETAINED IN-PLACE - FOR REVIEW
2. ADINA FLOOR AND STONE INLAY TO BE RETAINED
3. SANDSTONE FOUNDATION BLOCKS, DETAILING AND COVERPLATES TO BE DISMANTLED FOR REUSE - REFER TO HERITAGE RESTORATION REPORT
4. LIGHTING TO BE RETAINED IN-PLACE AND BASES REMOVED ON STREET LEVEL LIGHTING - REFER TO HERITAGE RESTORATION REPORT

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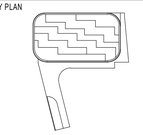
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PROJECT
ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
1906024

GRAPHIC SCALE

SCALE
1 : 1@A1

STATUS
FOR CONSTRUCTION

DRAWING
PHOTOGRAPHIC RECORD - GENERAL

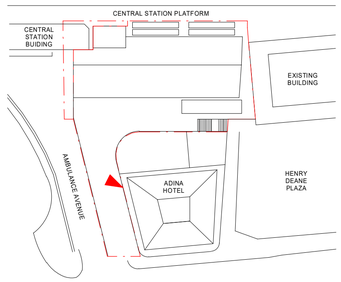
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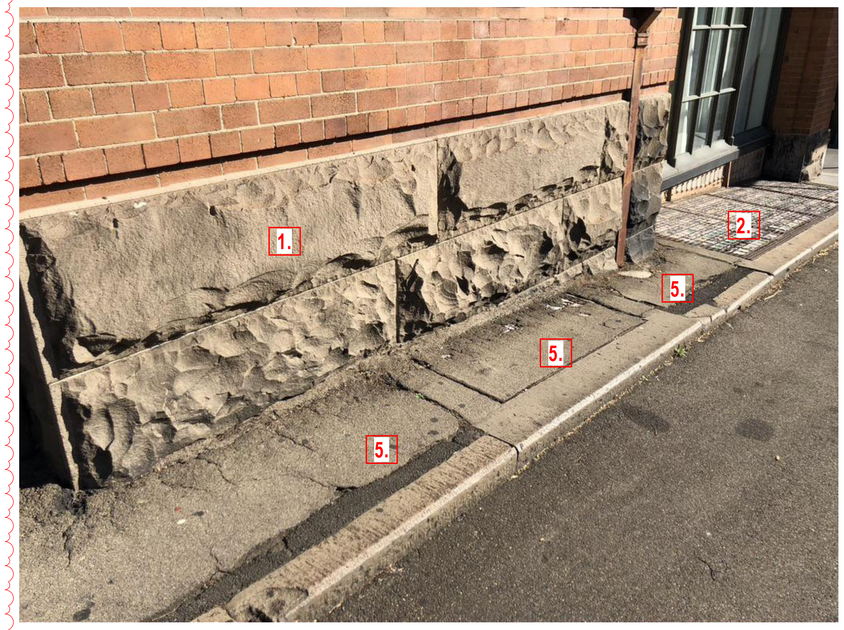
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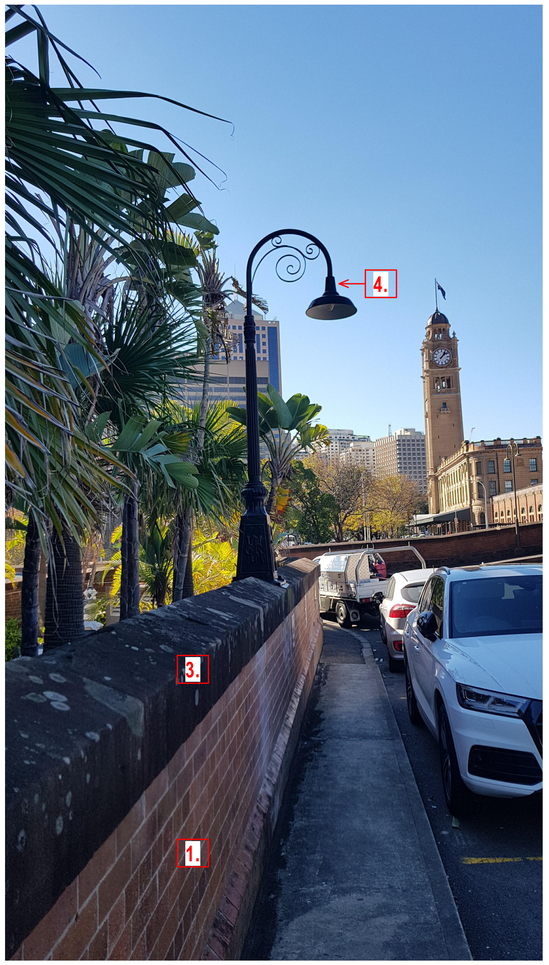
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5. EXISTING SKYLIGHTS WHICH HAVE ASPHALTED OVER TO BE RETAINED IN PLACE - SITE INVESTIGATIONS PENDING

KEY PLAN





SITE INVESTIGATIONS ON EXISTING SUBTERRANEAN LIGHT WELLS PENDING



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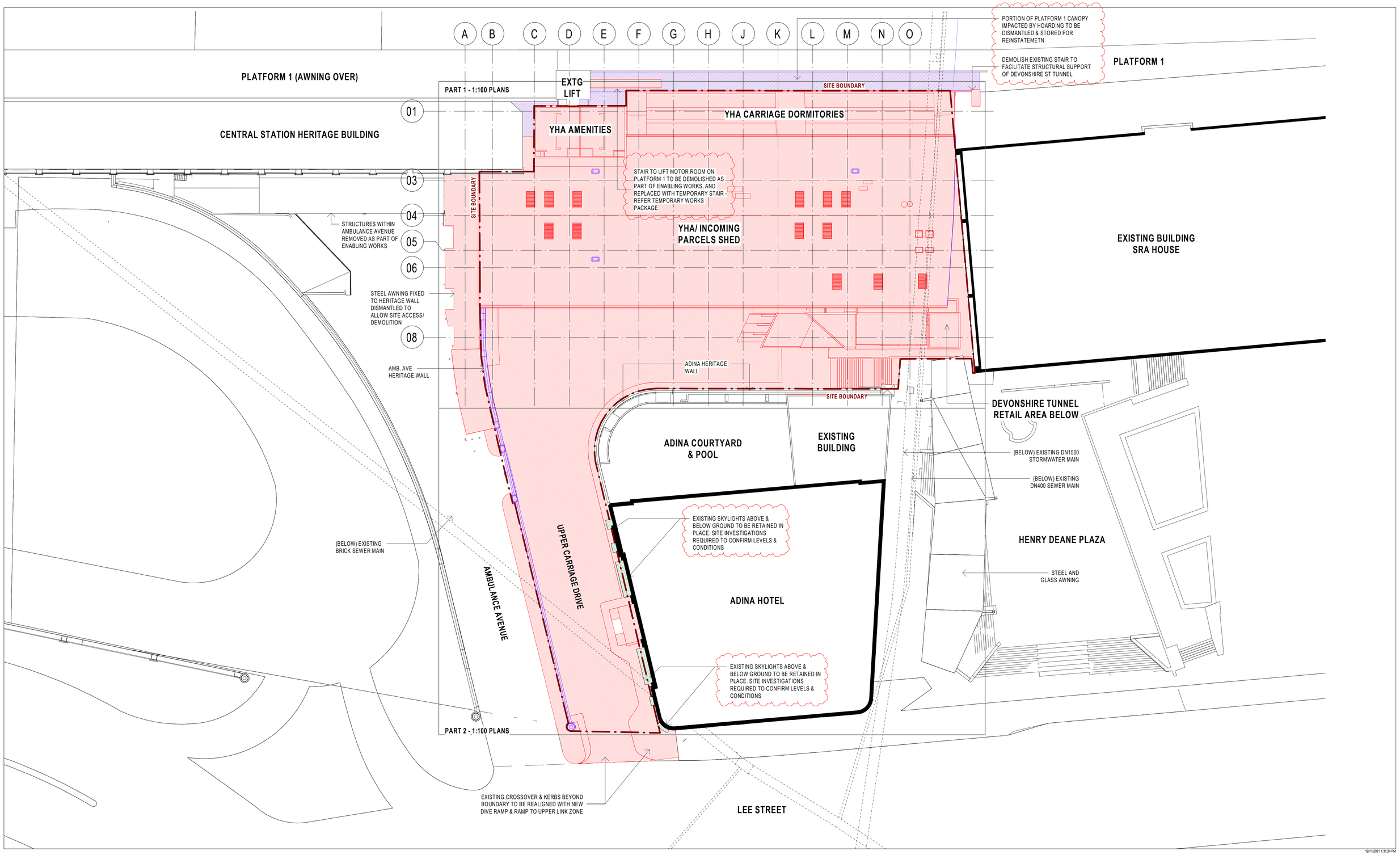
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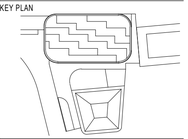
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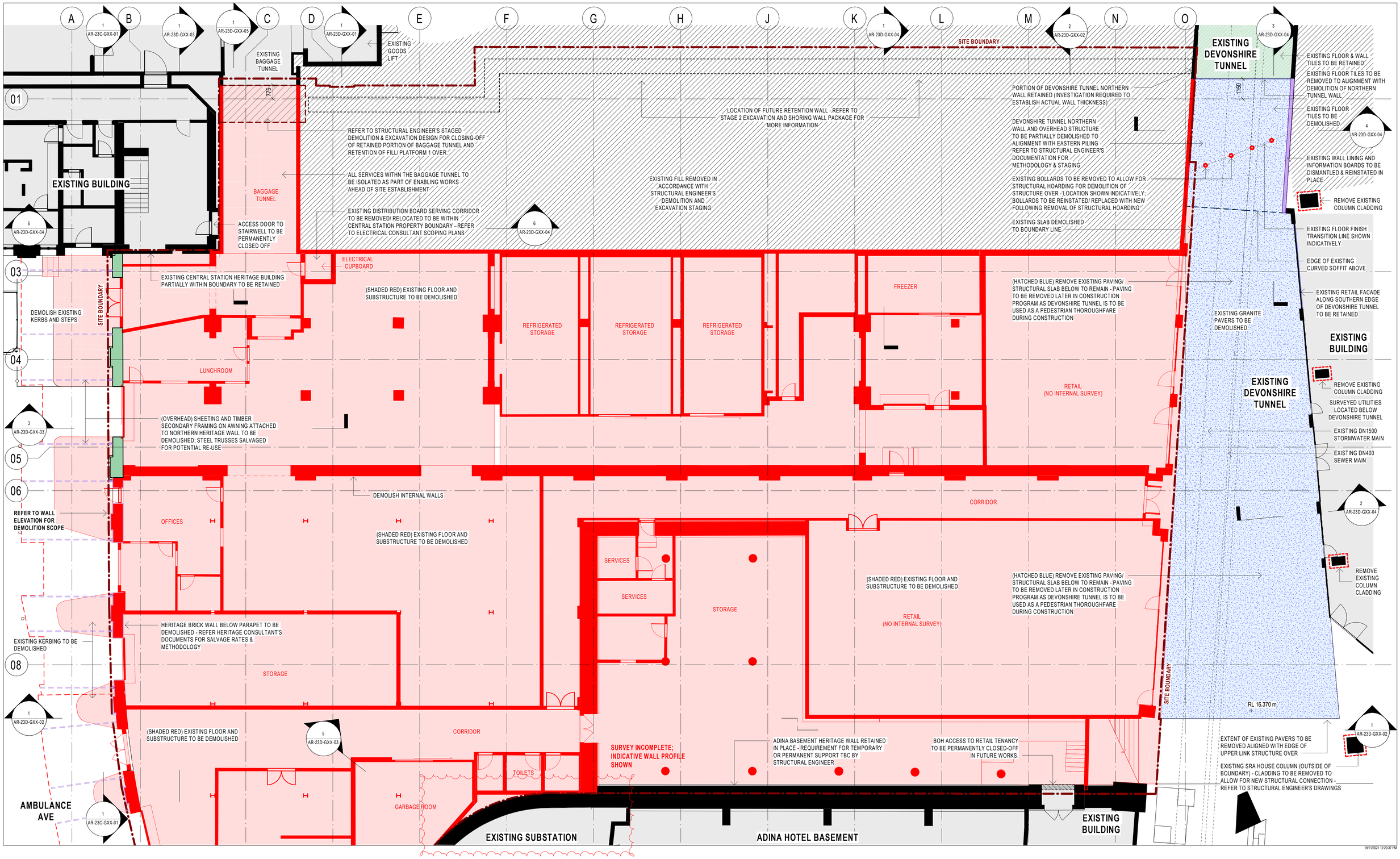
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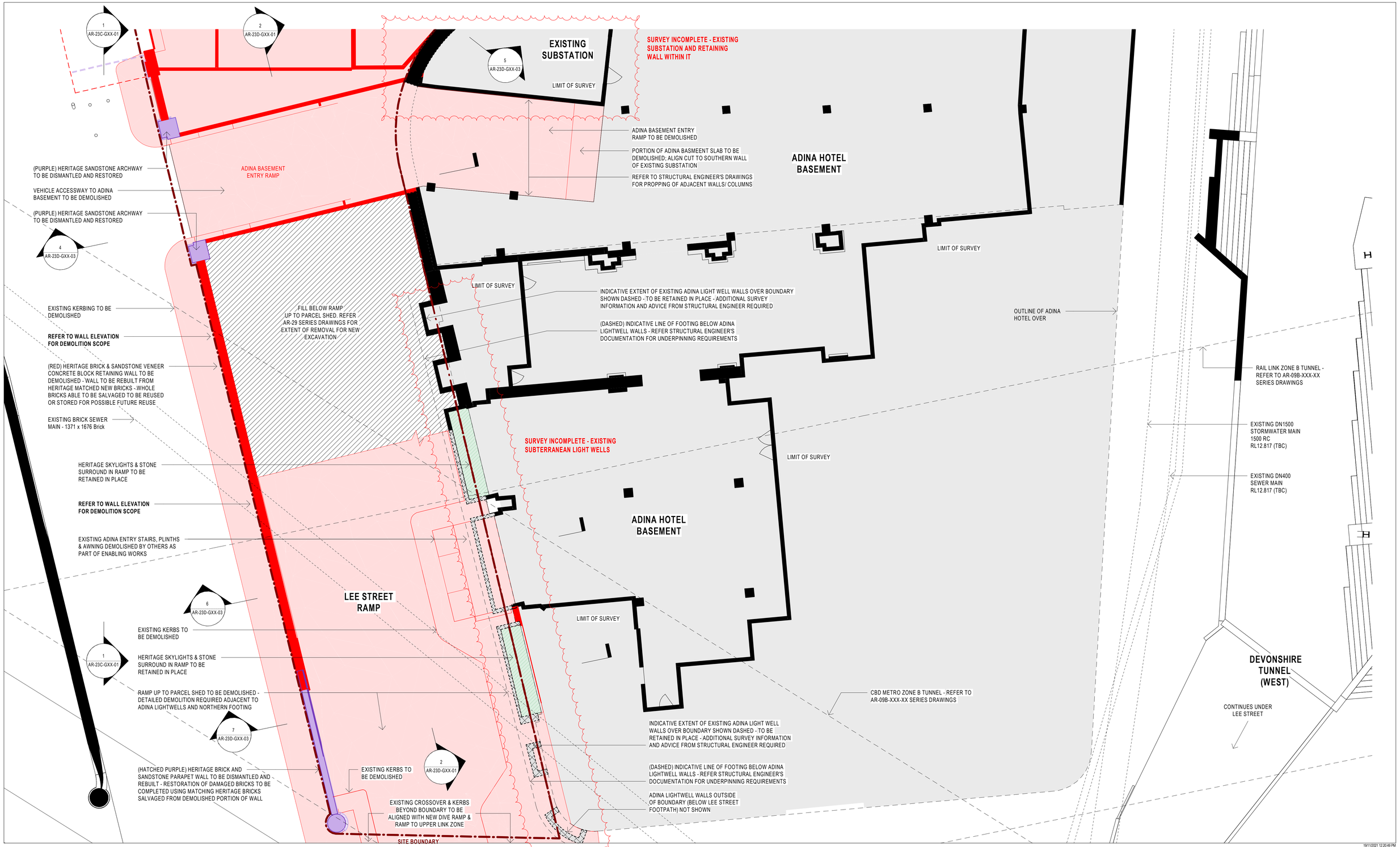
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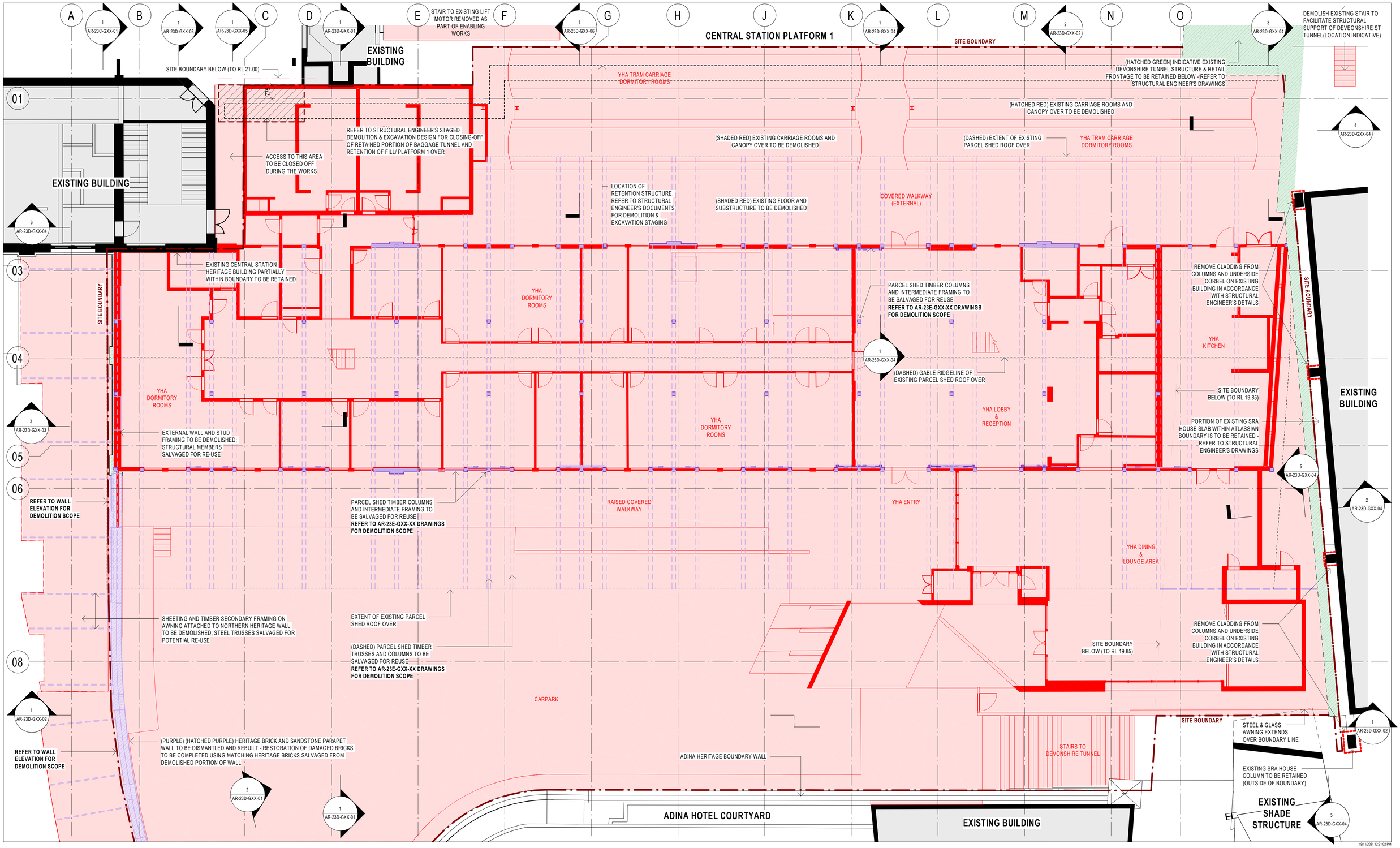
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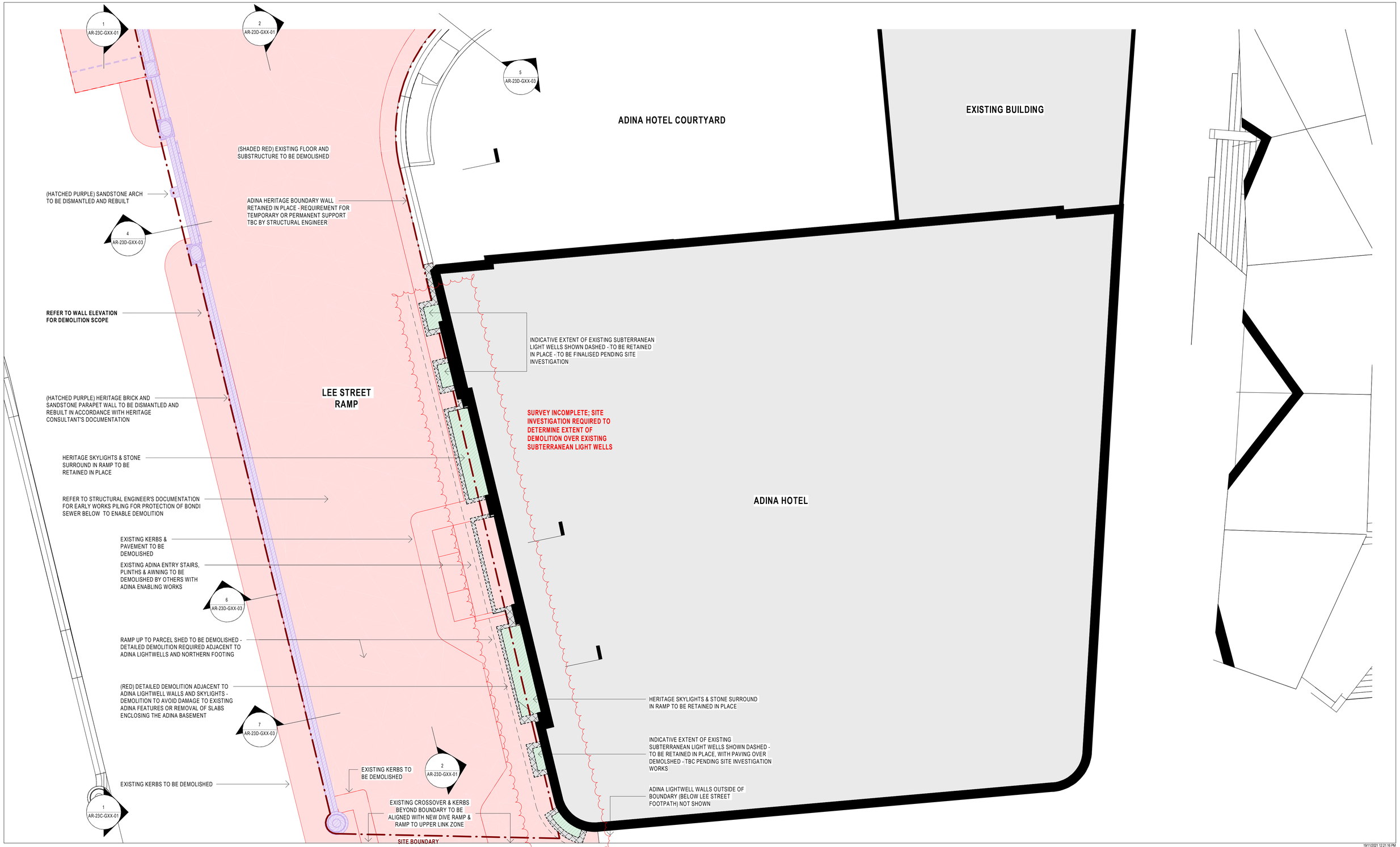
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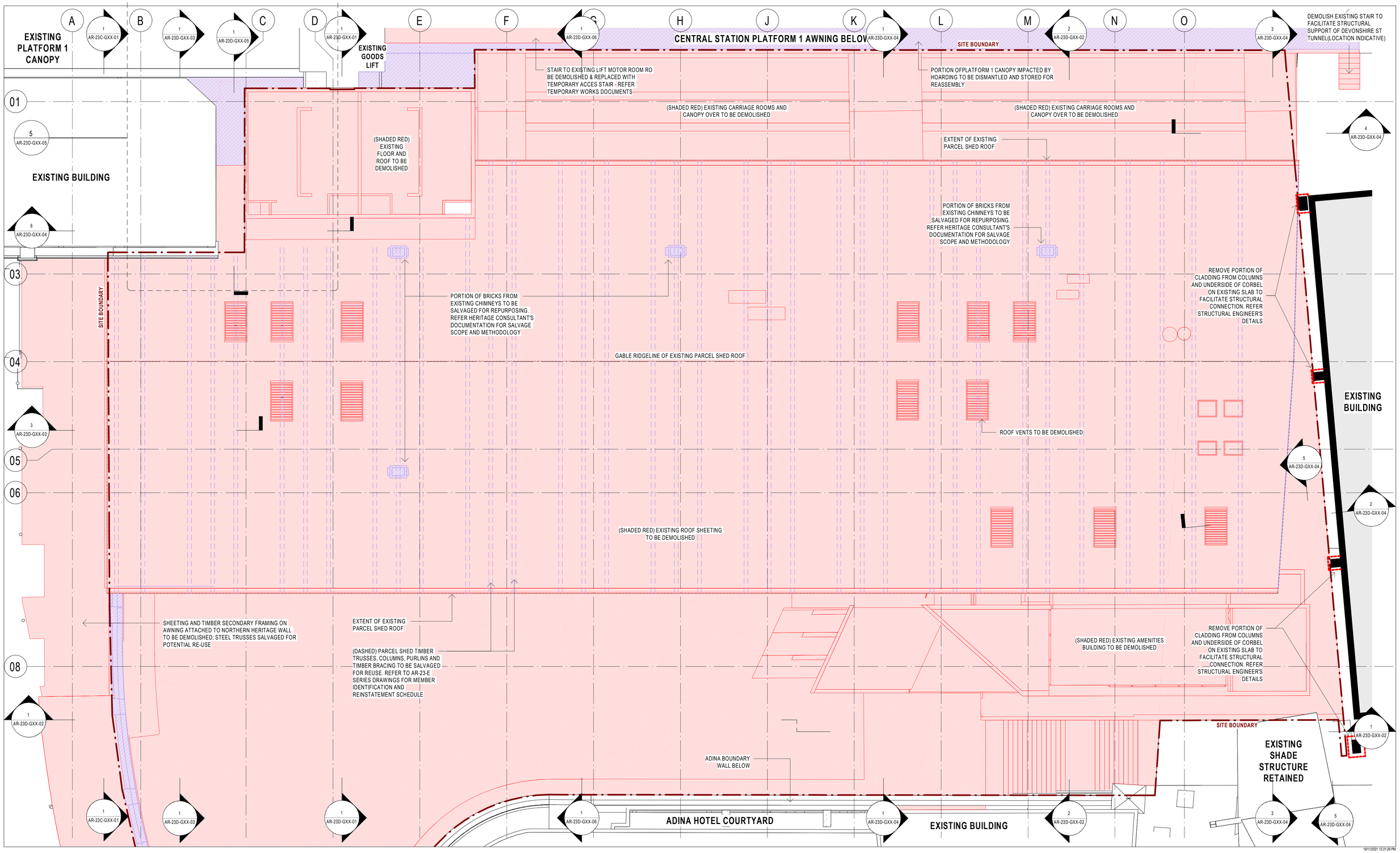
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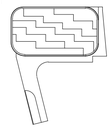
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PROJECT NUMBER
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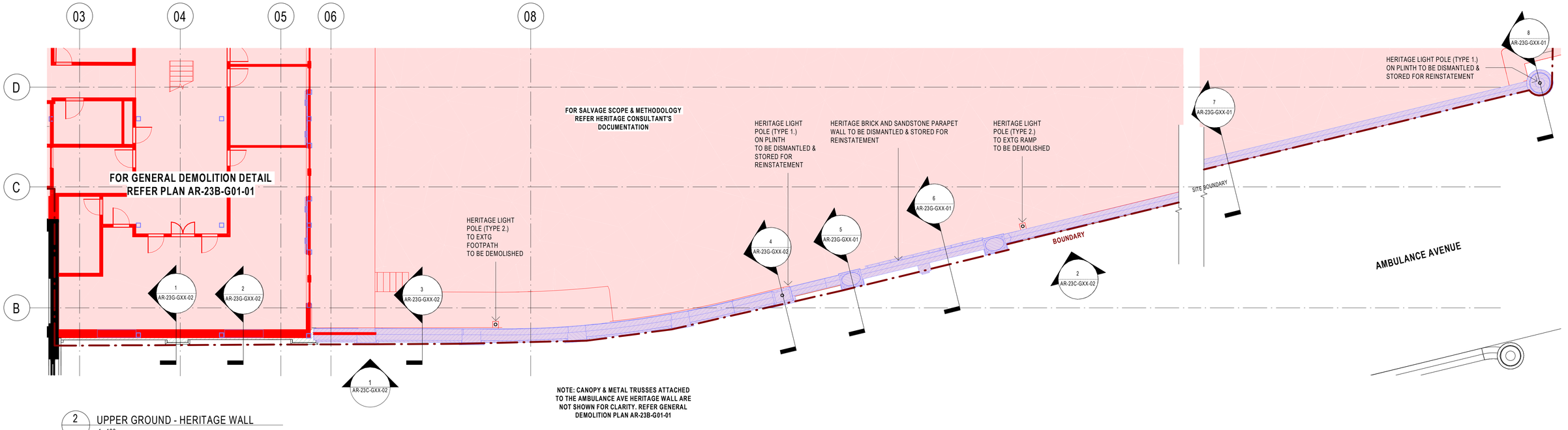
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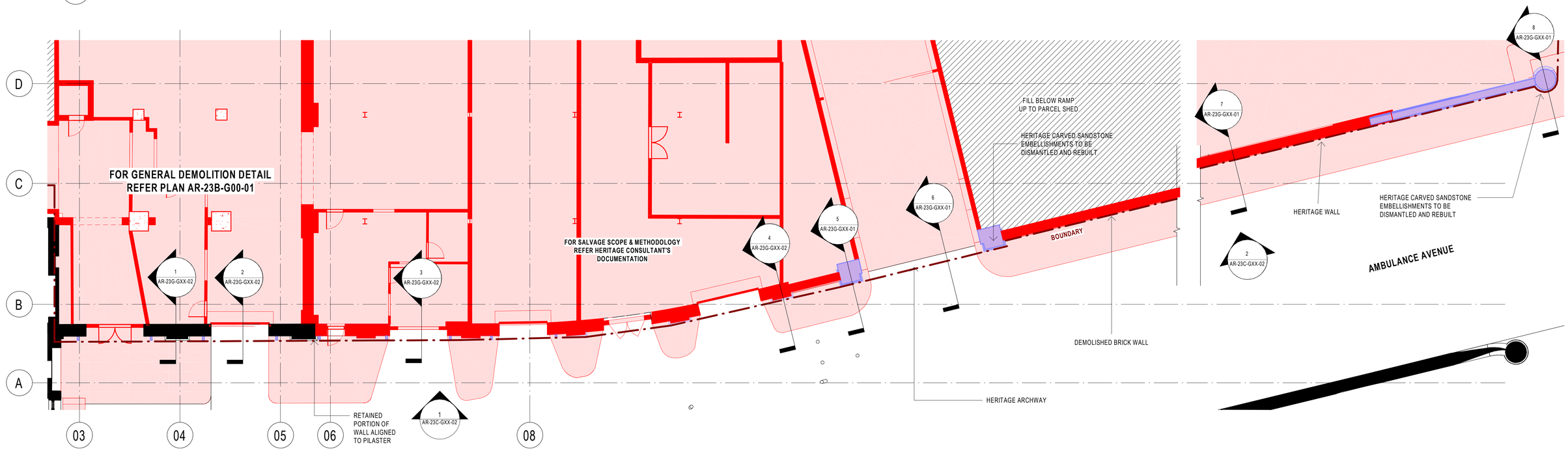
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DEMOLITION PLAN SHED ROOF

DOCUMENT NUMBER
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2 UPPER GROUND - HERITAGE WALL
1 : 100



1 LOWER GROUND - HERITAGE WALL
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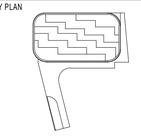
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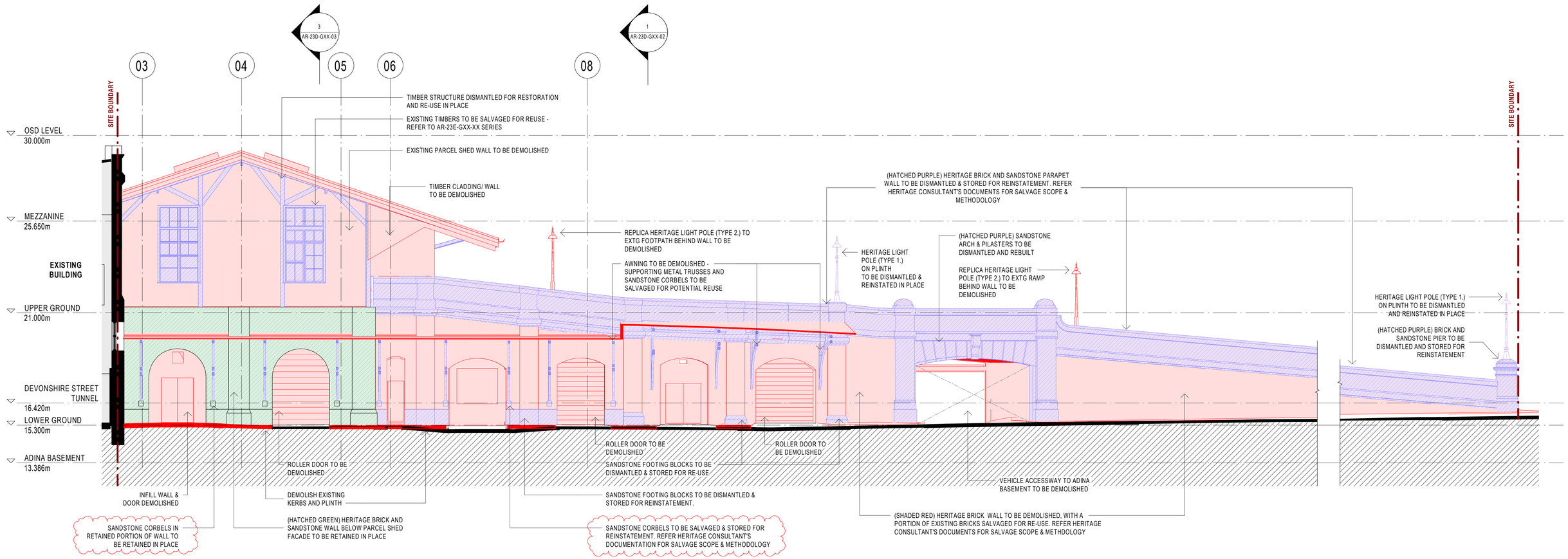
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AMBULANCE AVENUE
WALL DEMOLITION PLANS

DOCUMENT NUMBER	ISSUE
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1 HERITAGE WALL DEMOLITION
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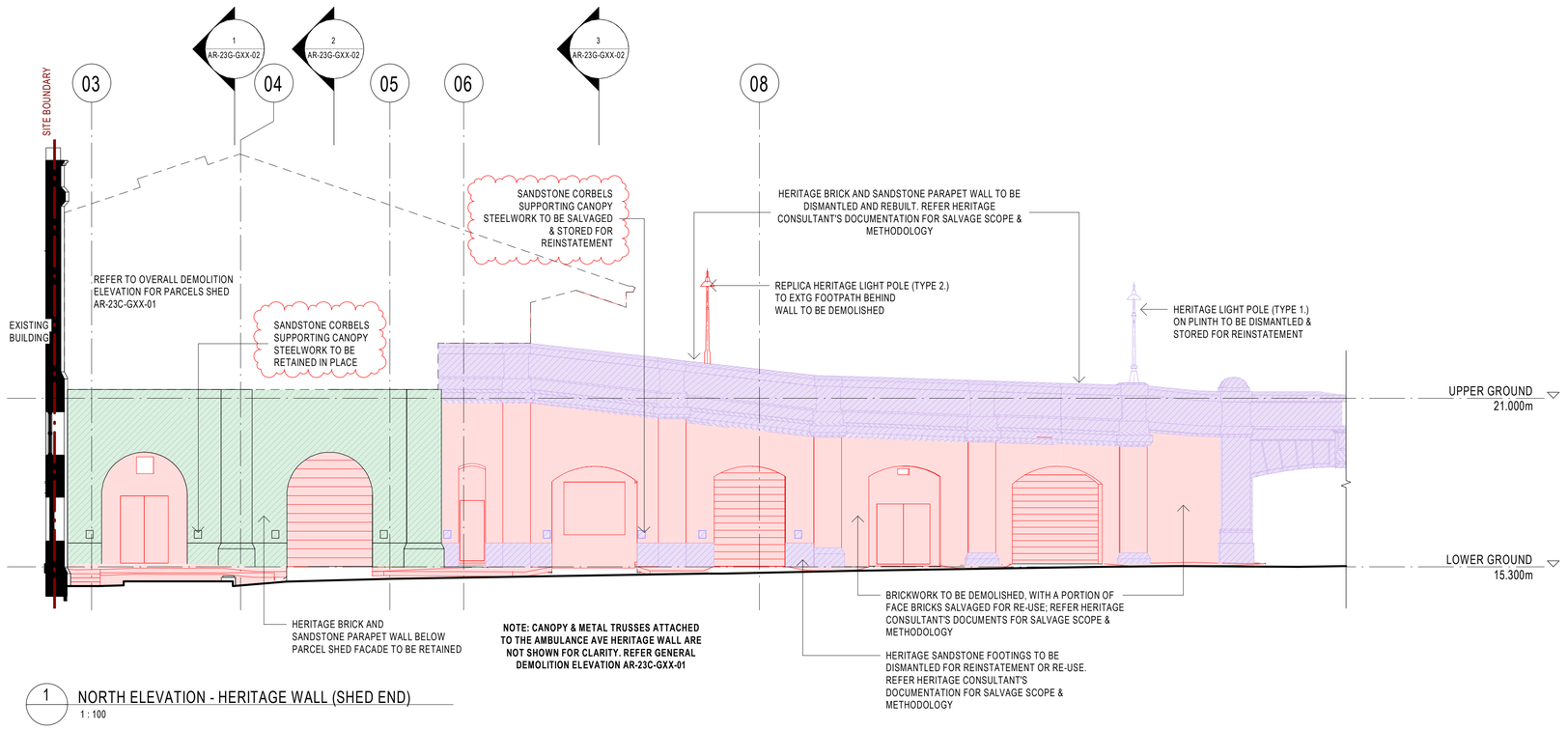
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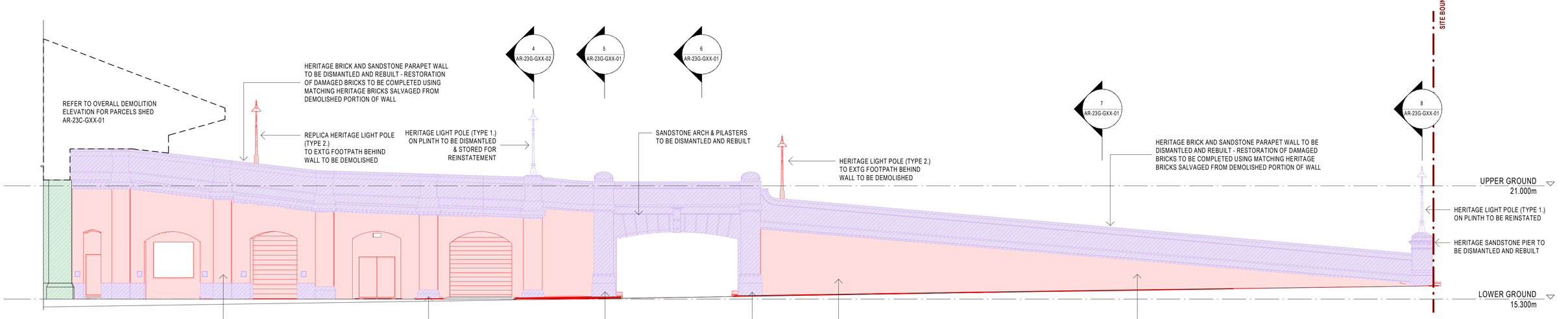
DRAWING
DEMOLITION NORTH ELEVATION

DOCUMENT NUMBER
AR-23C-GXX-01

ISSUE
A



1 NORTH ELEVATION - HERITAGE WALL (SHED END)
1 : 100



2 NORTH ELEVATION - HERITAGE WALL (RAMP END)
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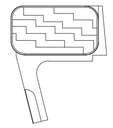
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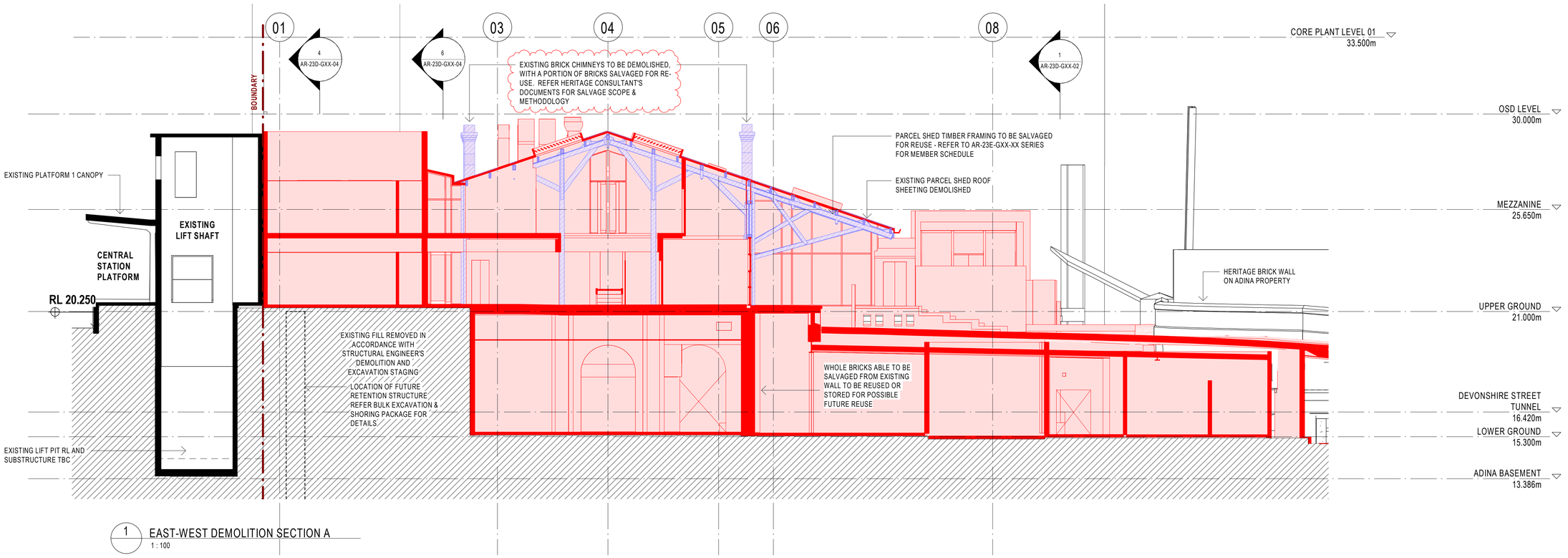
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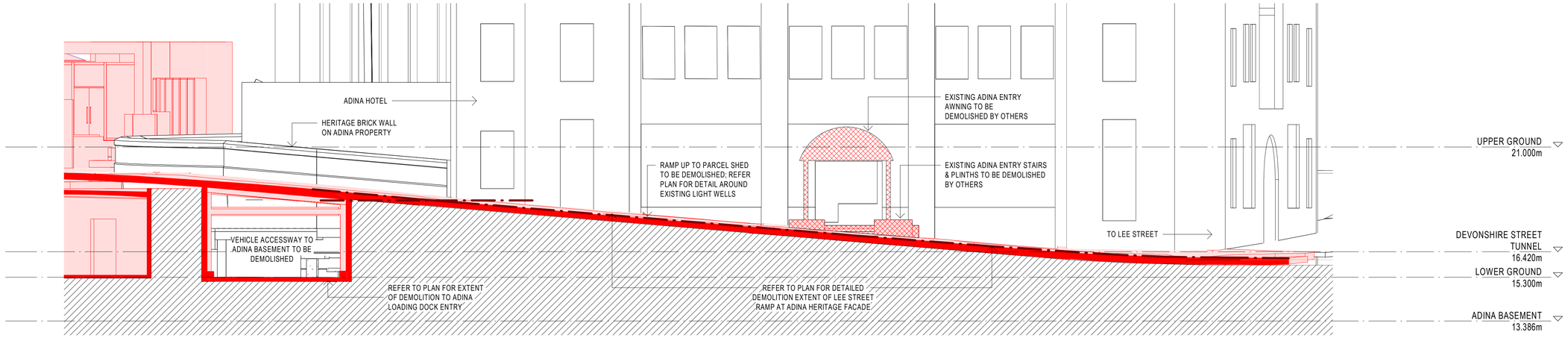
DRAWING
AMBULANCE AVENUE WALL DEMOLITION ELEVATIONS

DOCUMENT NUMBER
AR-23C-GXX-02

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1 EAST-WEST DEMOLITION SECTION A
1 : 100



2 LEE STREET RAMP DEMOLITION SECTION
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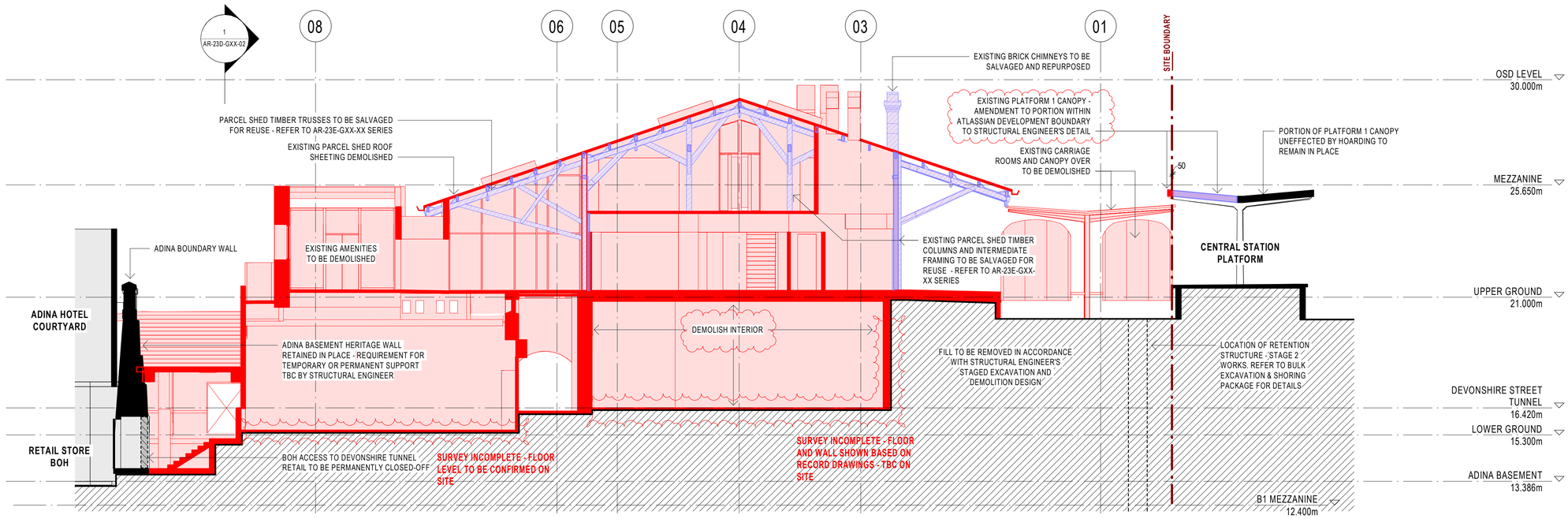
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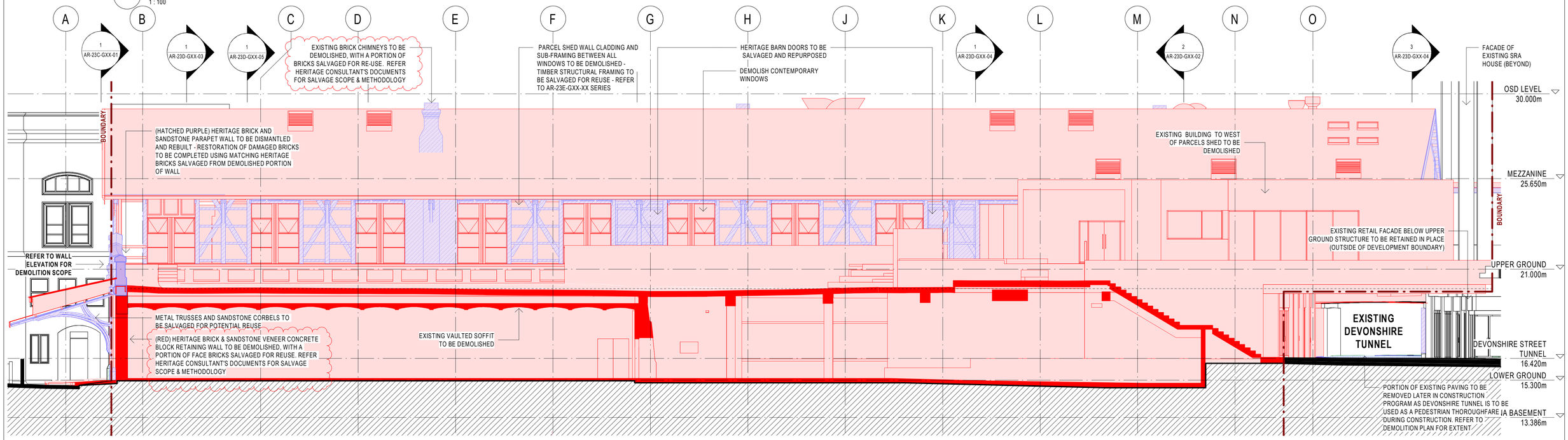
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2 EAST-WEST DEMOLITION SECTION B
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2	07.05.21	SCHEMATIC DESIGN
3	30.06.21	25%DD D&C TENDER ISSUE
4	10.08.21	75%DD DEMOLITION
5	10.09.21	STAGE 1 75%DD UPDATE
6	29.09.21	STAGE 1 75%DD UPDATE
7	11.11.21	STAGE 1 95%DD
A	19.11.21	AFC

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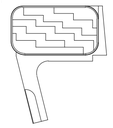
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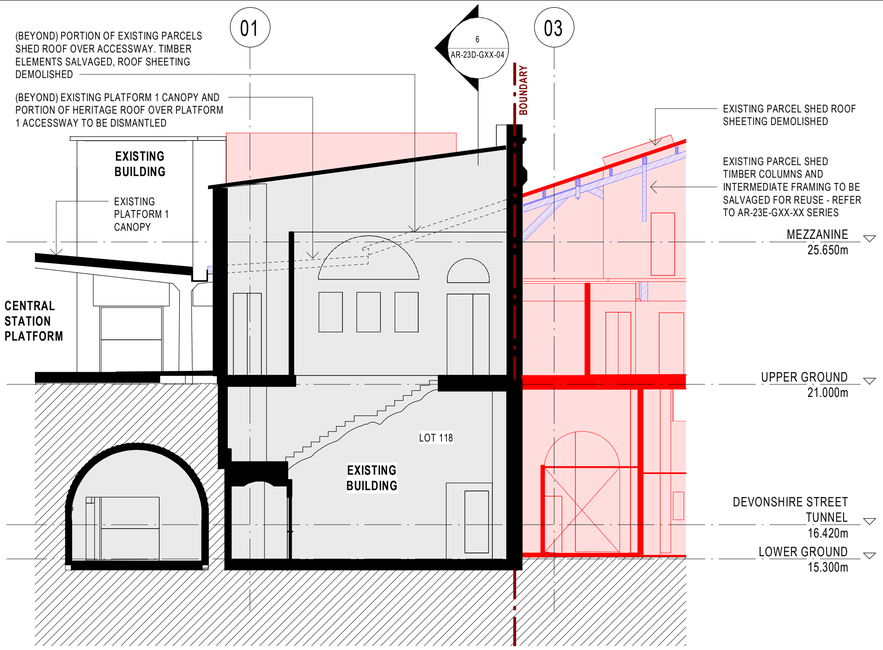
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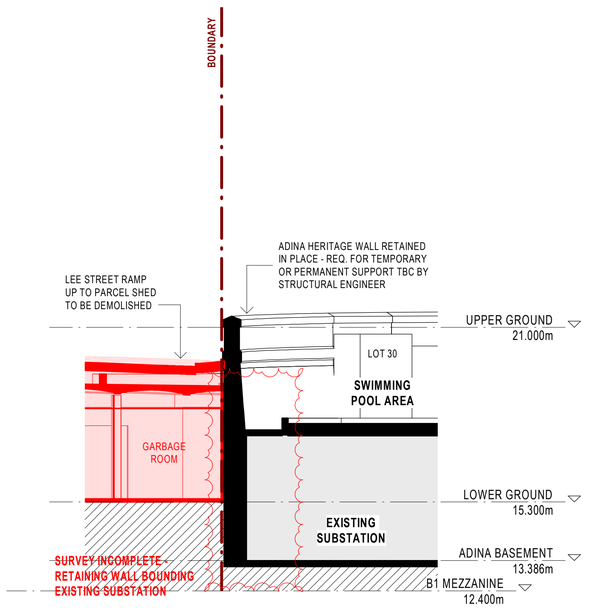
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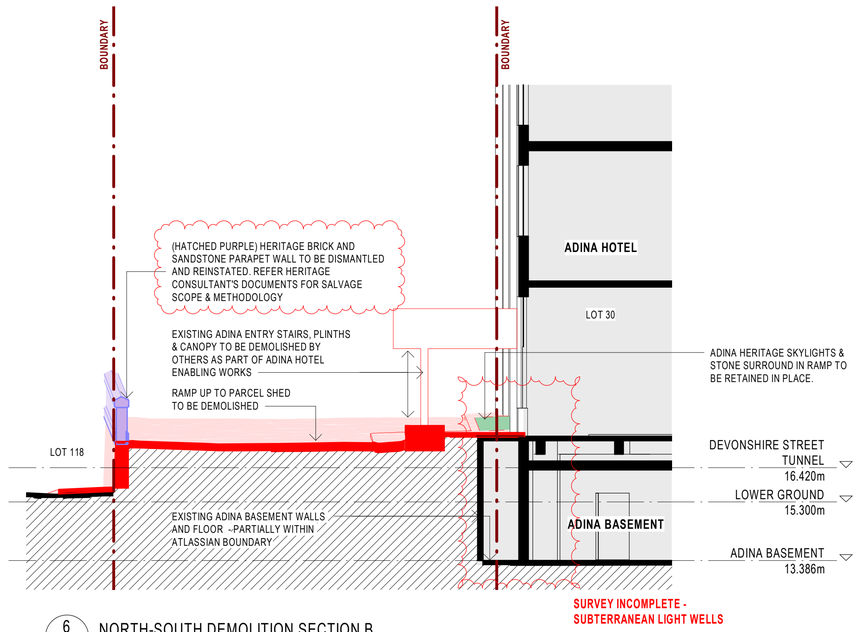
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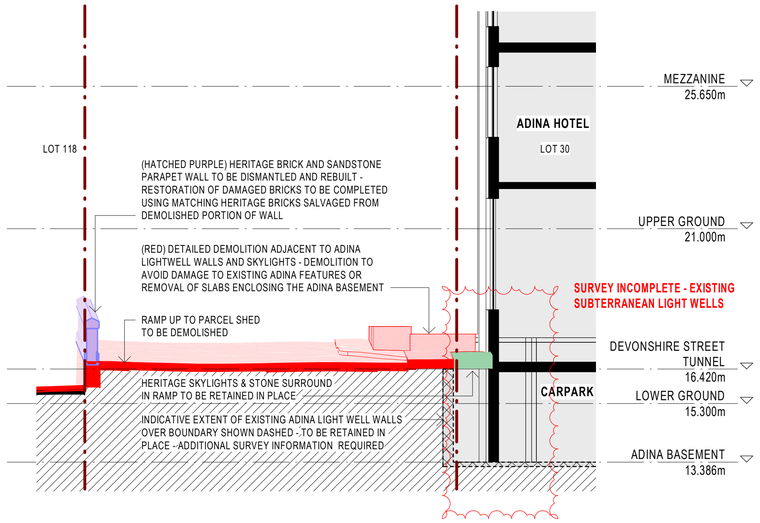
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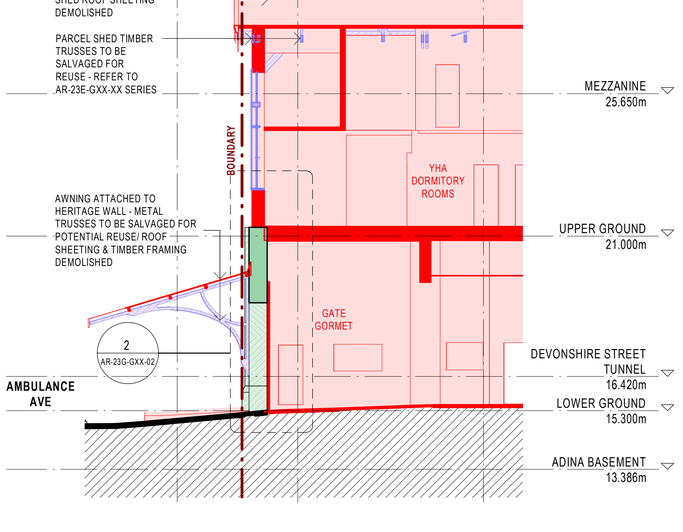
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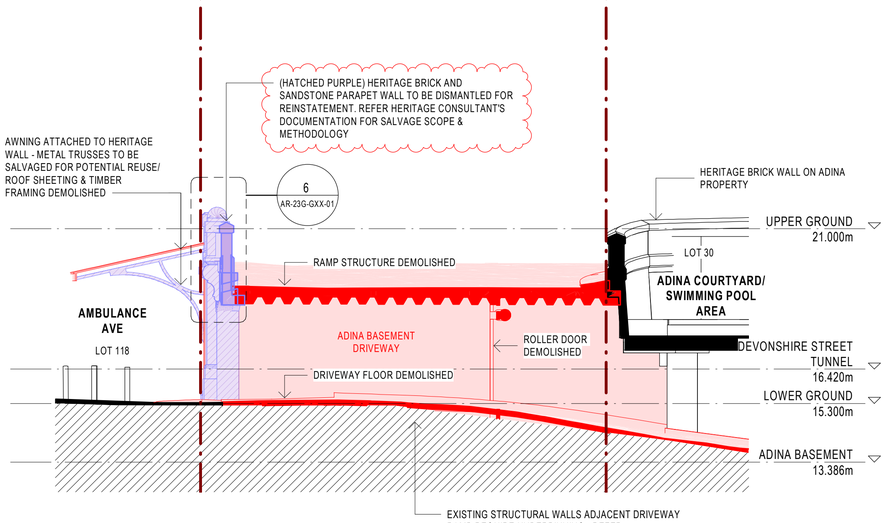
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7 NORTH-SOUTH DEMOLITION SECTION H
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3 NORTH-SOUTH DEMOLITION SECTION D
1 : 100



4 NORTH-SOUTH DEMOLITION SECTION E
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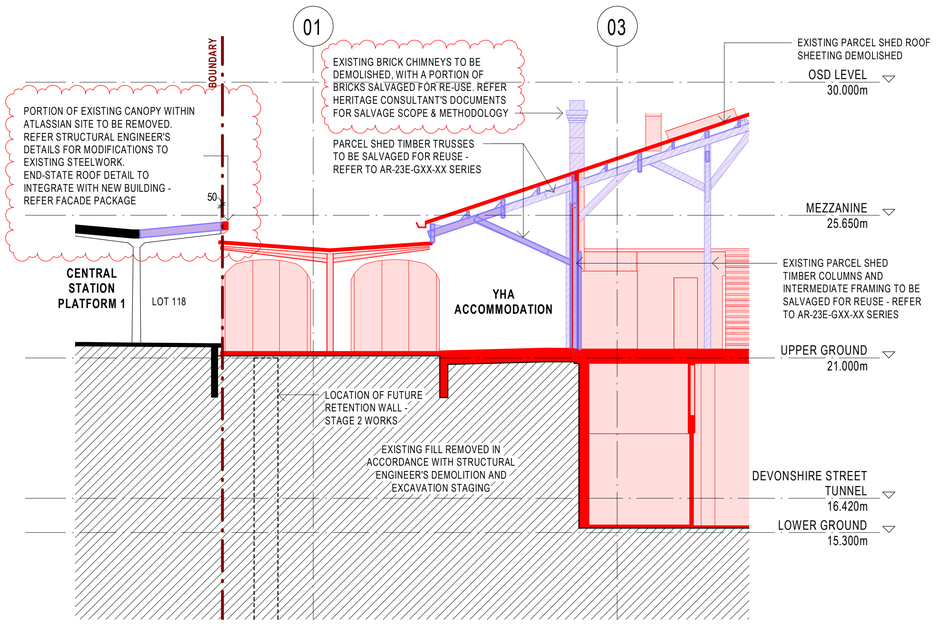
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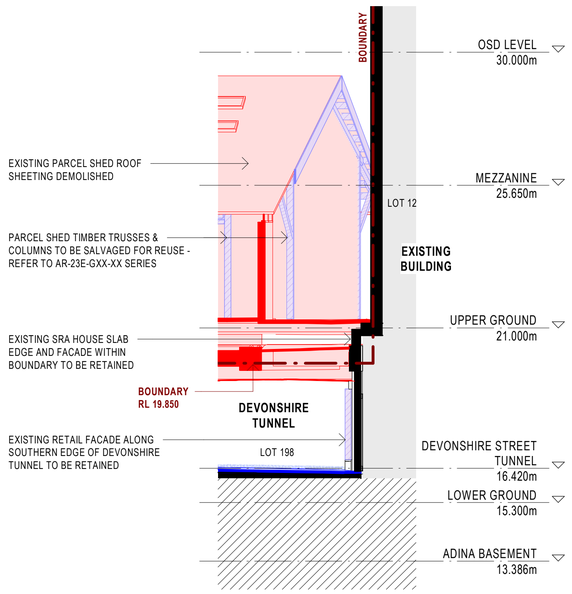
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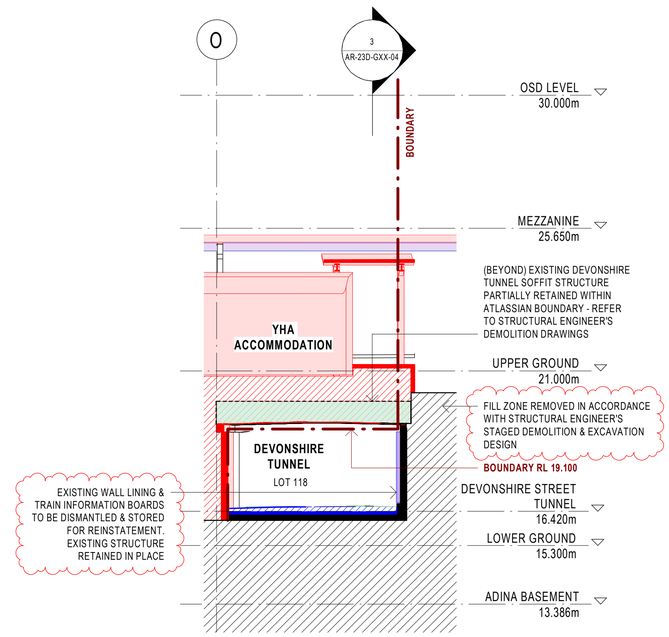
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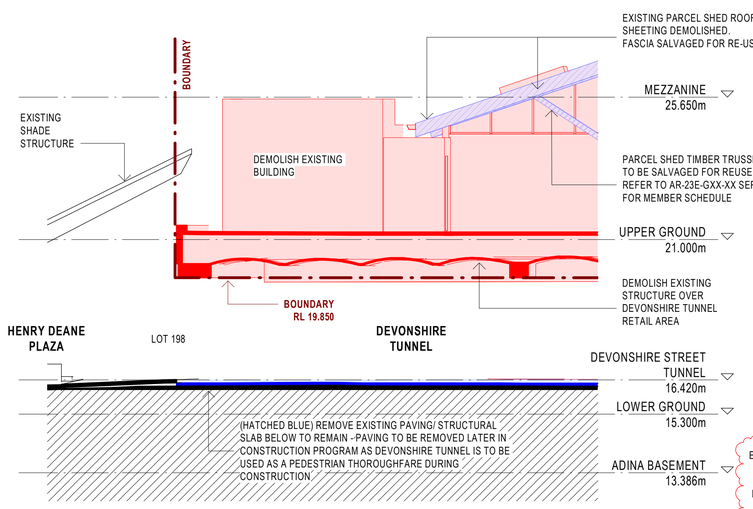
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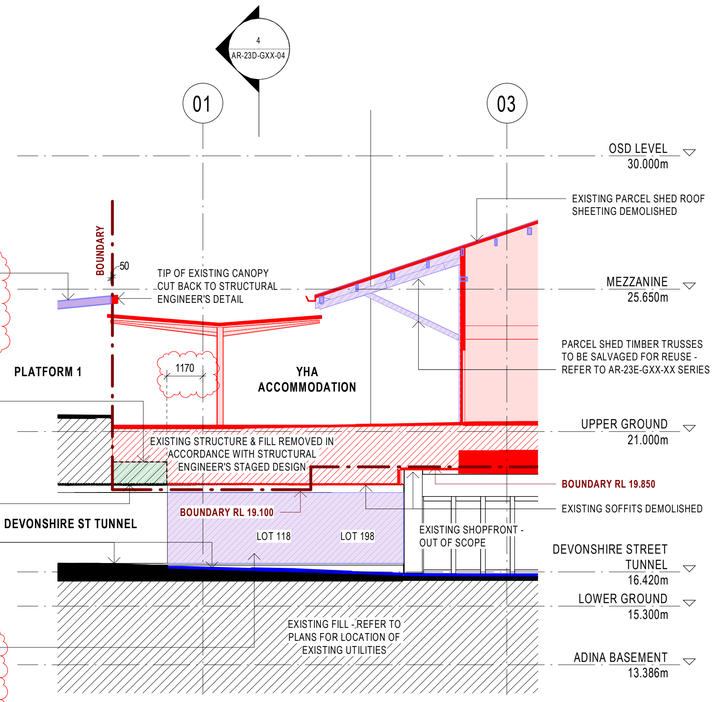
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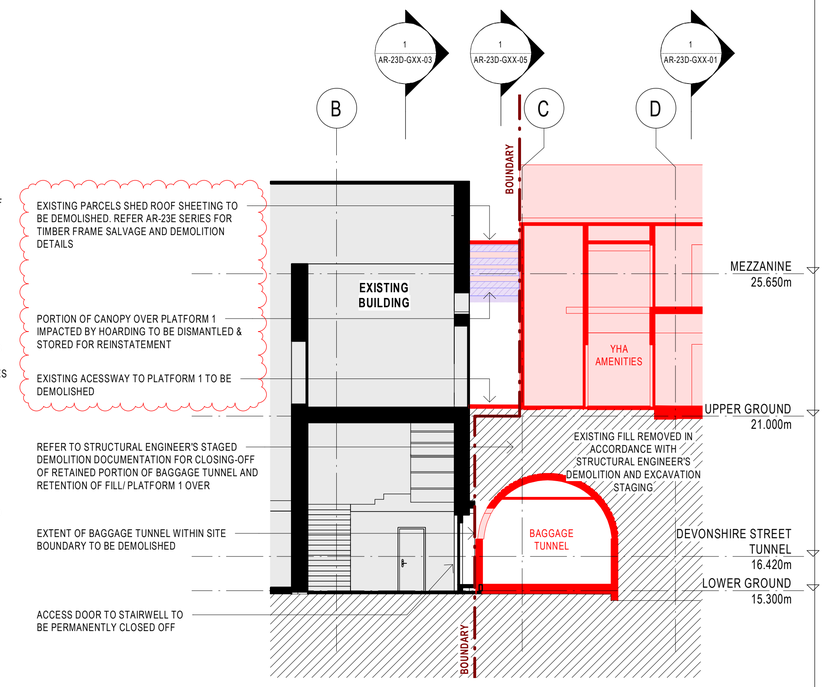
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1 : 100



3 EAST-WEST DEMOLITION SECTION D
1 : 100



6 NORTH-SOUTH DEMOLITION SECTION B
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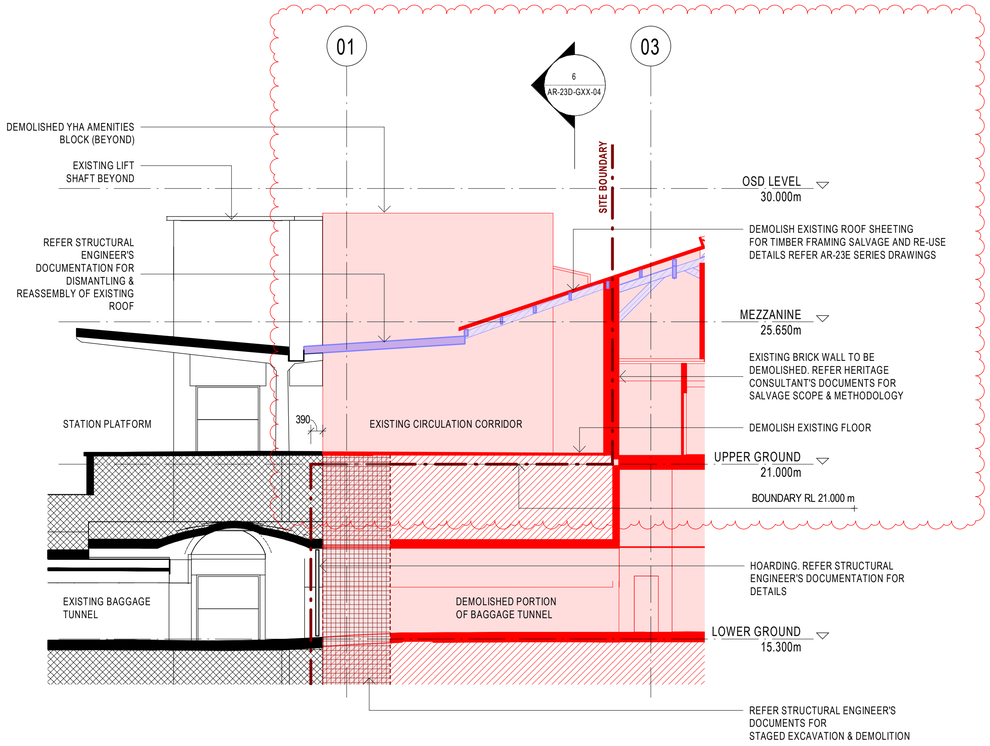
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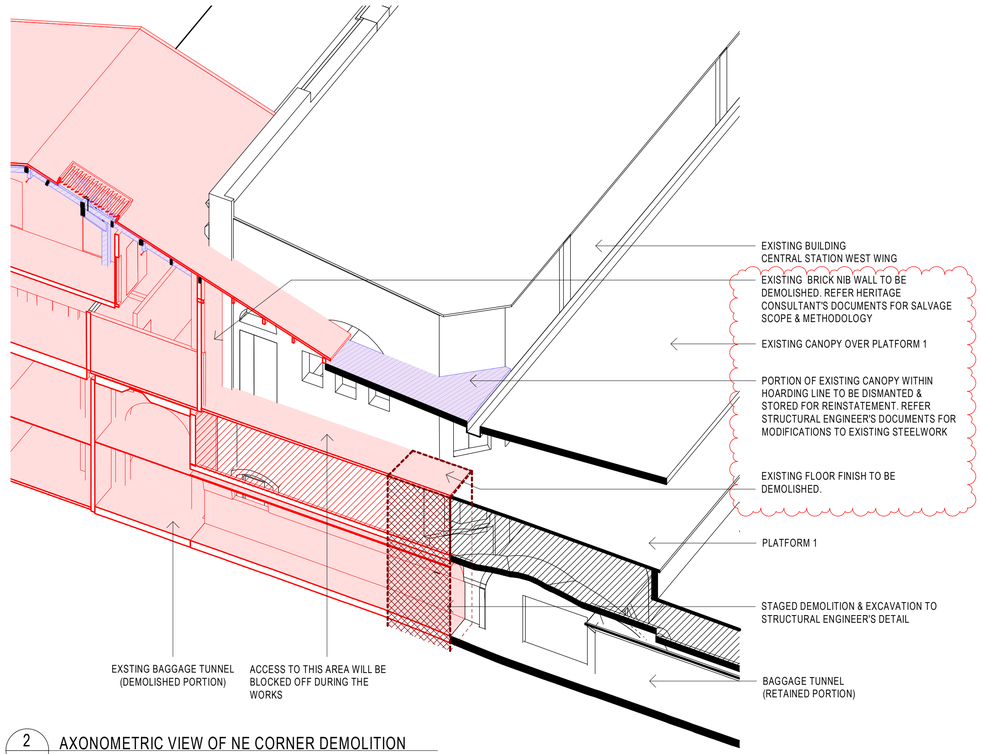
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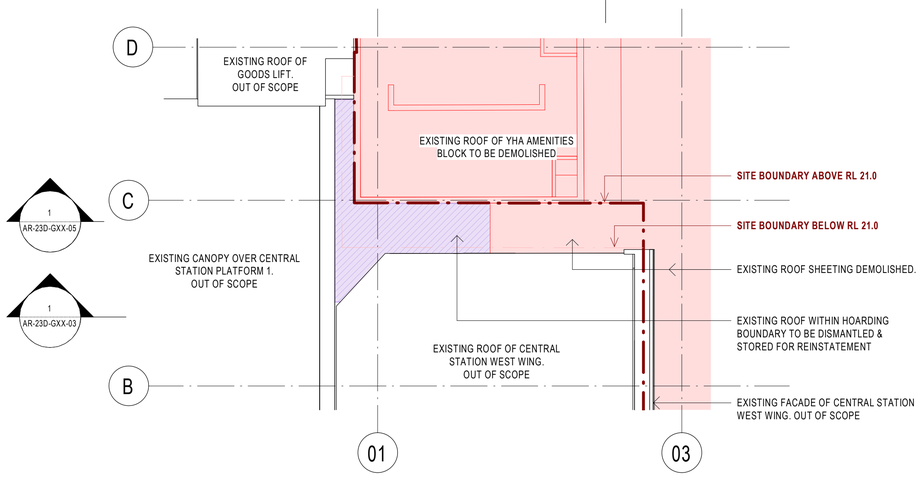
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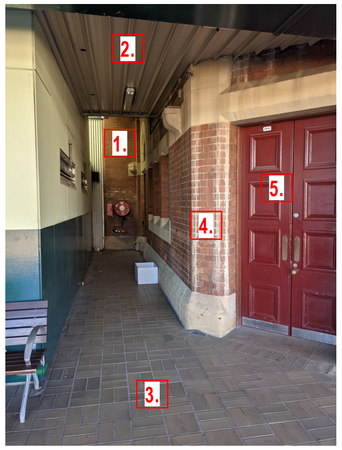
1 EAST-WEST DEMOLITION SECTION F
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2 AXONOMETRIC VIEW OF NE CORNER DEMOLITION



5 DEMOLITION PART ROOF PLAN AT NORTH-EAST CORNER
1 : 100





4 PHOTOGRAPHS AT NE CORNER, UPPER GROUND
1 : 5

1. BRICK AND SANDSTONE WALL TO BE DISMANTLED AND REINSTATED - REFER 43E SERIES FOR DETAILS
2. PORTION OF EXISTING CANOPY TO BE DISMANTED AND REINSTATED
3. FLOOR FINISH TO BE DISMANTLED AND REINSTATED ATOP NEW SLAB
4. EXISTING BRICK BUILDING TO REMAIN
5. DOORS TO REMAIN CLSOED FOR THE DURATION OF THE WORKS

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- THESE DRAWINGS DO NOT DOCUMENT ALL HERITAGE TIMBER MEMBERS THAT ARE TO BE DISMANTLED THEN REINSTATED OR REAPPROPRIATED - A FULL SURVEY WILL NEED TO BE UNDERTAKEN OF ALL HERITAGE PARTS TO BE DOCUMENTED FOR CONSTRUCTION ISSUE DOCUMENTATION
- ALL TIMBER MEMBERS ARE TO BE DISMANTLED AND RETAINED IN THEIR ORIGINAL LENGTH

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No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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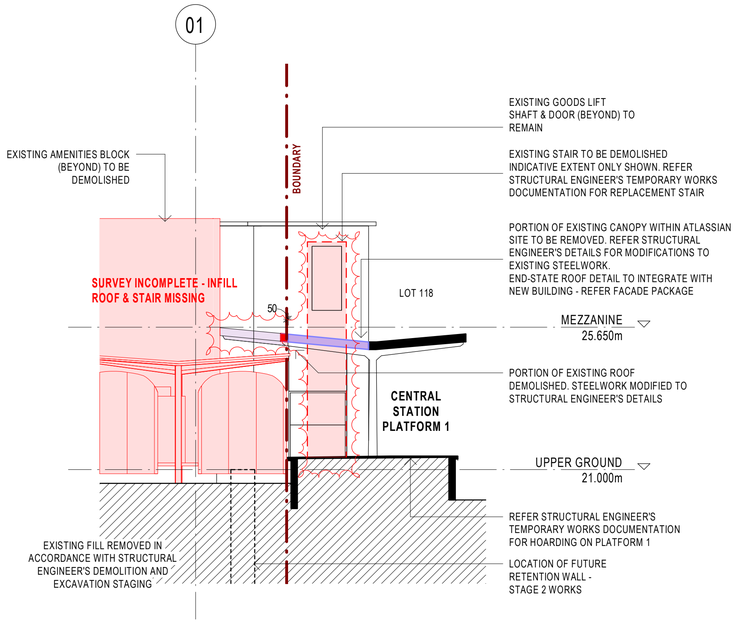
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DEMOLITION NORTH EAST CORNER

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1 EAST-WEST DEMOLITION SECTION F
1 : 100

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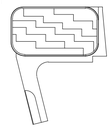
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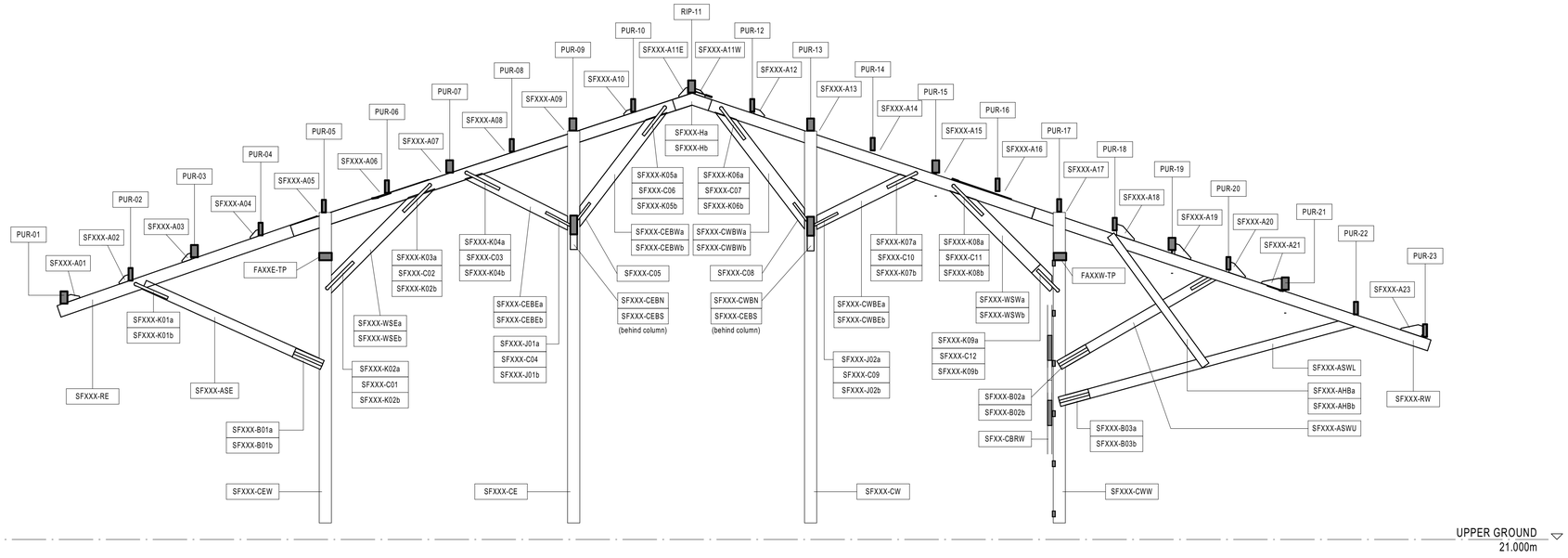
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DEMOLITION SECTIONS

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AR-23D-GXX-06

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NOTES ON TIMBER FRAMING DRAWINGS

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- ALL TIMBER MEMBERS ARE TO BE DISMANTLED AND RETAINED IN THEIR ORIGINAL LENGTH



1 TYPICAL SHED FRAME - HERITAGE FABRIC CODING SYSTEM
1 : 50

CODE SYSTEM NOTES
• THE CODING SYSTEM IS BASED ON THE METHOD DESCRIBED IN THE HERITAGE FABRIC SALVAGING PROCEDURES REPORT, WITH MINOR MODIFICATIONS.
• CODES REFERENCE ITEM TYPE AND LOCATION TO ALLOW ITEMS CAPTURED AS PART OF FUTURE SURVEYS TO BE IDENTIFIED IN ACCORDANCE WITH THE CODING SYSTEM.
• REAPPROPRIATED HERITAGE MEMBERS (HATHCED BLUE) HAVE NOT YET BEEN ASSIGNED CODES
• WHERE HERITAGE ITEMS CONSIST OF 2x IDENTICAL MEMBERS; 'a' OR 'b' IS ADDED TO THE SUFFIX CODE TO RESPECTIVELY IDENTIFY THE NORTHERN VS. SOUTHERN MEMBER.

PREFIX CODE	ITEM	DESCRIPTION
SFXXX	SHED FRAME NUMBER	NUMBERED FROM NORTH TO SOUTH, SHED FRAMES TYPICALLY CONSIST OF THREE TRUSS FRAMES; A PRIMARY FRAME (SFXXC) AND TWO SECONDARY FRAMES, ONE TO THE NORTH (SFXXN), AND ONE TO THE SOUTH (SFXXS)
PUR	PURLIN NUMBER	NUMBERED FROM EAST TO WEST, EXCLUDING THE RIDGE PURLIN
RIP	RIDGE PURLIN	LOCATED AT THE APEX OF THE PARCELS SHED ROOF
FAXXX	FACADE MEMBER	INTERMEDIATE BETWEEN SFXXX SHED FRAMES. LOCATION DEFINED BY 'E' EASTERN FACADE OR 'W' WESTERN FACADE

SUFFIX CODE	ITEM	DESCRIPTION
RE	RAFTER EAST	CONSISTS OF MULTIPLE TIMBER LENGTHS ASSIGNED THE SAME CODE
RW	RAFTER WEST	CONSISTS OF MULTIPLE TIMBER LENGTHS ASSIGNED THE SAME CODE
CEW	COLUMN EAST WALL	LOCATED BELOW THE PRIMARY AND SECONDARY TRUSS FRAMES IN ALIGNMENT WITH THE EXISTING EAST FACADE (TYP.)
CE	COLUMN EAST	LOCATED BELOW THE PRIMARY TRUSS FRAMES ONLY (SFXXC) AND SUPPORTS MULTIPLE BRACING MEMBERS
CW	COLUMN WEST	LOCATED BELOW THE PRIMARY TRUSS FRAMES ONLY (SFXXC) AND SUPPORTS MULTIPLE BRACING MEMBERS
CWW	COLUMN WEST WALL	LOCATED BELOW THE PRIMARY AND SECONDARY TRUSS FRAMES IN ALIGNMENT WITH THE EXISTING WEST FACADE (TYP.)

SUFFIX CODE	ITEM	DESCRIPTION
ASE	AWNING STRUT EAST	STRUT FROM CE SUPPORTING EASTERN AWNING.
WSE	WALL STRUT EAST	STRUT FROM CE SUPPORTING RAFTER; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
CEBE	CE BRACE EAST	BRACING FROM CE SUPPORTING RAFTER; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
CEBN	CE BRACE NORTH	BRACING FROM CE SUPPORTING RAFTER
CEBS	CE BRACE SOUTH	BRACING FROM CE SUPPORTING RAFTER
CEBW	CE BRACE WEST	BRACING FROM CE SUPPORTING RAFTER; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
CWBE	CW BRACE EAST	BRACING FROM CW SUPPORTING RAFTER; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
CWBN	CW BRACE NORTH	BRACING FROM CW SUPPORTING RAFTER
CWBS	CW BRACE SOUTH	BRACING FROM CW SUPPORTING RAFTER
CWBW	CW BRACE WEST	BRACING FROM CW SUPPORTING RAFTER; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
WSW	WALL STRUT WEST	STRUT FROM CW SUPPORTING RAFTER; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
ASWU	AWNING STRUT WEST UPPER	UPPER STRUT FROM CW SUPPORTING WESTERN AWNING
ASWL	AWNING STRUT WEST LOWER	LOWER STRUT FROM CW SUPPORTING WESTERN AWNING
AHBW	AWNING HANGING BRACE WEST	BRACING/TIE FOR ASWU AND ASWL; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
CBRX	FACADE CROSS BRACING	TIMBER CROSS BRACING TO COLUMNS WITHIN FACADE LINE. LOCATION DEFINED BY 'E' EAST FACADE OR 'W' WEST FACADE
TP	TOP PLATE	FACADE FRAMING TOP PLATE

SUFFIX CODE	ITEM	DESCRIPTION
AXX	PURLIN CHOCK	TIMBER CHOCK CONNECTING PURLINS TO RAFTERS; DOUBLE MEMBERS COMMON ON PRIMARY TRUSS RAFTERS ('a' & 'b')
BXX	TIMBER CLEAT	EXPOSED JOINTING TIMBER CONNECTING STRUTS TO COLUMNS; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
CXX	TIMBER CLEAT	CONCEALED JOINTING/SPACING TIMBER SANDWICHED BETWEEN 'a' AND 'b' DOUBLE BRACE OR STRUTS AT JOINT WITH COLUMN OR RAFTER
EXX	METAL TENSION ROD	IRON TENSION ROD 'TRUSS' SUPPORTING SECONDARY TRUSS FRAME RAFTERS
FXX	TIMBER TENSION BLOCK	PART OF TENSION ROD TRUSS
GXX	METALWORK BRACKET	PURLIN TIE CONNECTING SECONDARY RAFTERS TO PURLINS
H	METALWORK BRACKET	PLATE CONNECTING RE TO RW AT THE ROOF APEX; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
J	METALWORK BRACKET	V-BRACKET CONNECTING BRACING TO THE COLUMNS; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
KXX	METALWORK BRACKET	BRACKET CONNECTING BRACING TO THE COLUMNS; TYPICALLY DOUBLE MEMBERS ('a' & 'b')
L	METALWORK BRACKET	BRACKET CONNECTING ASE TO SECONDARY TRUSS FRAME CE
DXX	DOOR	BARN DOOR AND ASSOCIATED SLIDING TRACK EQUIPMENT
WXX	WINDOW	TIMBER FRAMING & GLAZING IF IS ORIGINAL HERITAGE
ZXX	TIMBER MEMBER	NON-SPECIFIED HERITAGE ITEM; MAY BE CODED SPECIFICALLY UPON FURTHER SURVEY OF THE SHED FABRIC

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LEGEND - TIMBER SHED DISMANTLE

- DISMANTLE FOR RESTORATION & REASSEMBLY TO ORIGINAL LOCATION
- DISMANTLE FOR STORAGE AND POTENTIAL REAPPROPRIATION
- REAPPROPRIATED TIMBER MEMBERS

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PROJECT NUMBER
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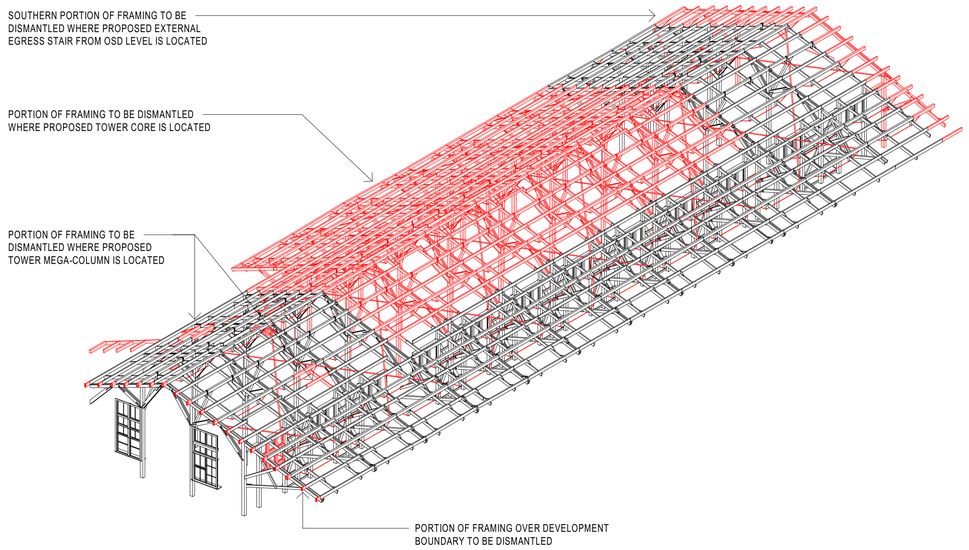
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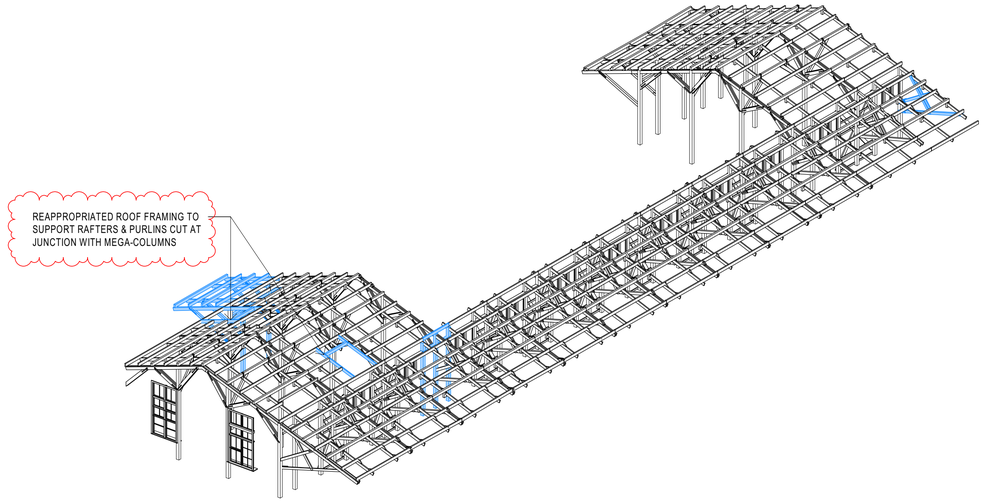
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DEMOLITION - SHED FRAME CODING SYSTEM

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AR-23E-GXX-00

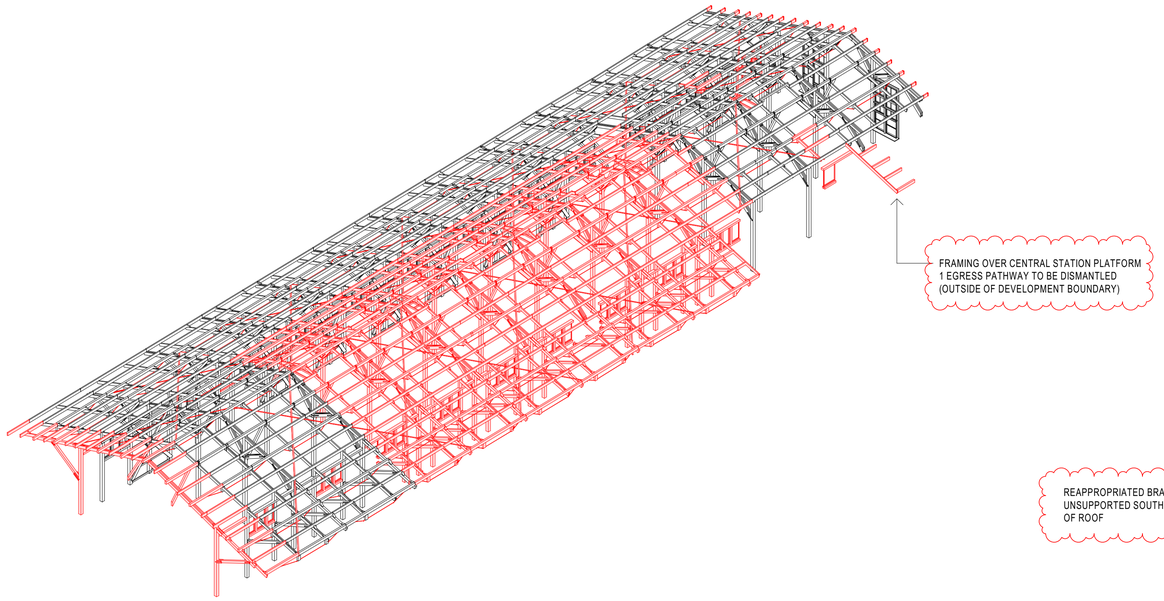
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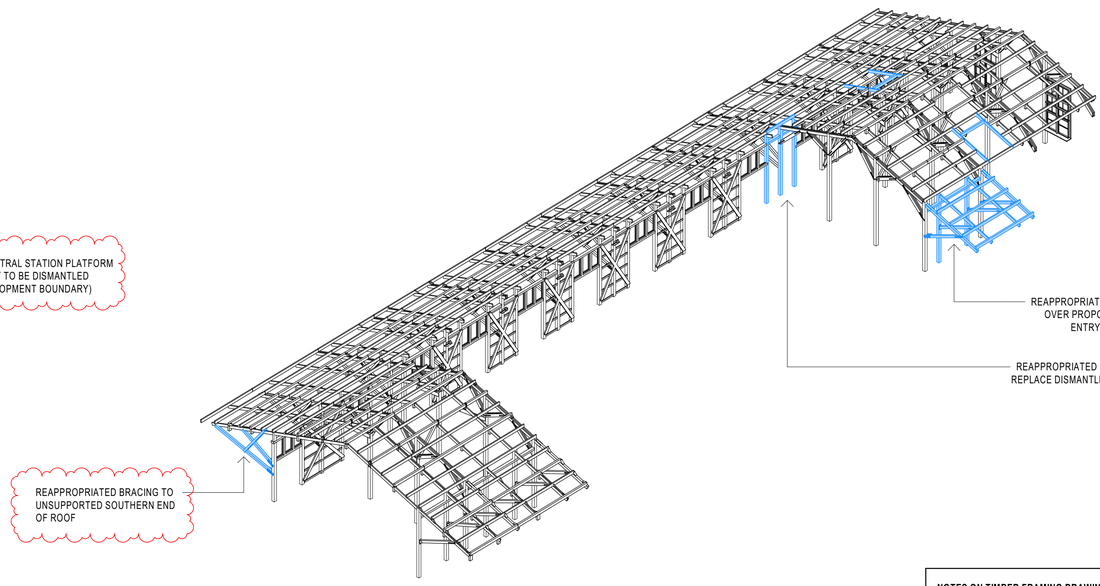
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3 Shed Timber Isometric - Reinstated Structure A



2 Shed Timber Isometric - Existing Structure B



4 Shed Timber Isometric - Reinstated Structure B

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3	10.09.21	STAGE 1 75%DD UPDATE
4	29.09.21	STAGE 1 75%DD UPDATE
5	11.11.21	STAGE 1 95%DD
A	19.11.21	AFC

LEGEND - TIMBER SHED DISMANTLE

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DISMANTLE FOR STORAGE AND POTENTIAL REAPPROPRIATION

REAPPROPRIATED TIMBER MEMBERS

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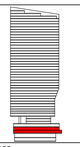
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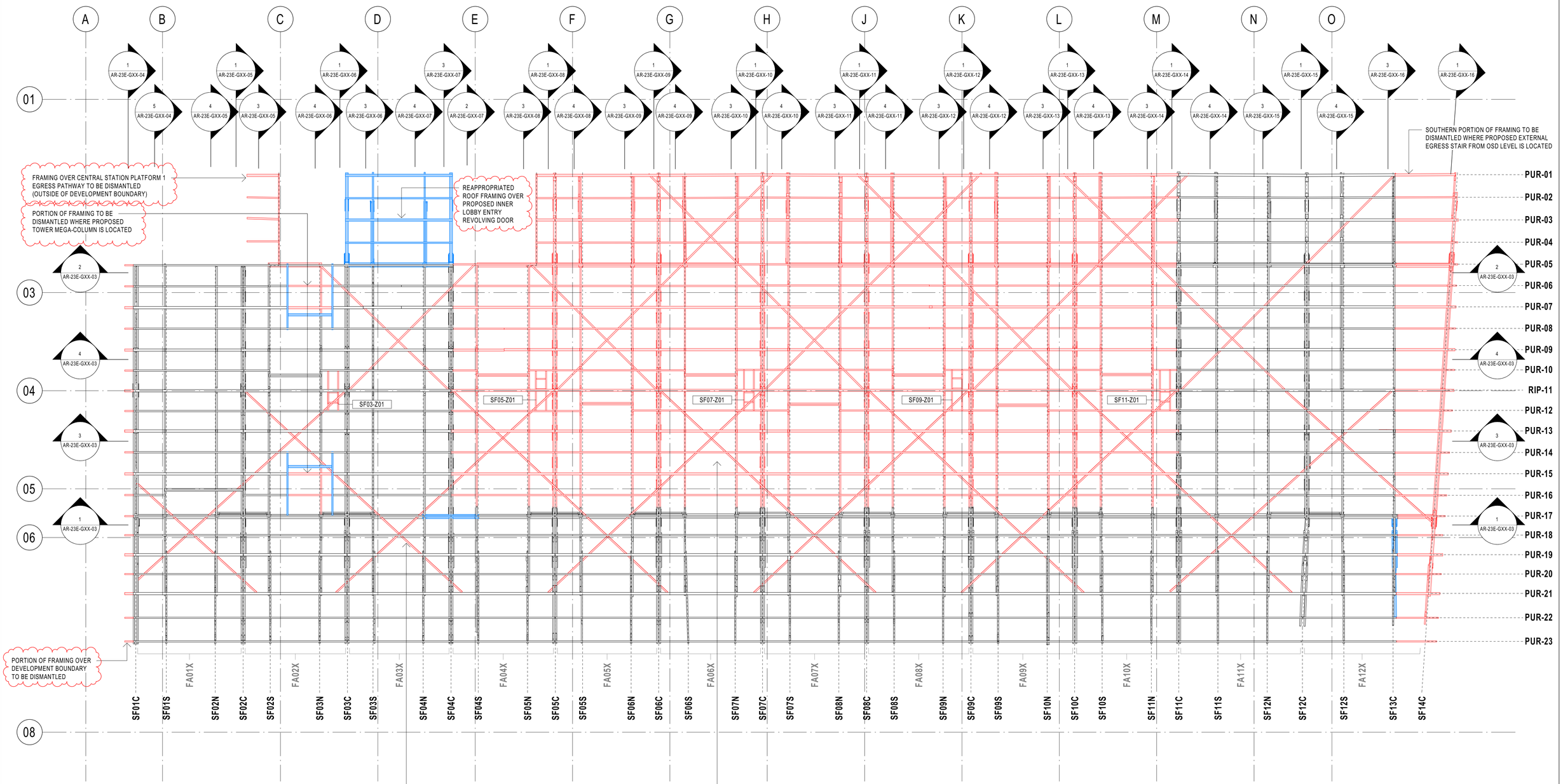
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DEMOLITION - SHED TIMBER FRAMING

DOCUMENT NUMBER
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1 AR_SHED TIMBER PLAN - REINSTATED STRUCTURE
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KEY PLAN

CLIENT
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ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
1906024

GRAPHIC SCALE

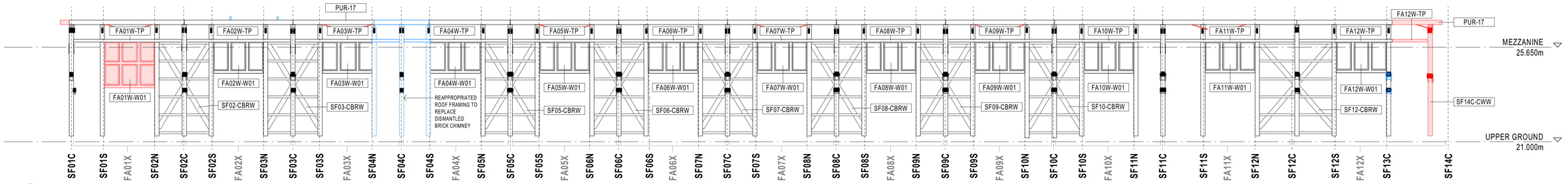
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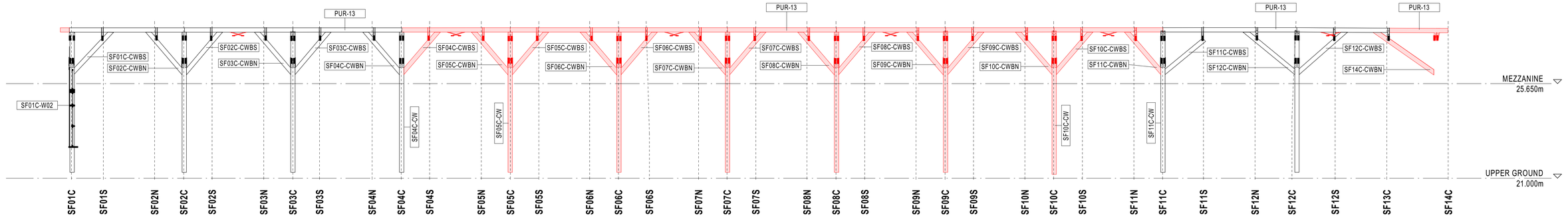
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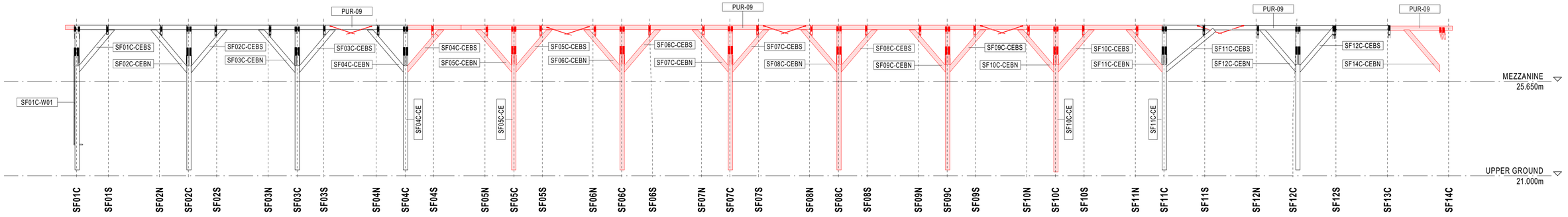
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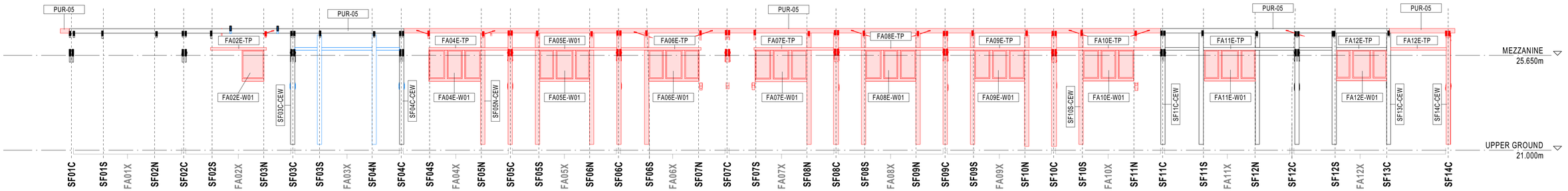
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5	11.11.21	STAGE 1 95%DD
A	19.11.21	AFC

LEGEND - TIMBER SHED DISMANTLE

- DISMANTLE FOR RESTORATION & REASSEMBLY TO ORIGINAL LOCATION
- DISMANTLE FOR STORAGE AND POTENTIAL REAPPROPRIATION
- REAPPROPRIATED TIMBER MEMBERS

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ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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GRAPHIC SCALE

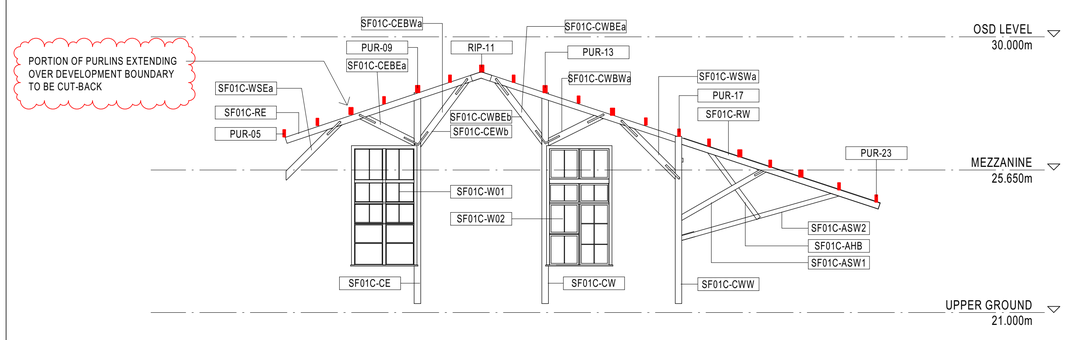
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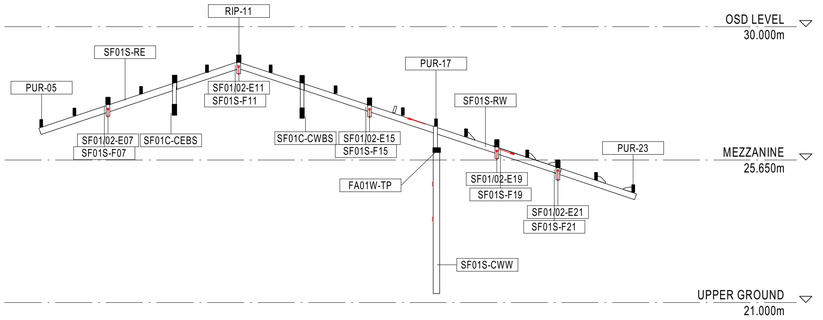
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DEMOLITION - SHED TIMBER FRAMING

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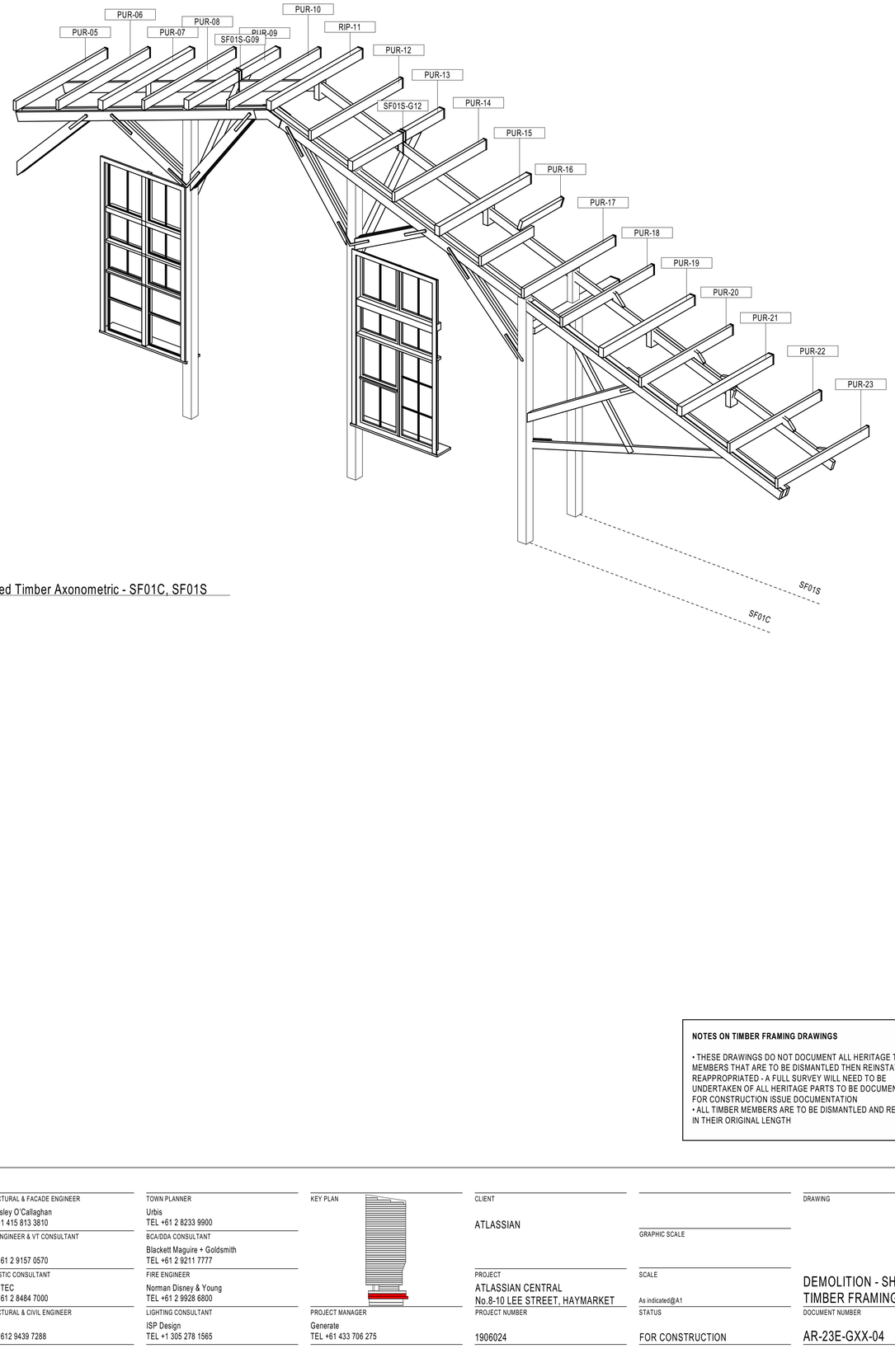
ISSUE
A



1 SHED FRAME - SF01C
1 : 100



5 SHED FRAME - SF01S
1 : 100



4 Reinstated Timber Axonometric - SF01C, SF01S

NOTES ON TIMBER FRAMING DRAWINGS

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DISMANTLE FOR STORAGE AND POTENTIAL REAPPROPRIATION

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ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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GRAPHIC SCALE

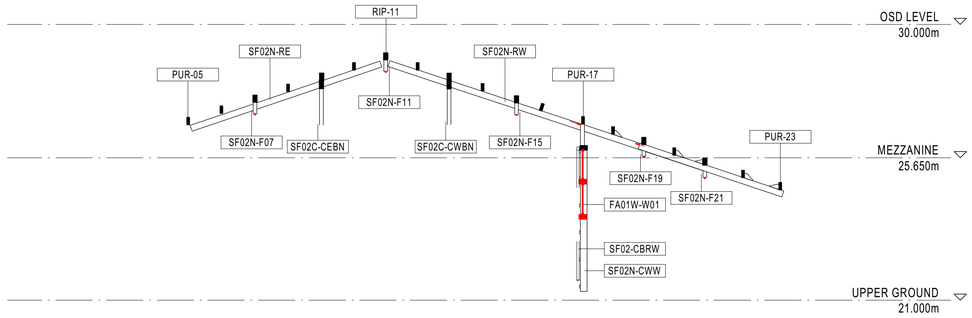
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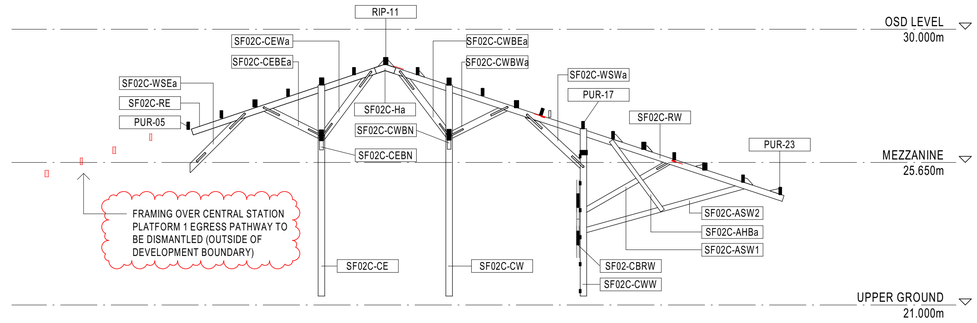
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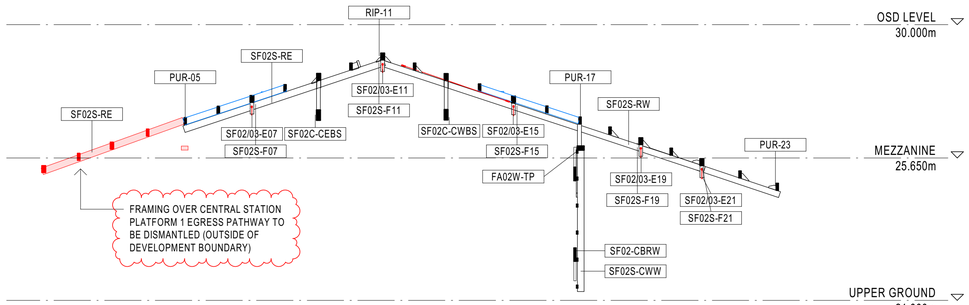
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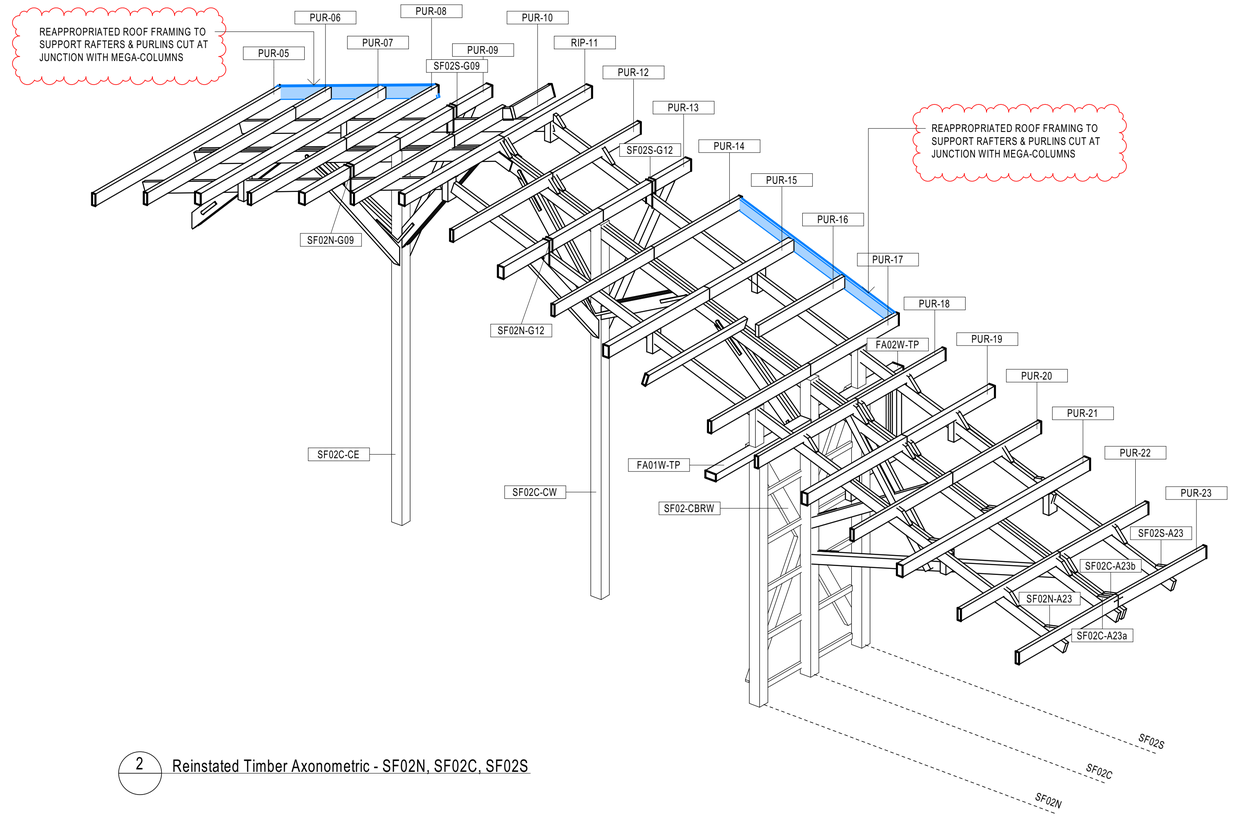
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1 : 100



1 SHED FRAME - SF02C
1 : 100



3 SHED FRAME - SF02S
1 : 100



2 Reinstated Timber Axonometric - SF02N, SF02C, SF02S

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LEGEND - TIMBER SHED DISMANTLE

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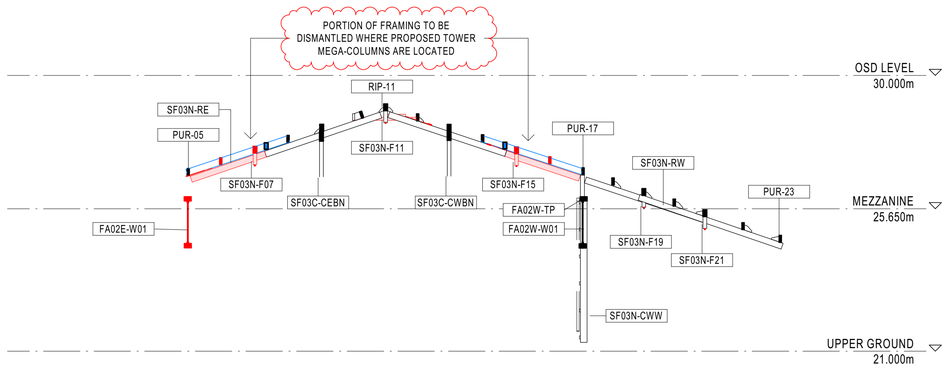
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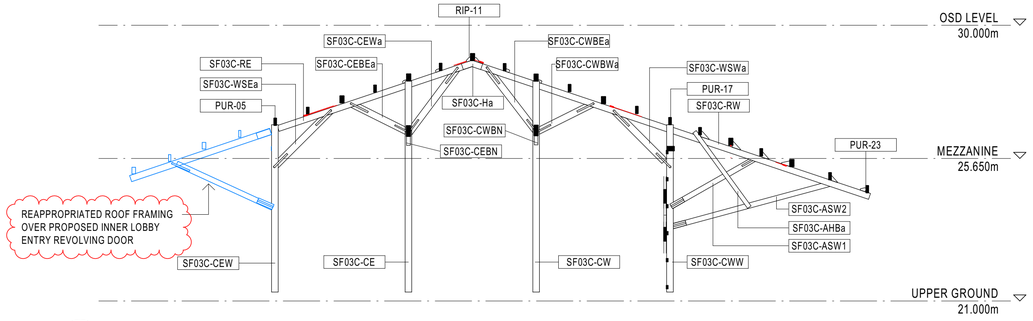
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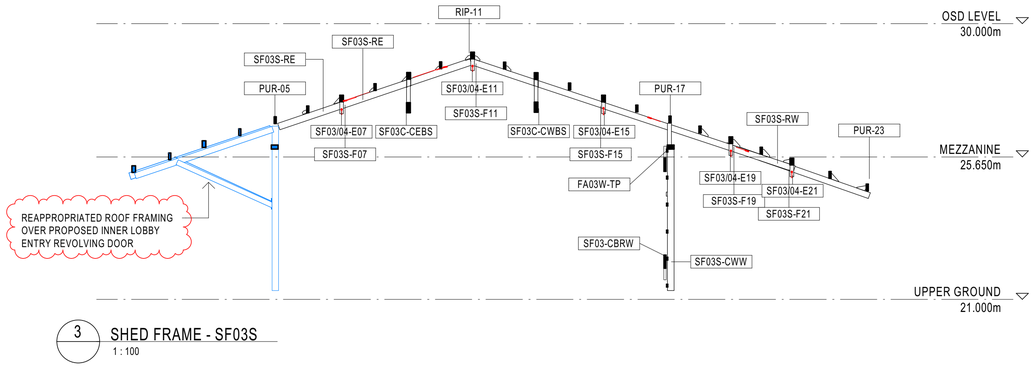
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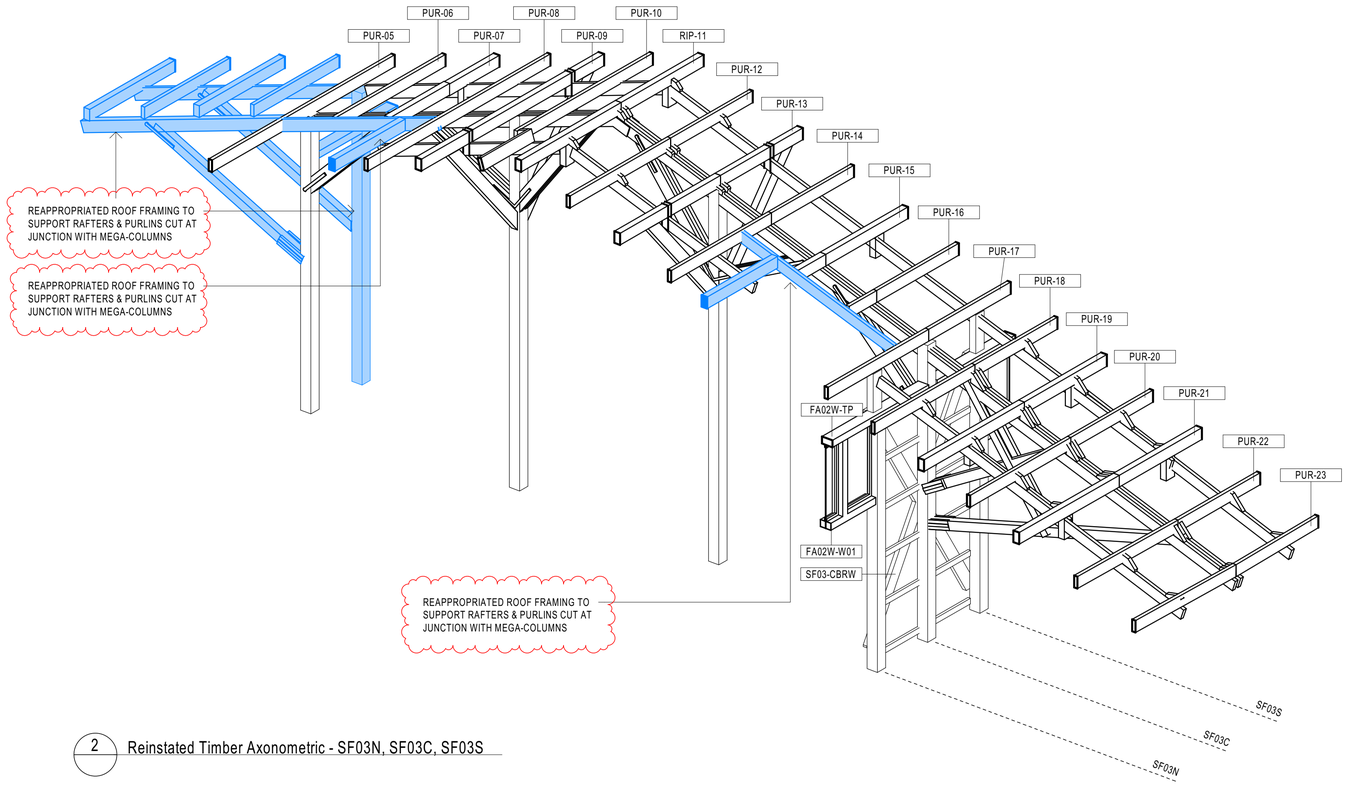
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1 : 100



1 SHED FRAME - SF03C.
1 : 100



3 SHED FRAME - SF03S
1 : 100



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PROJECT
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No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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GRAPHIC SCALE

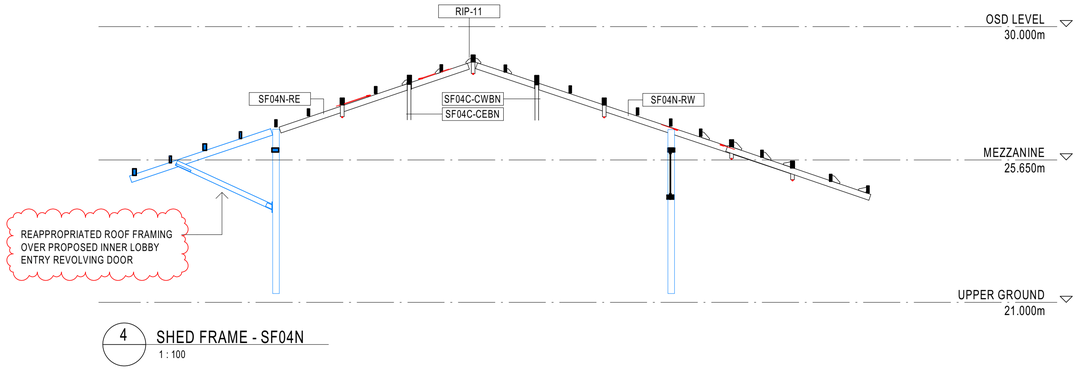
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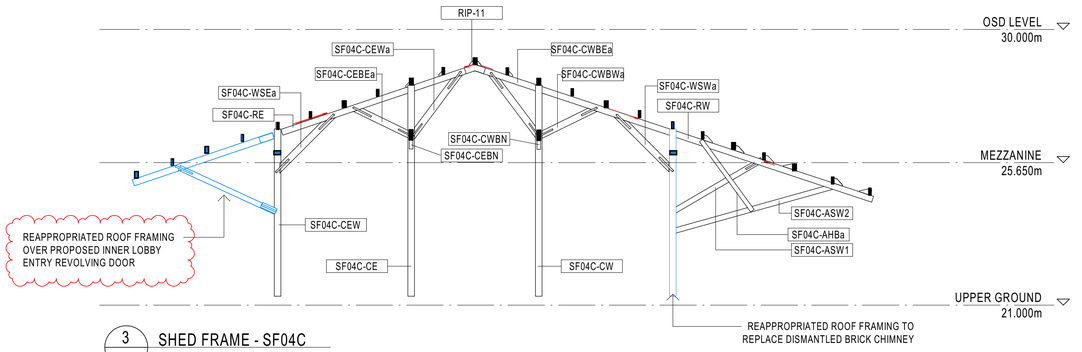
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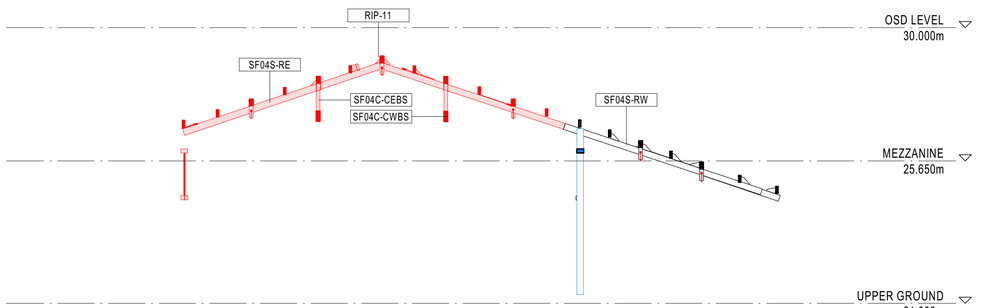
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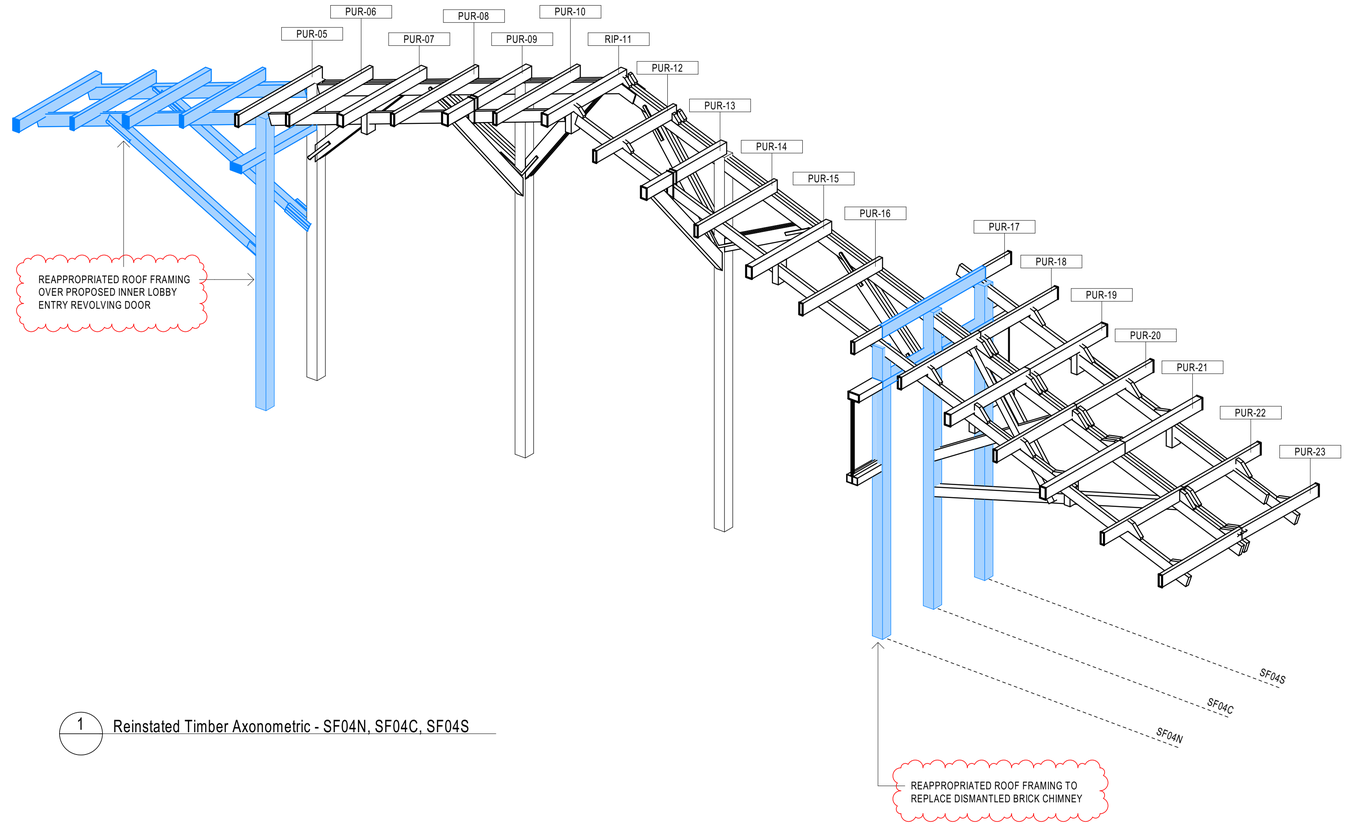
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1 : 100



3 SHED FRAME - SF04C
1 : 100



2 SHED FRAME - SF04S
1 : 100



1 Reinstated Timber Axonometric - SF04N, SF04C, SF04S

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A	19.11.21	AFC

LEGEND - TIMBER SHED DISMANTLE

DISMANTLE FOR RESTORATION & REASSEMBLY TO ORIGINAL LOCATION

DISMANTLE FOR STORAGE AND POTENTIAL REAPPROPRIATION

REAPPROPRIATED TIMBER MEMBERS

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CLIENT
ATLASSIAN

PROJECT
ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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GRAPHIC SCALE

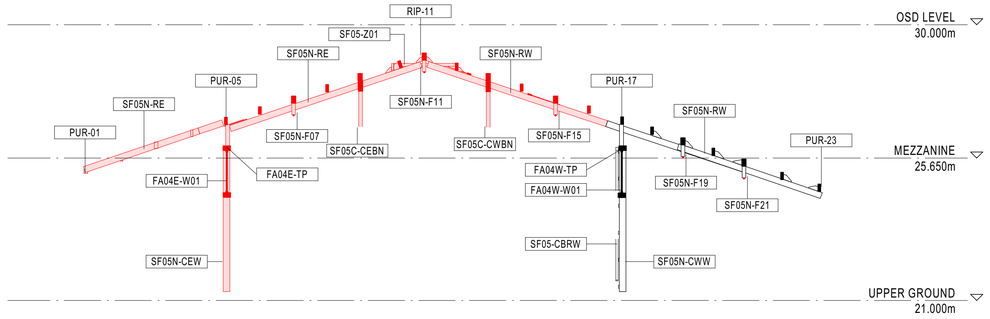
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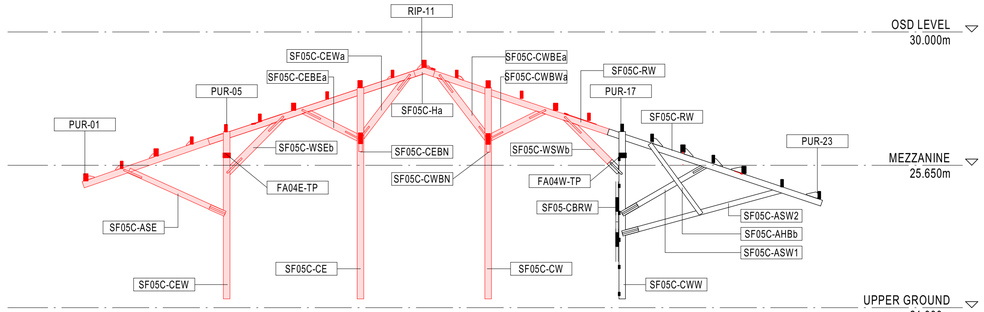
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DEMOLITION - SHED TIMBER FRAMING

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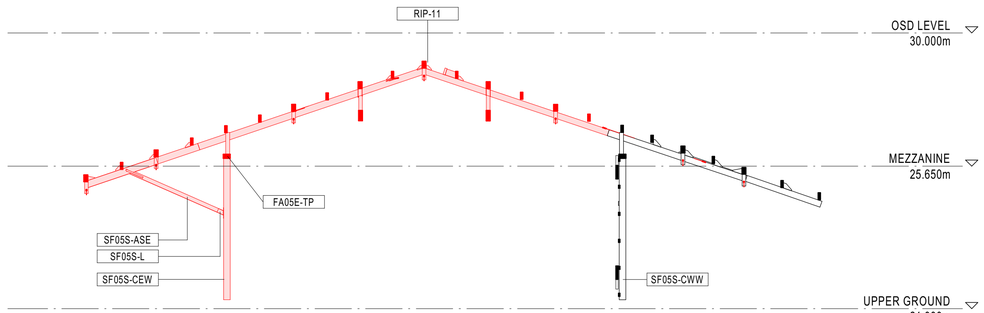
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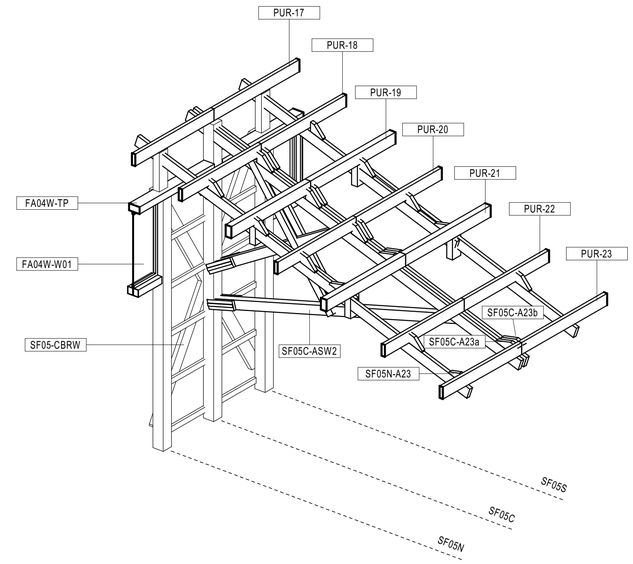
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1 : 100



1 SHED FRAME - SF05C
1 : 100



4 SHED FRAME - SF05S
1 : 100



2 Reinstated Timber Axonometric - SF05N, SF05C, SF05S

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A	19.11.21	AFC

LEGEND - TIMBER SHED DISMANTLE

- DISMANTLE FOR RESTORATION & REASSEMBLY TO ORIGINAL LOCATION
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- REAPPROPRIATED TIMBER MEMBERS

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ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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GRAPHIC SCALE

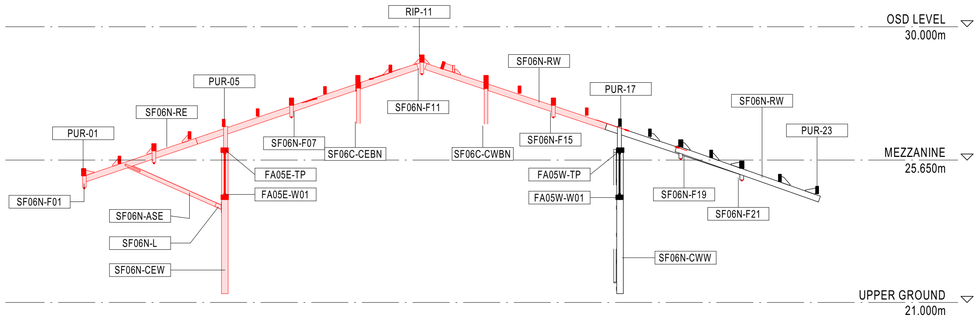
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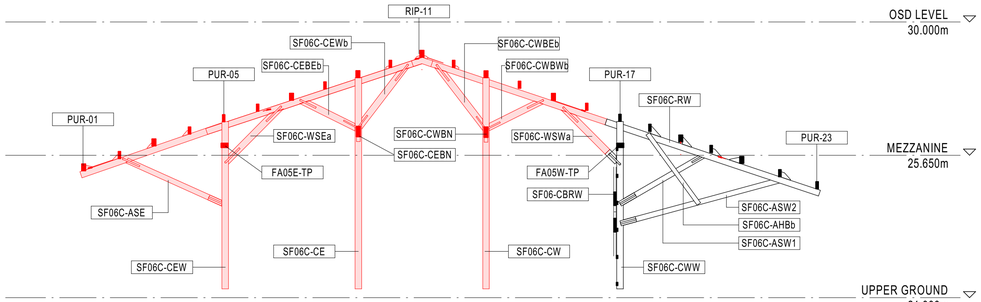
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DEMOLITION - SHED TIMBER FRAMING

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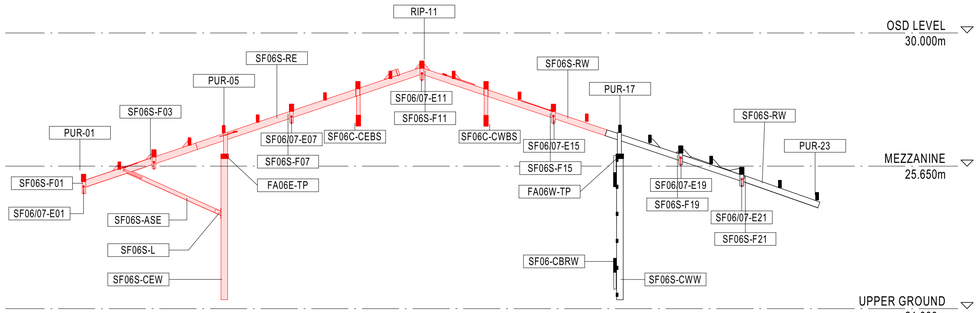
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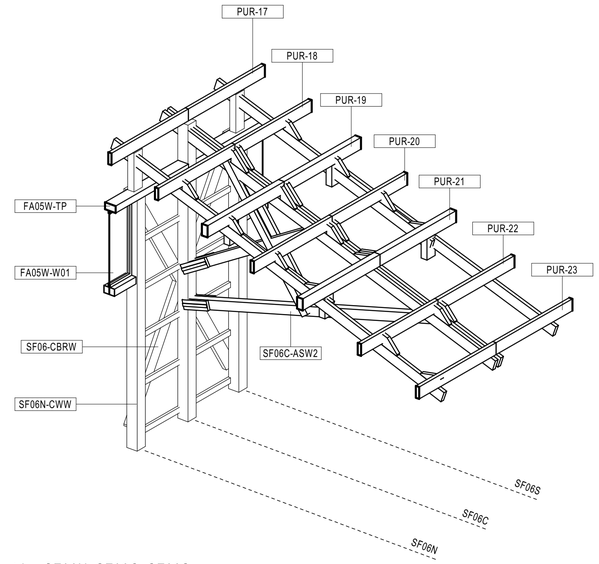
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1 SHED FRAME - SF06C
1 : 100



4 SHED FRAME - SF06S
1 : 100



2 Reinstated Timber Axonometric - SF06N, SF06C, SF06S

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A	19.11.21	AFC

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REAPPROPRIATED TIMBER MEMBERS

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PROJECT NUMBER
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GRAPHIC SCALE

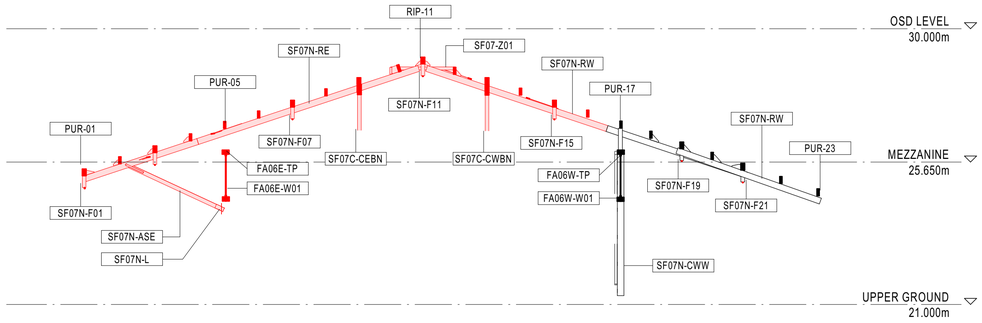
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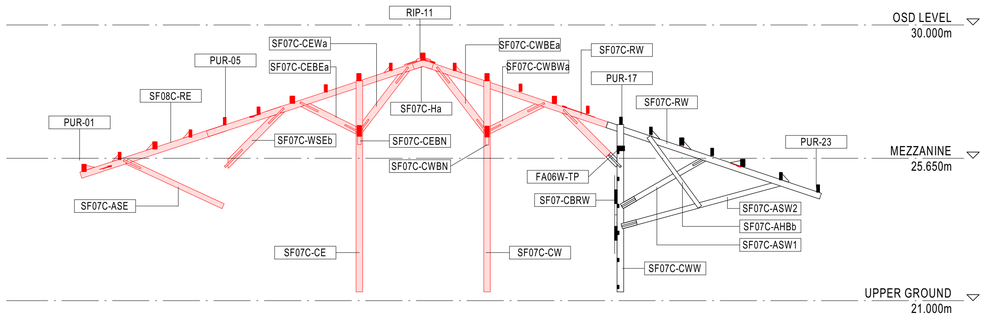
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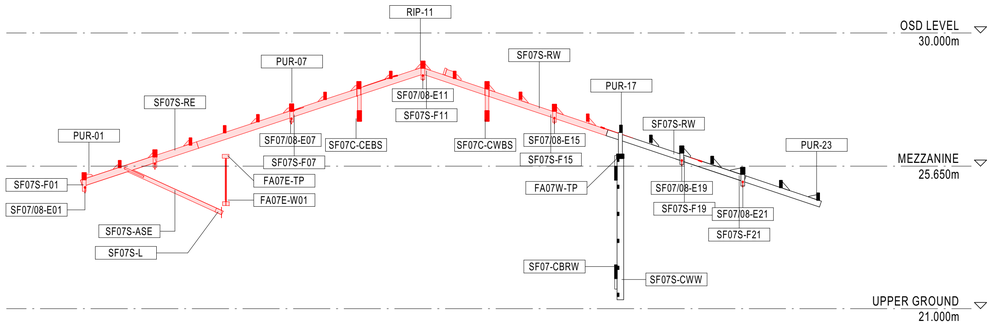
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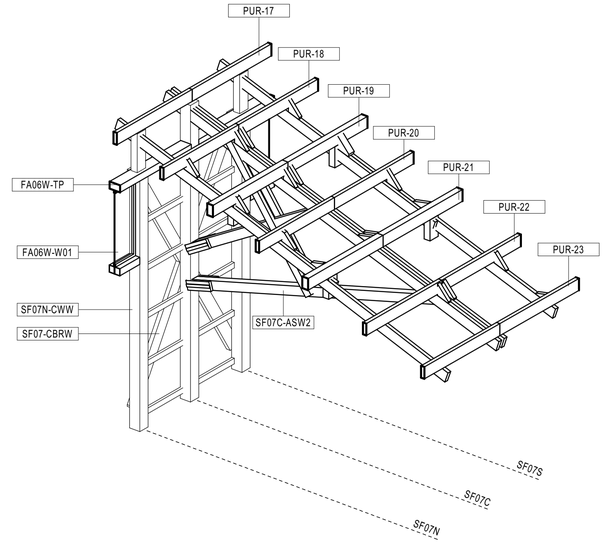
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1 : 100



1 SHED FRAME - SF07C
1 : 100



4 SHED FRAME - SF07S
1 : 100



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- ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT (URBIS)
- DEMOLITION REPORT (TTW)
- DEMOLITION & DISMANTLING OF HERITAGE FABRIC METHODOLOGY (URBIS)
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PROJECT
ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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GRAPHIC SCALE

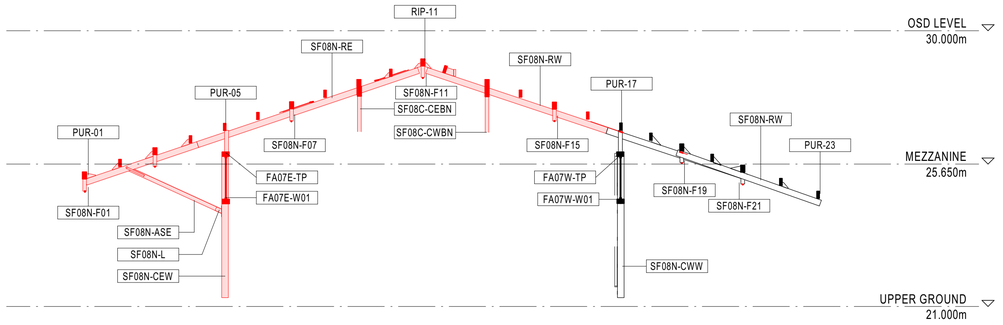
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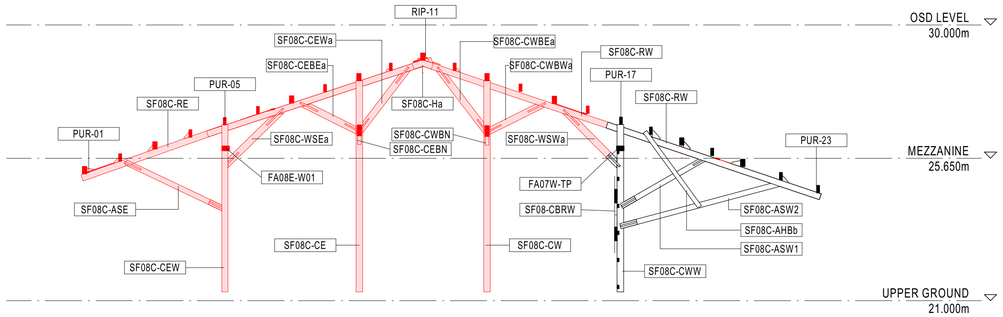
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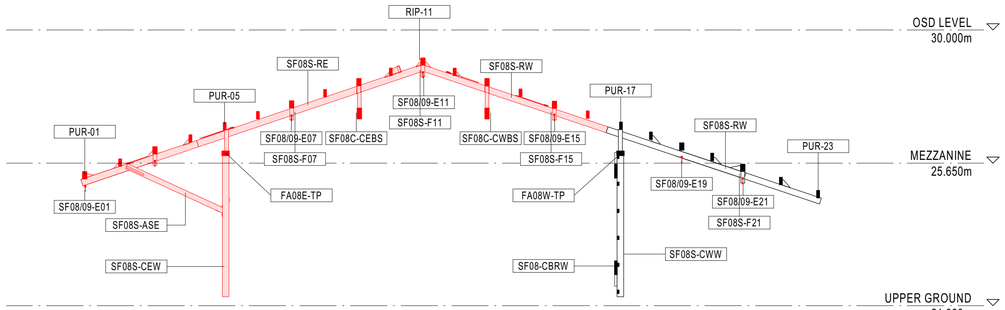
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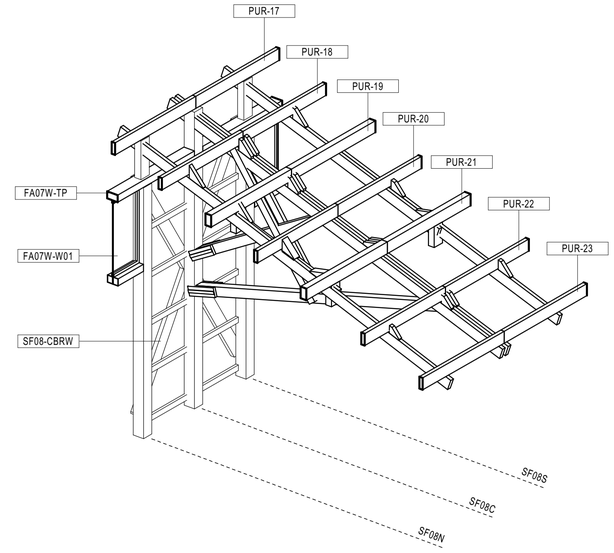
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2 Reinstated Timber Axonometric - SF08N, SF08C, SF08S

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3	10.09.21	STAGE 1 75%DD UPDATE
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5	11.11.21	STAGE 1 95%DD
A	19.11.21	AFC

LEGEND - TIMBER SHED DISMANTLE

- DISMANTLE FOR RESTORATION & REASSEMBLY TO ORIGINAL LOCATION
- DISMANTLE FOR STORAGE AND POTENTIAL REAPPROPRIATION
- REAPPROPRIATED TIMBER MEMBERS

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PROJECT
ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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GRAPHIC SCALE

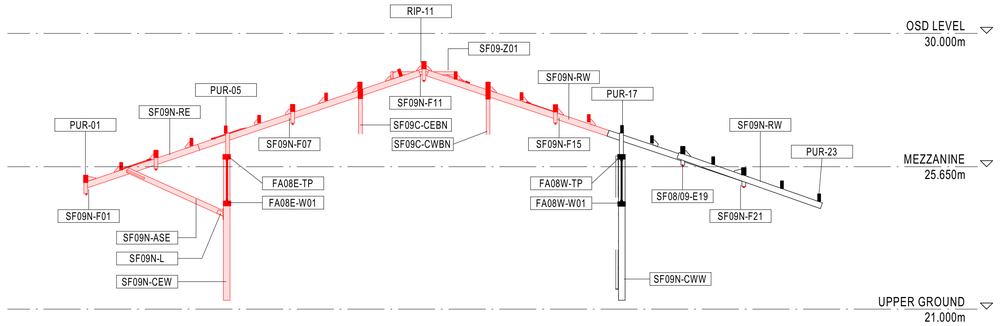
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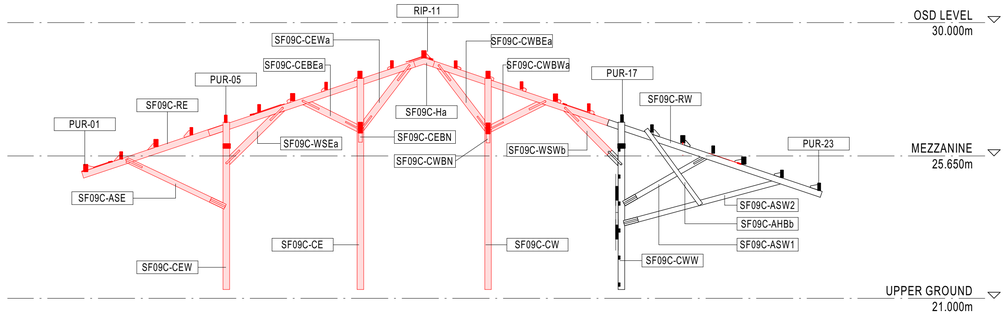
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DEMOLITION - SHED TIMBER FRAMING

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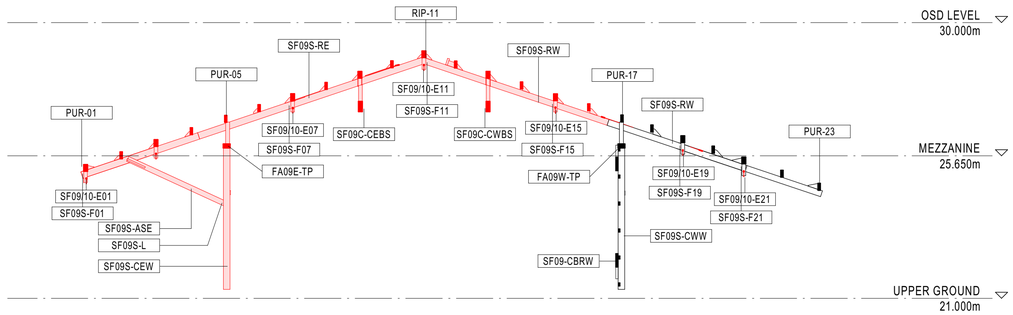
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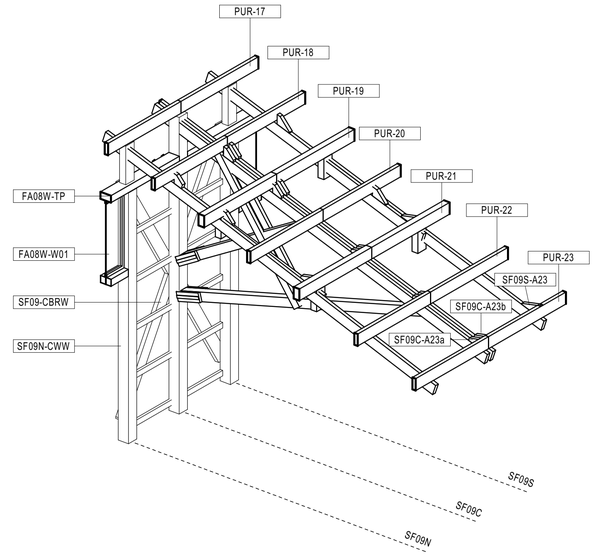
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1 : 100



1 SHED FRAME - SF09C
1 : 100



4 SHED FRAME - SF09S
1 : 100



2 Reinstated Timber Axonometric - SF09N, SF09C, SF09S

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DISMANTLE FOR STORAGE AND POTENTIAL REAPPROPRIATION

REAPPROPRIATED TIMBER MEMBERS

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PROJECT
ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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GRAPHIC SCALE

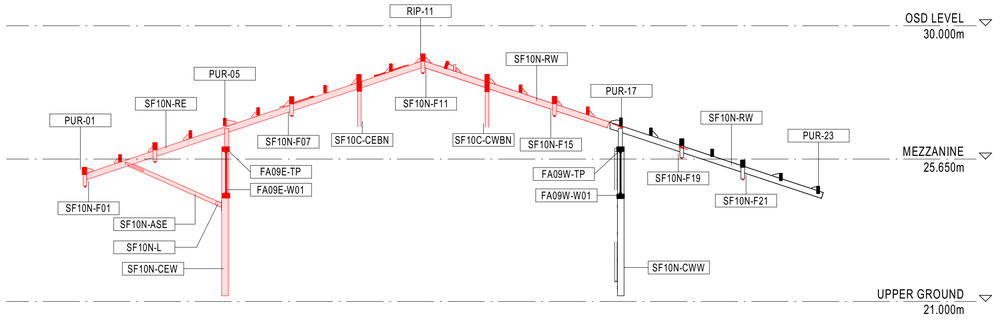
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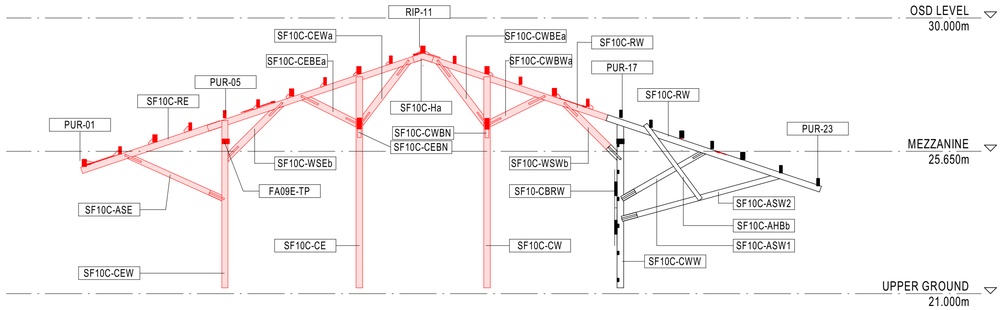
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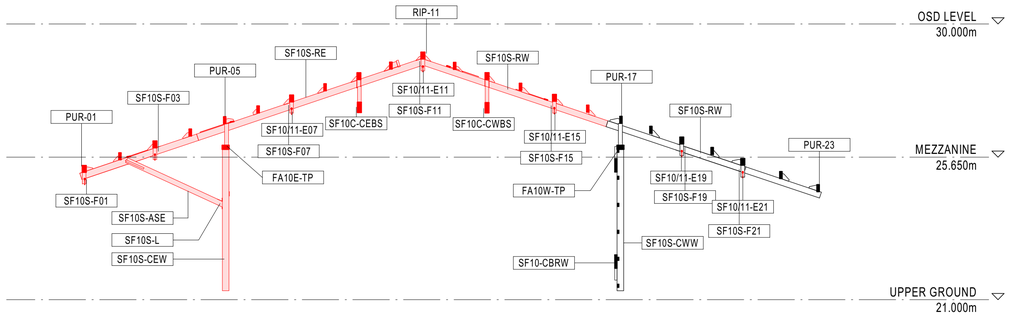
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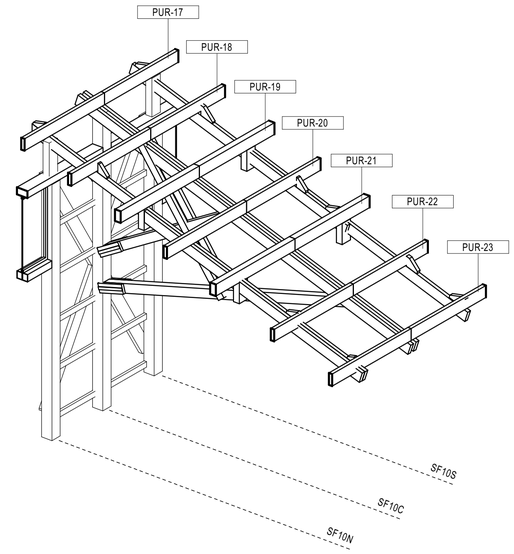
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1 SHED FRAME - SF10C
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4 SHED FRAME - SF10S
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2 Reinstated Timber Axonometric - SF10N, SF10C, SF10S

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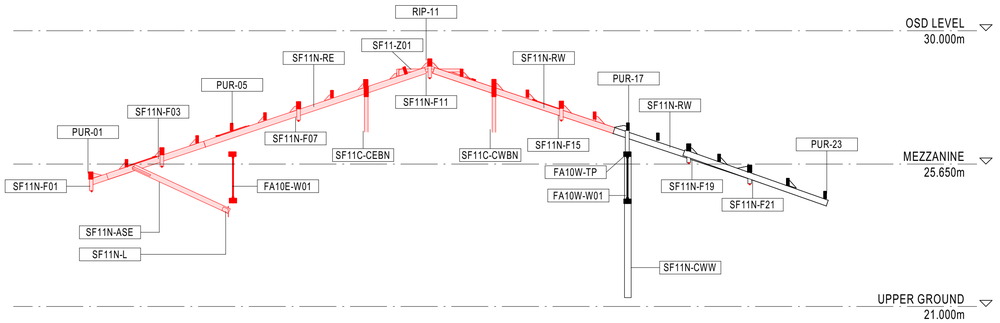
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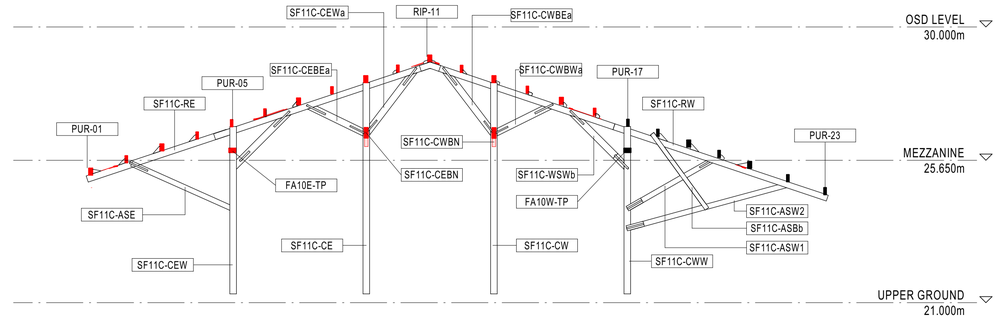
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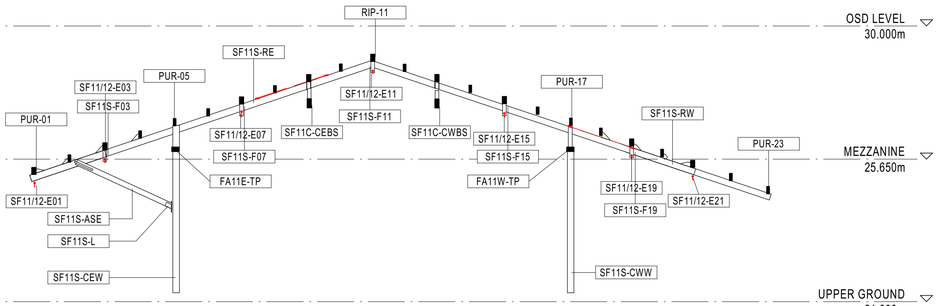
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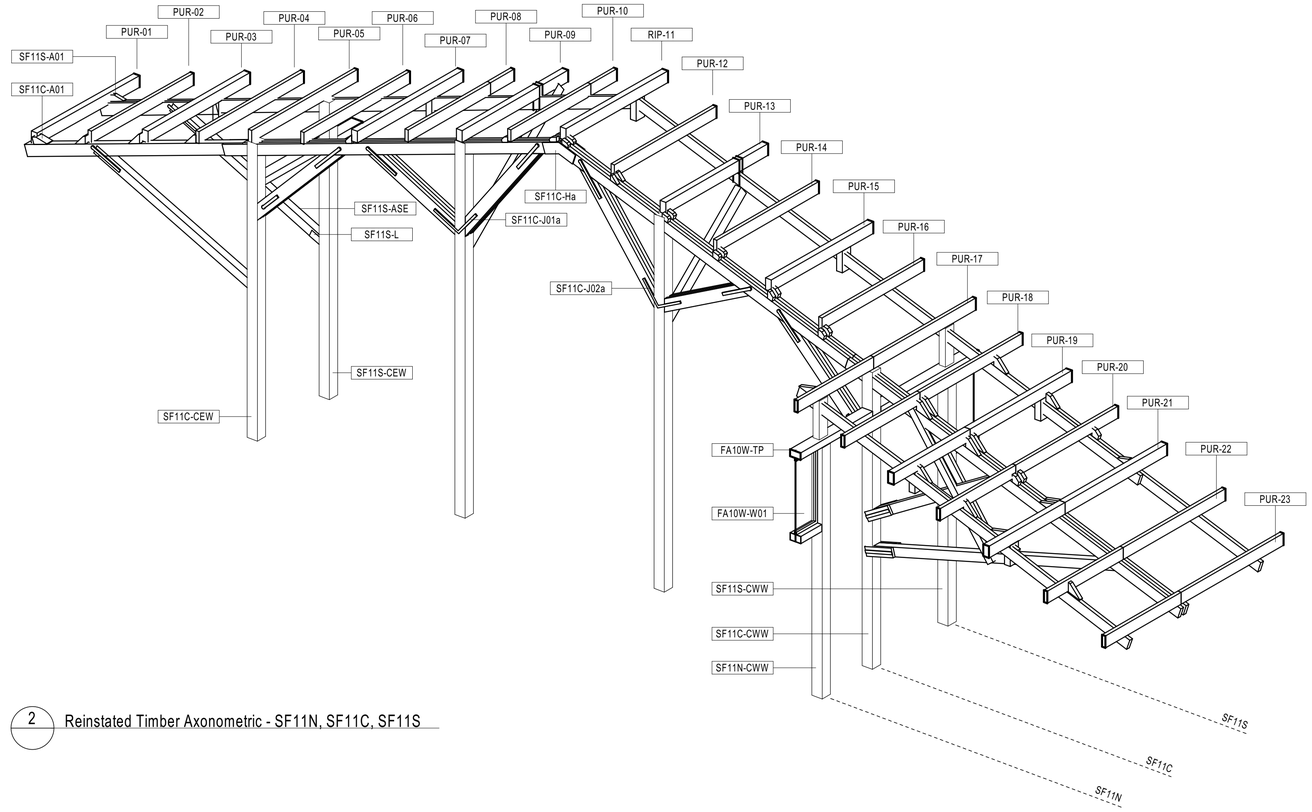
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1 : 100



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2 Reinstated Timber Axonometric - SF11N, SF11C, SF11S

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3	10.09.21	STAGE 1 75%DD UPDATE
4	29.09.21	STAGE 1 75%DD UPDATE
5	11.11.21	STAGE 1 95%DD
A	19.11.21	AFC

LEGEND - TIMBER SHED DISMANTLE

- DISMANTLE FOR RESTORATION & REASSEMBLY TO ORIGINAL LOCATION
- DISMANTLE FOR STORAGE AND POTENTIAL REAPPROPRIATION
- REAPPROPRIATED TIMBER MEMBERS

DEMOLITION DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DOCUMENTS:
- HERITAGE IMPACT STATEMENT (URBIS)
- CONSERVATION MANAGEMENT PLAN (URBIS)
- ARCHEOLOGICAL RESEARCH DESIGN AND EXCAVATION METHODOLOGY (URBIS)
- ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT (URBIS)
- DEMOLITION REPORT (TTW)
- DEMOLITION & DISMANTLING OF HERITAGE FABRIC METHODOLOGY (URBIS)
- SALVAGE & REUSE OF DISTINCTIVE ELEMENTS PLAN (URBIS)

WHERE DETAILED DEMOLITION OCCURS CLOSE TO THE EXISTING CENTRAL STATION OR ADINA HOTEL HERITAGE FABRIC, DEMOLITION WORK PLANS (BY SUBCONTRACTOR) ARE TO BE REVIEWED BY AND AGREED WITH THE HERITAGE CONSULTANT PRIOR TO COMMENCEMENT OF THE WORKS

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PROJECT
ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
1906024

GRAPHIC SCALE

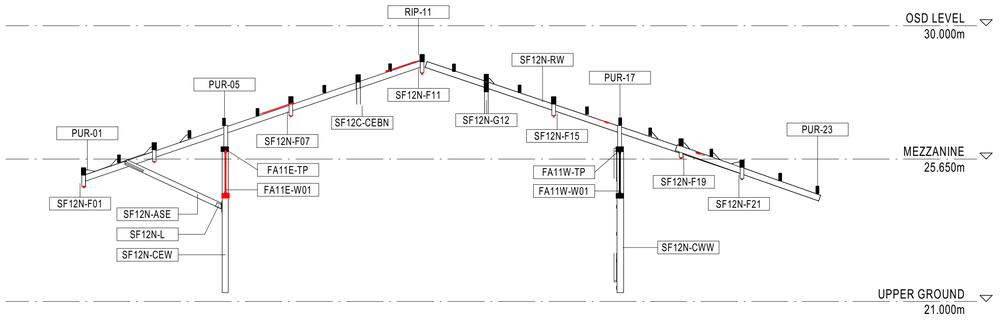
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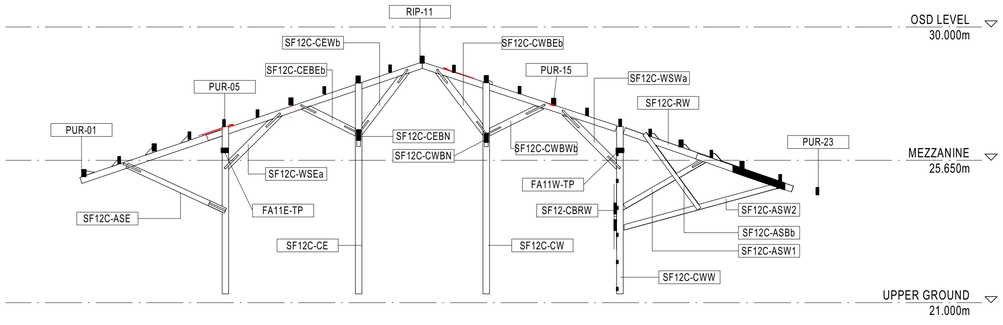
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DEMOLITION - SHED TIMBER FRAMING

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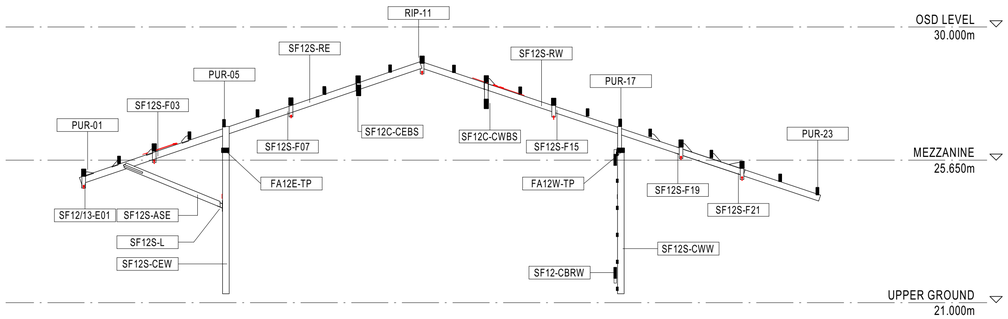
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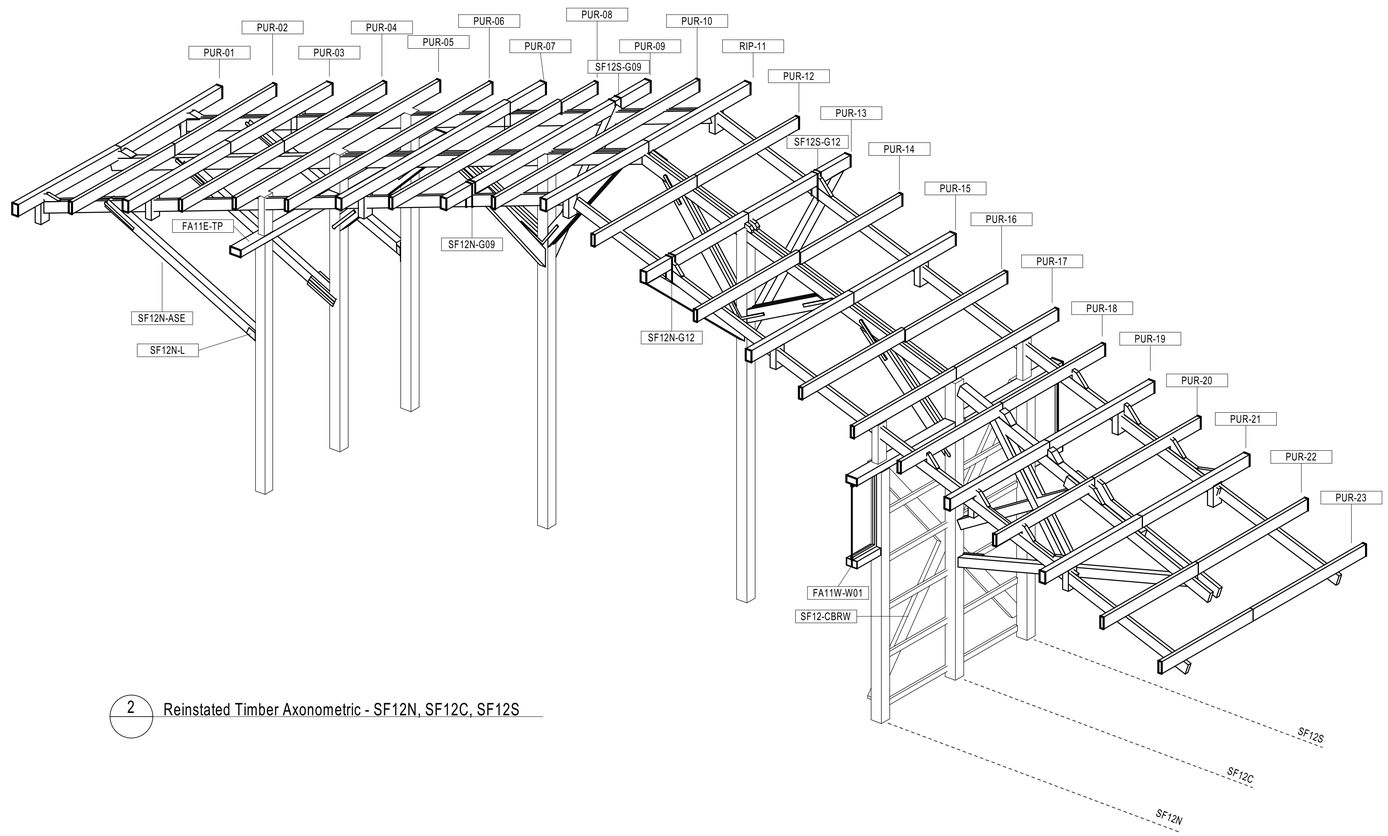
3 SHED FRAME - SF12N
1 : 100



1 SHED FRAME - SF12C
1 : 100



4 SHED FRAME - SF12S
1 : 100



2 Reinstated Timber Axonometric - SF12N, SF12C, SF12S

NOTES ON TIMBER FRAMING DRAWINGS

- THESE DRAWINGS DO NOT DOCUMENT ALL HERITAGE TIMBER MEMBERS THAT ARE TO BE DISMANTLED THEN REINSTATED OR REAPPROPRIATED - A FULL SURVEY WILL NEED TO BE UNDERTAKEN OF ALL HERITAGE PARTS TO BE DOCUMENTED FOR CONSTRUCTION ISSUE DOCUMENTATION
- ALL TIMBER MEMBERS ARE TO BE DISMANTLED AND RETAINED IN THEIR ORIGINAL LENGTH

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1	30.06.21	25%DD D&C TENDER ISSUE
2	10.08.21	75%DD DEMOLITION
3	10.09.21	STAGE 1 75%DD UPDATE
4	29.09.21	STAGE 1 75%DD UPDATE
5	11.11.21	STAGE 1 95%DD
A	19.11.21	AFC

LEGEND - TIMBER SHED DISMANTLE

DISMANTLE FOR RESTORATION & REASSEMBLY TO ORIGINAL LOCATION

DISMANTLE FOR STORAGE AND POTENTIAL REAPPROPRIATION

REAPPROPRIATED TIMBER MEMBERS

DEMOLITION DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DOCUMENTS:
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- CONSERVATION MANAGEMENT PLAN (URBIS)
- ARCHEOLOGICAL RESEARCH DESIGN AND EXCAVATION METHODOLOGY (URBIS)
- ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT (URBIS)
- DEMOLITION REPORT (TTW)
- DEMOLITION & DISMANTLING OF HERITAGE FABRIC METHODOLOGY (URBIS)
- SALVAGE & REUSE OF DISTINCTIVE ELEMENTS PLAN (URBIS)

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KEY PLAN

CLIENT
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PROJECT
ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
1906024

GRAPHIC SCALE

SCALE
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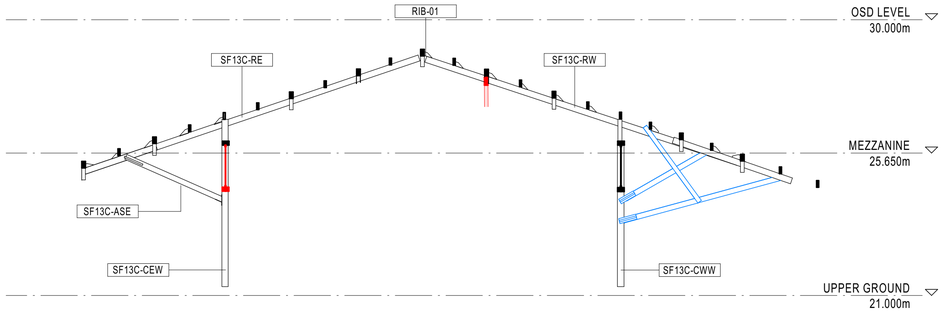
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FOR CONSTRUCTION

DRAWING
DEMOLITION - SHED TIMBER FRAMING

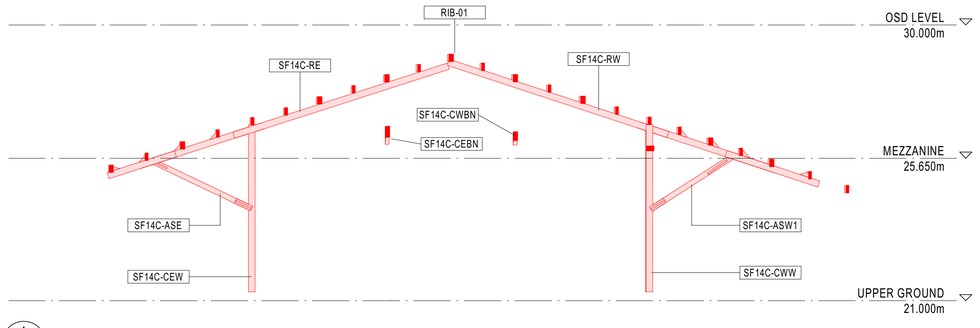
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ISSUE
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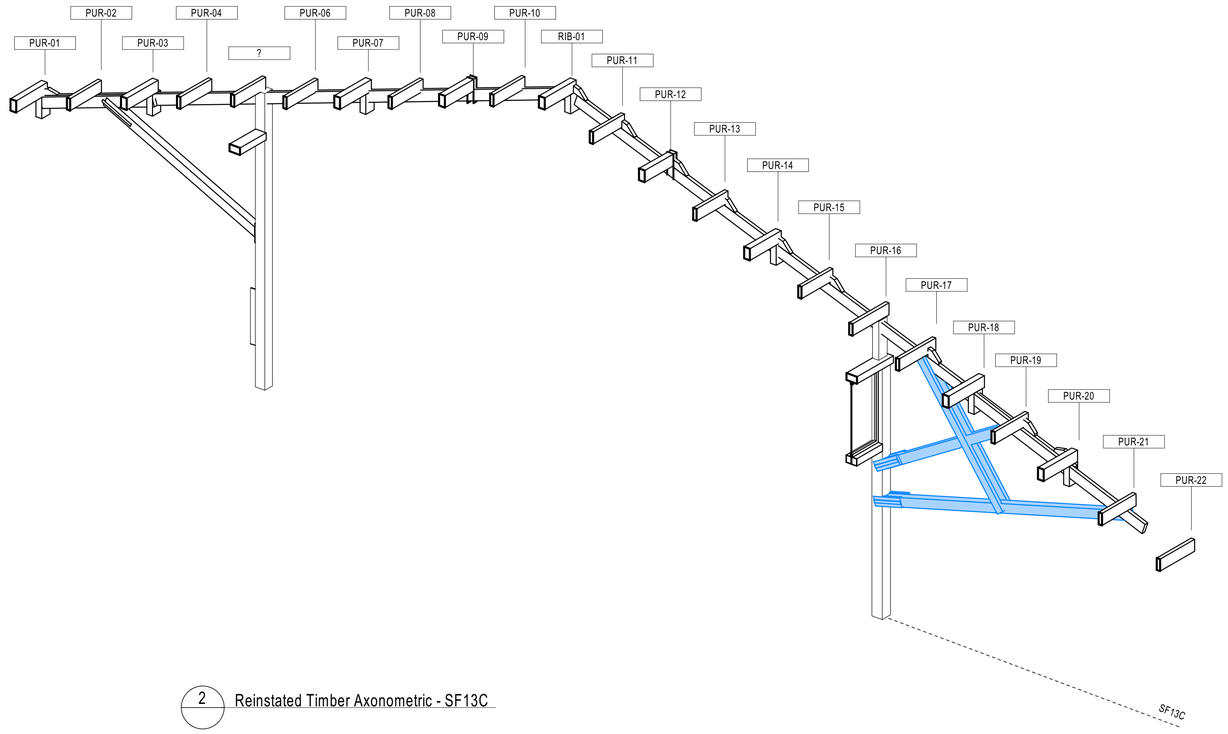
NOTE: CODING SYSTEM FOR TIMBER MEMBERS IS UNDER DEVELOPMENT



3 SHED FRAME - SF13C
1 : 100



1 SHED FRAME - SF14C
1 : 100



2 Reinstated Timber Axonometric - SF13C

NOTE:

- REFER TO STRUCTURAL ENGINEERS DOCUMENTATION FOR DEMOLITION/ DISMANTLE METHODOLOGY & ENABLING WORKS
- REFER TO CONSULTANT DRAWINGS FOR DECOMMISSIONING AND RELOCATION OF EXISTING SERVICES
- DEMOLITION DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE HERITAGE CONSULTANT & HERITAGE RESTORATION CONSULTANT REPORTS
- THESE DRAWINGS DO NOT DOCUMENT ALL HERITAGE TIMBER MEMBERS THAT ARE TO BE DISMANTLED THEN REINSTATED OR REAPPROPRIATED - A FULL SURVEY WILL NEED TO BE UNDERTAKEN OF ALL HERITAGE PARTS TO BE DOCUMENTED FOR CONSTRUCTION ISSUE DOCUMENTATION
- THESE DRAWINGS DO NOT DOCUMENT THE HERITAGE METALWORK CONNECTING HERITAGE TIMBER MEMBERS
- ALL TIMBER MEMBERS ARE TO BE DISMANTLED AND RETAINED IN THEIR ORIGINAL LENGTH

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ORIGINAL DRAWING IN COLOUR

ISSUE	DATE	FOR
1	30.06.21	25%DD D&C TENDER ISSUE
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5	11.11.21	STAGE 1 95%DD

LEGEND - TIMBER SHED DISMANTLE

DISMANTLE FOR RESTORATION & REASSEMBLY TO ORIGINAL LOCATION

DISMANTLE FOR STORAGE AND POTENTIAL REAPPROPRIATION

REAPPROPRIATED TIMBER MEMBERS

DEMOLITION DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DOCUMENTS:
- HERITAGE IMPACT STATEMENT (URBIS HERITAGE)
- CONSERVATION MANAGEMENT PLAN (URBIS HERITAGE)
- HERITAGE FABRIC SALVAGING PROCEDURES REPORT (TRADITIONAL STONEMASONRY)
- HISTORICAL ARCHEOLOGICAL ASSESSMENT AND METHODOLOGY (URBIS)
- ABORIGINAL ARCHEOLOGICAL ASSESSMENT AND METHODOLOGY (URBIS)
- DEMOLITION REPORT (TTW)

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No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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TRUE NORTH PROJECT NORTH

GRAPHIC SCALE
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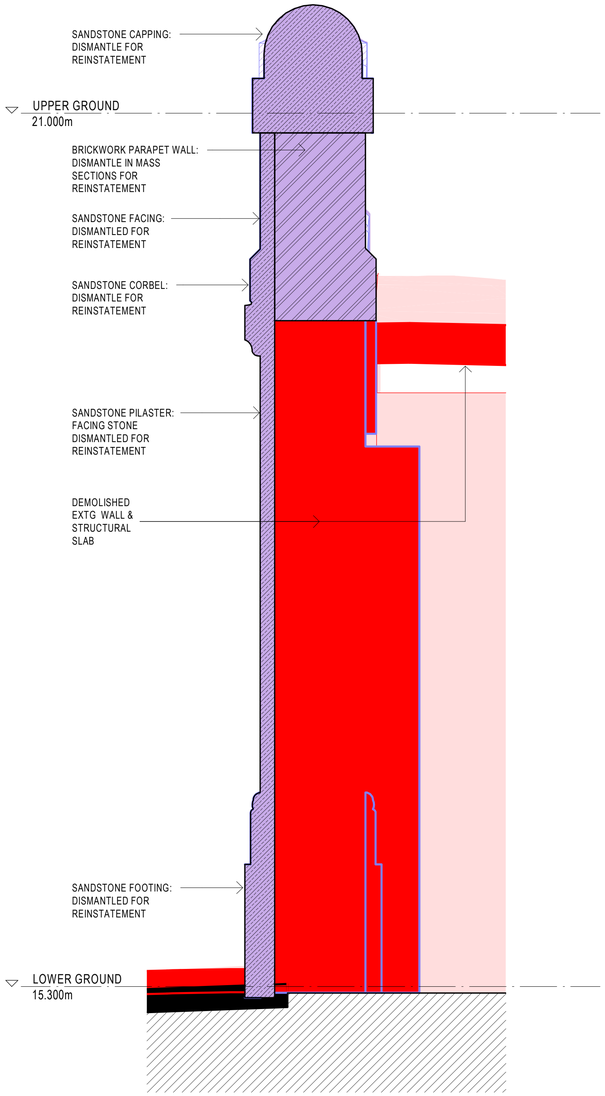
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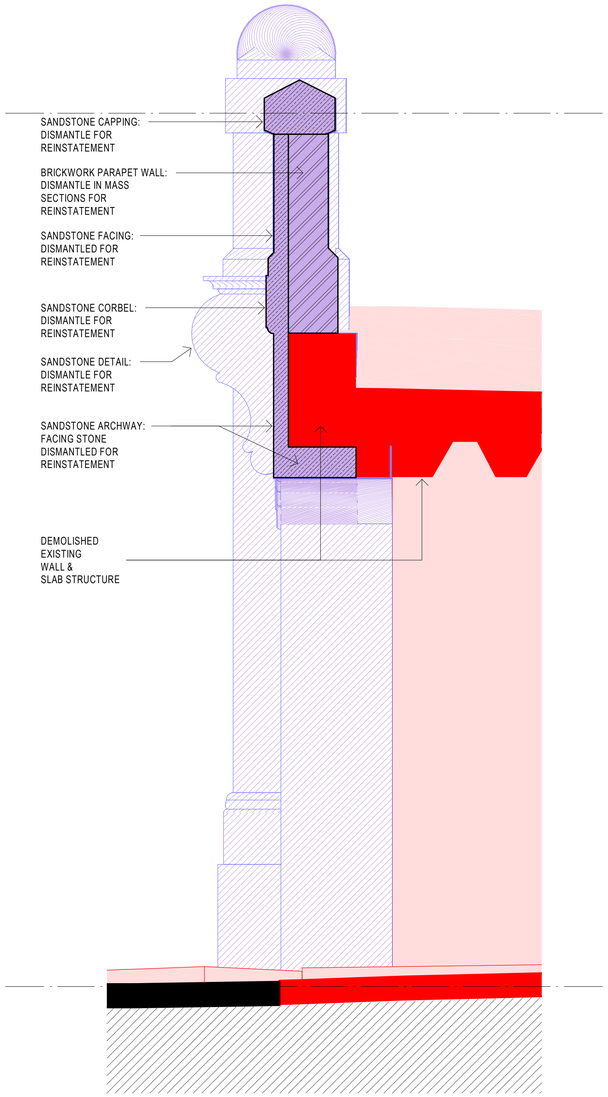
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DEMOLITION - SHED TIMBER FRAMING

DOCUMENT NUMBER
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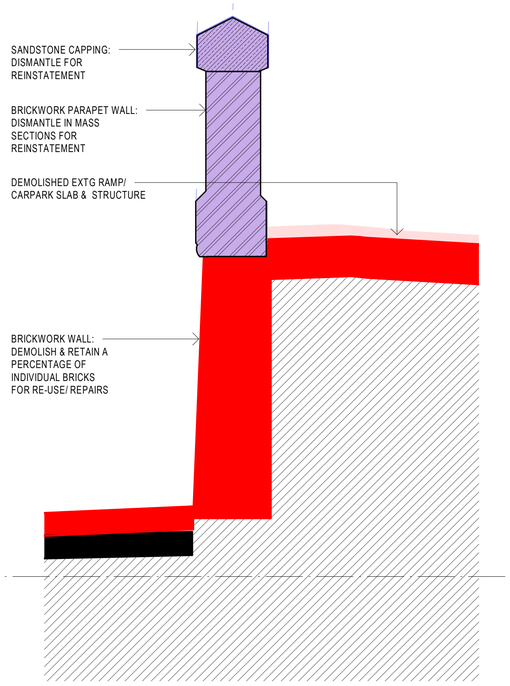
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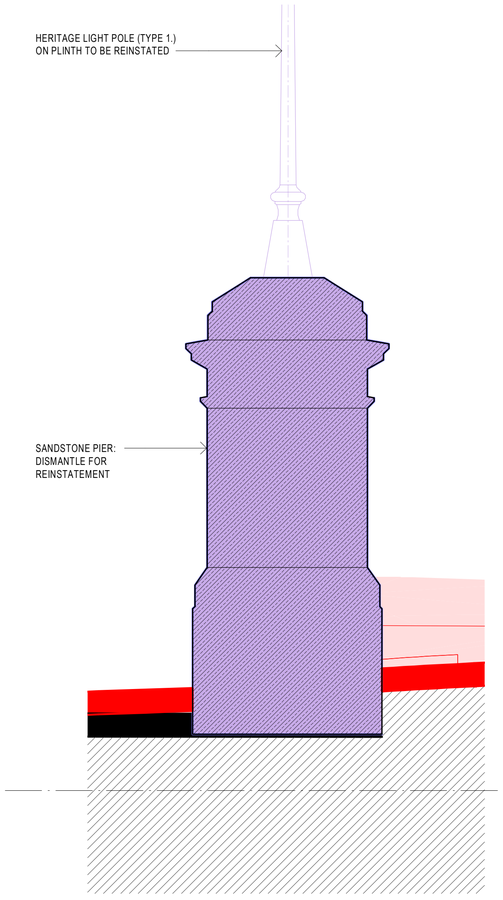
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8 HERITAGE WALL - SECTION D - SK1
1 : 20

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- RETAIN IN PLACE/ RESTORE
- DEMOLISH LATER IN CONSTRUCTION PROGRAM

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- CONSERVATION MANAGEMENT PLAN (URBIS)
- ARCHEOLOGICAL RESEARCH DESIGN AND EXCAVATION METHODOLOGY (URBIS)
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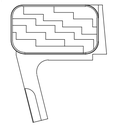
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PROJECT
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No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
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GRAPHIC SCALE
0 400 1000

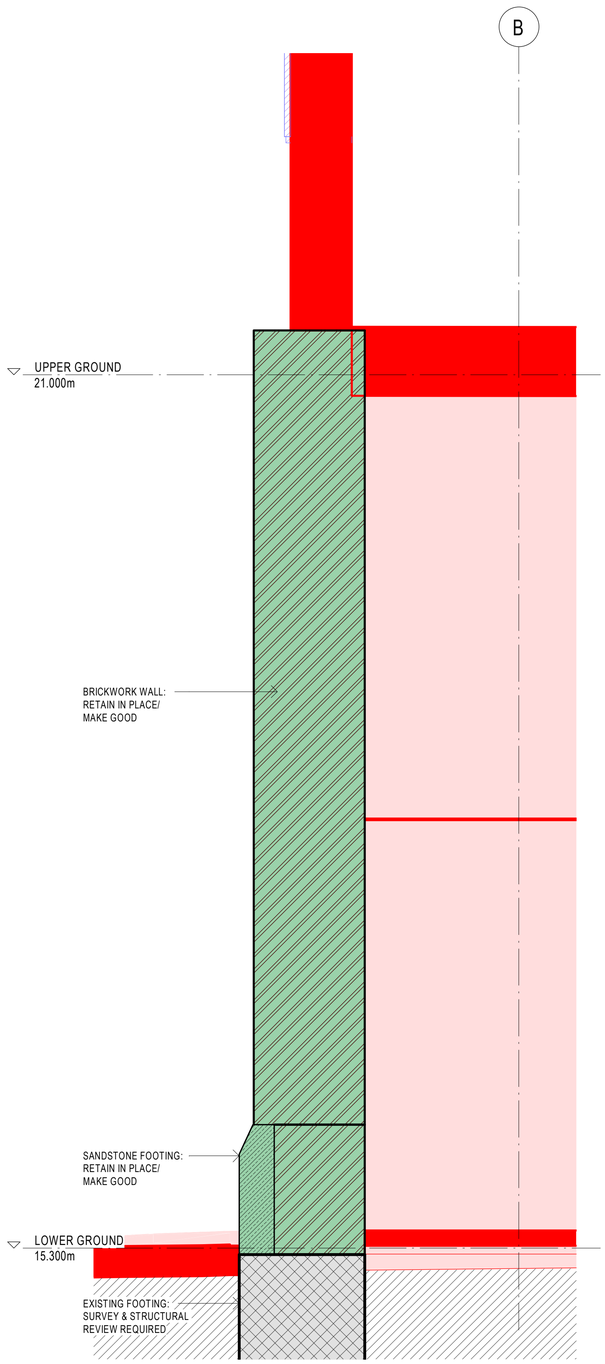
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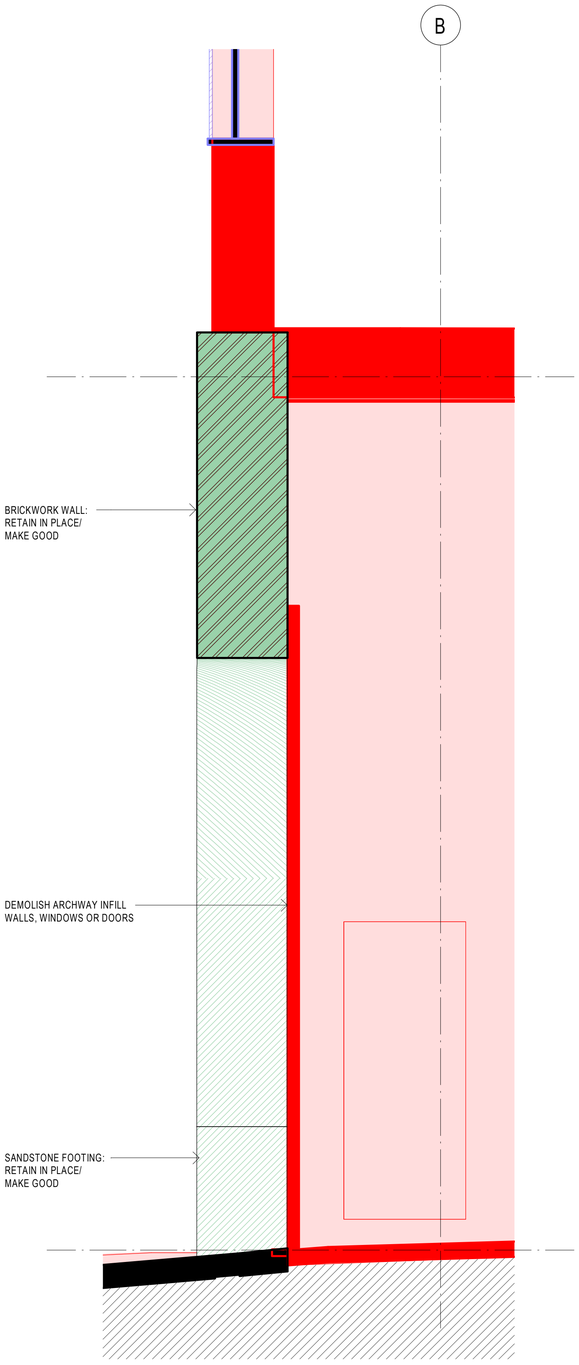
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WALL DEMOLITION DETAIL
SECTIONS

DOCUMENT NUMBER
AR-23G-GXX-01

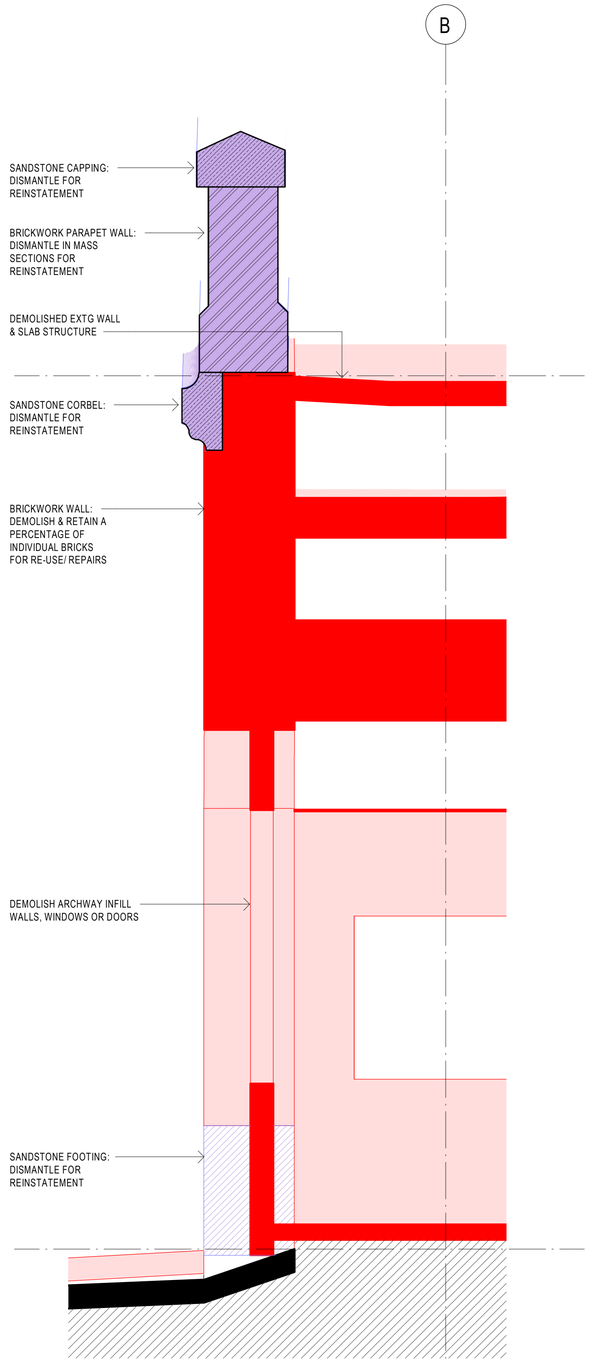
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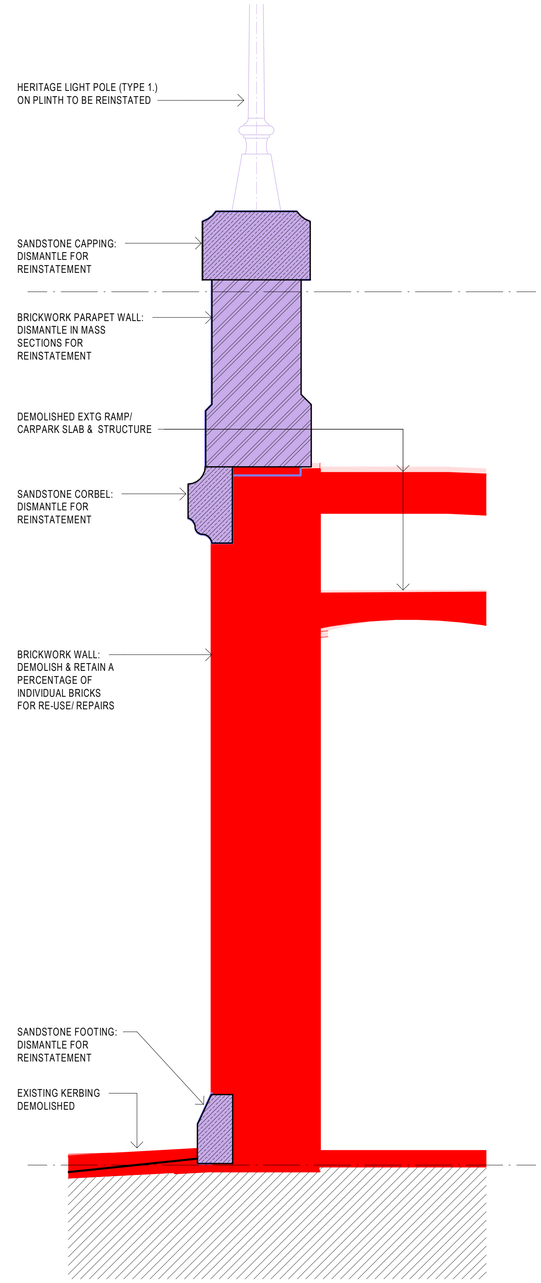
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1 : 20



4 HERITAGE WALL - SECTION D - SK 9
1 : 20

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ORIGINAL DRAWING IN COLOUR

ISSUE	DATE	FOR
1	10.08.21	75%DD DEMOLITION
2	10.09.21	STAGE 1 75%DD UPDATE
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A	19.11.21	AFC

LEGEND - DEMOLITION DRAWINGS

- DEMOLISH/ REMOVE FROM SITE
- DISMANTLE FOR REASSEMBLY OR STORAGE, AS NOTED
- RETAIN IN PLACE/ RESTORE
- DEMOLISH LATER IN CONSTRUCTION PROGRAM

DEMOLITION DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DOCUMENTS:
- HERITAGE IMPACT STATEMENT (URBIS)
- CONSERVATION MANAGEMENT PLAN (URBIS)
- ARCHEOLOGICAL RESEARCH DESIGN AND EXCAVATION METHODOLOGY (URBIS)
- ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT (URBIS)
- DEMOLITION REPORT (TTW)
- DEMOLITION & DISMANTLING OF HERITAGE FABRIC METHODOLOGY (URBIS)
- SALVAGE & REUSE OF DISTINCTIVE ELEMENTS PLAN (URBIS)

WHERE DETAILED DEMOLITION OCCURS CLOSE TO THE EXISTING CENTRAL STATION OR ADINA HOTEL HERITAGE FABRIC, DEMOLITION WORK PLANS (BY SUBCONTRACTOR) ARE TO BE REVIEWED BY AND AGREED WITH THE HERITAGE CONSULTANT PRIOR TO COMMENCEMENT OF THE WORKS

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BVN
TEL +61 2 8297 7200

ARCHITECT
SHoP Architects
TEL +1 212 889 9005

CLIMATE CONSULTANT
Transsolar
TEL +49 711 679 76 0

LANDSCAPE ARCHITECT
ASPECT Studios
TEL +61 2 9699 7182

STRUCTURAL & FACADE ENGINEER
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MEP ENGINEER & VT CONSULTANT
LCI
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ACOUSTIC CONSULTANT
STANTEC
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TTW
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TOWN PLANNER
Urbis
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ISP Design
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KEY PLAN



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No.8-10 LEE STREET, HAYMARKET

PROJECT NUMBER
1906024

GRAPHIC SCALE
0 400 1000

SCALE
As indicated@A1

STATUS
FOR CONSTRUCTION

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WALL DEMOLITION DETAIL
SECTIONS

DOCUMENT NUMBER
AR-23G-GXX-02

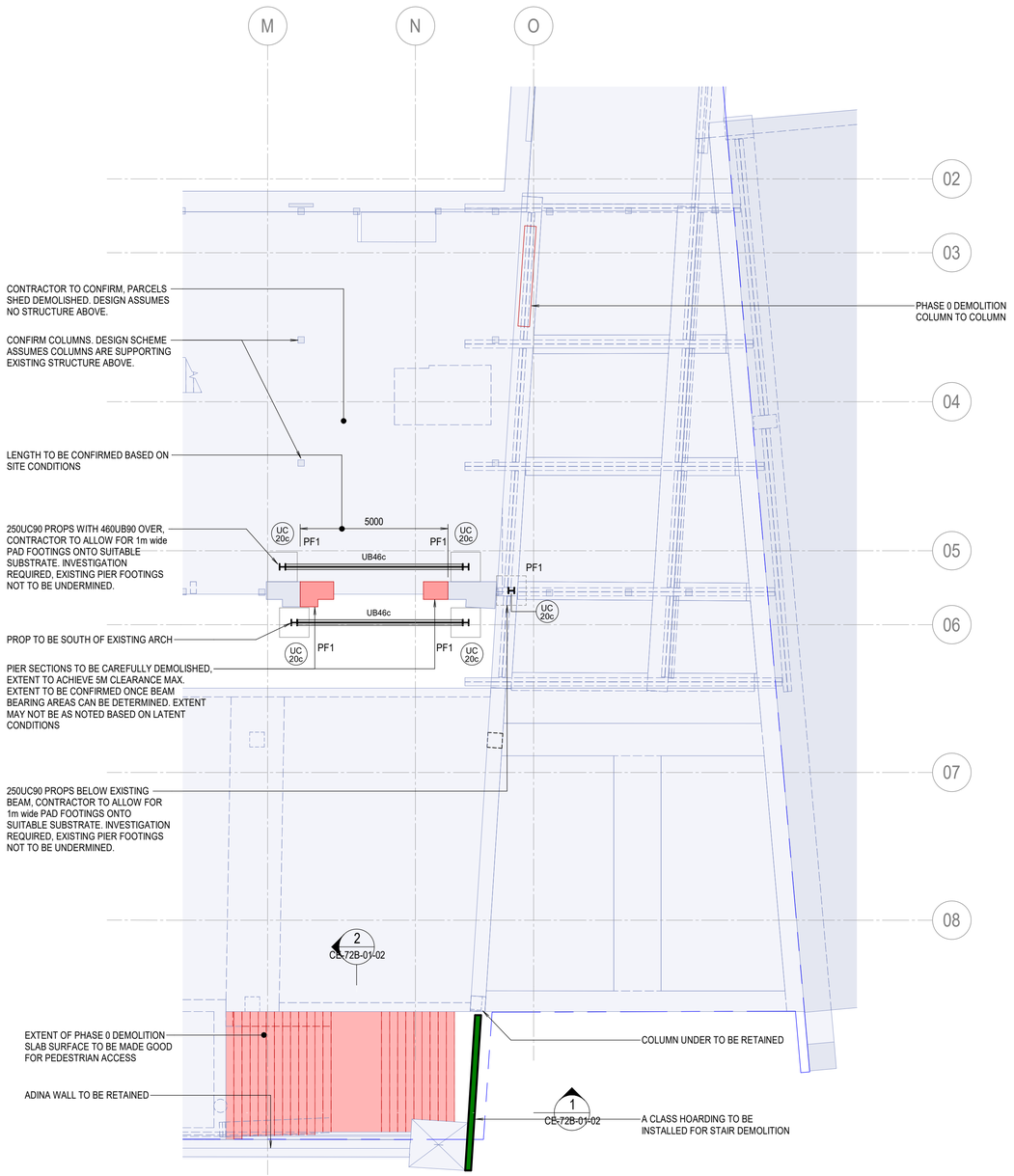
ISSUE
A

APPENDIX C

ECKERSLEY O'CALLAGHAN & TTW 75% DEMOLITION PLANS FOR DEVONSHIRE STREET TUNNEL & PLATFORM 1

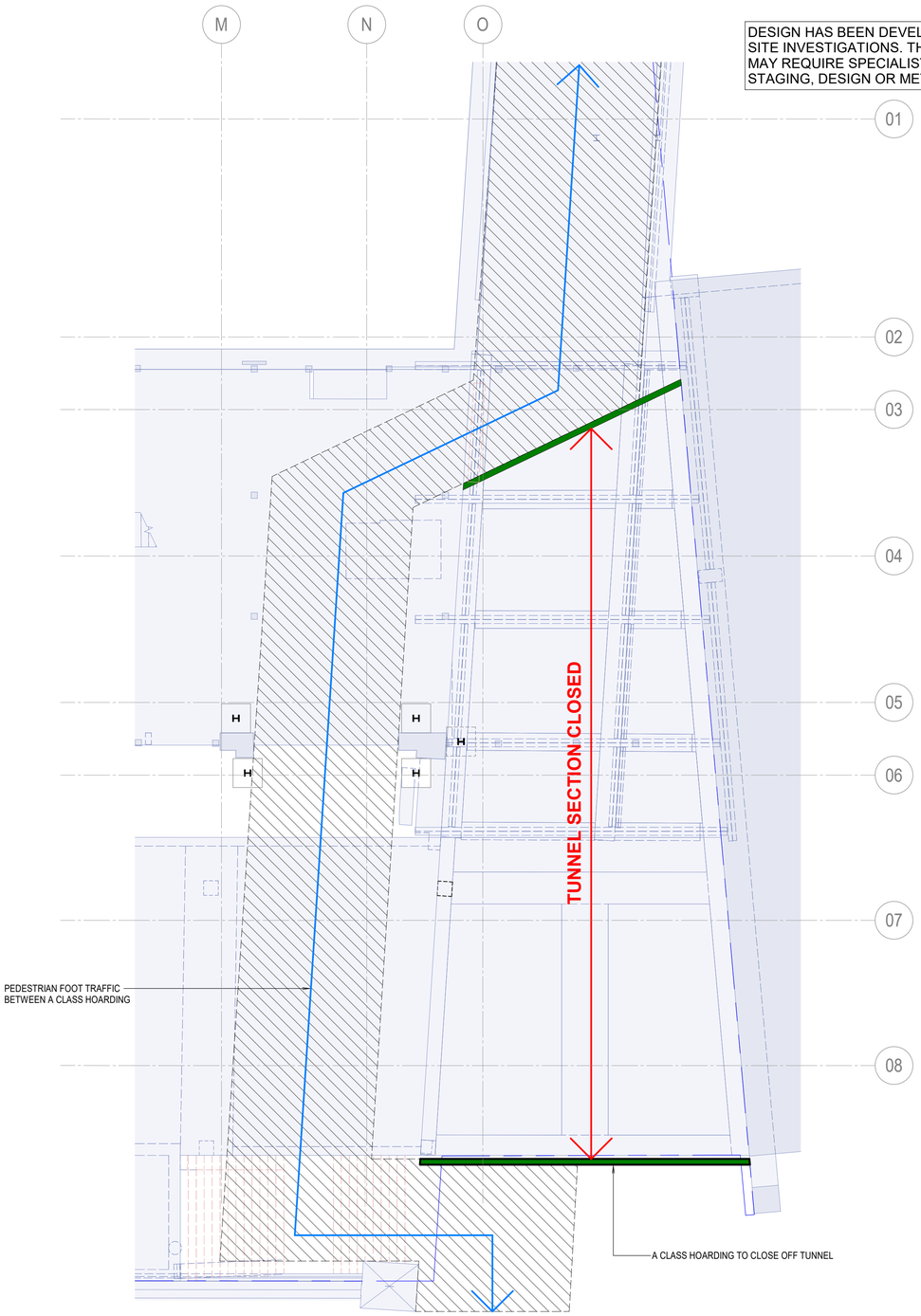
DEMOLITION OF EXISTING STAIR AND BREAK THROUGH WALL FOR INSTALLATION OF A CLASS HOARDING TO ALLOW FOR PEDESTRIAN FOOT TRAFFIC THROUGH ATLASSIAN SITE. DEVONSHIRE STREET TUNNEL TO REMAIN OPEN DURING WORKS.

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OPTION 1 - PHASE 0 - STAGE 1
Scale: 1 : 100

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OPTION 1 - PHASE 0 - STAGE 2
Scale: 1 : 100

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TTW PROJECT NUMBER
191797

TRUE NORTH
PROJECT NORTH

GRAPHIC SCALE
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Scale : A1 | DRAWN | AUTHORISED
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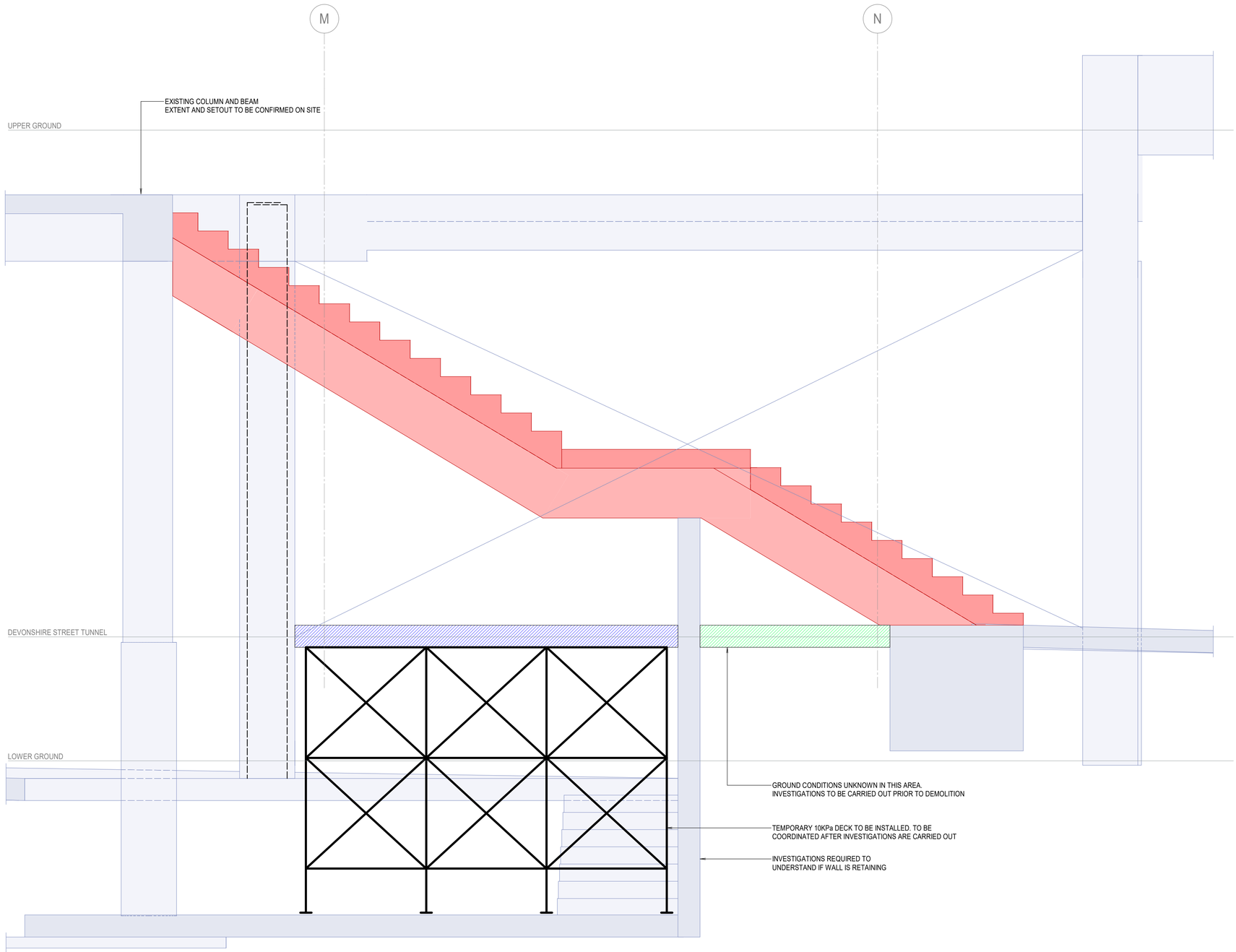
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FOR CONSTRUCTION

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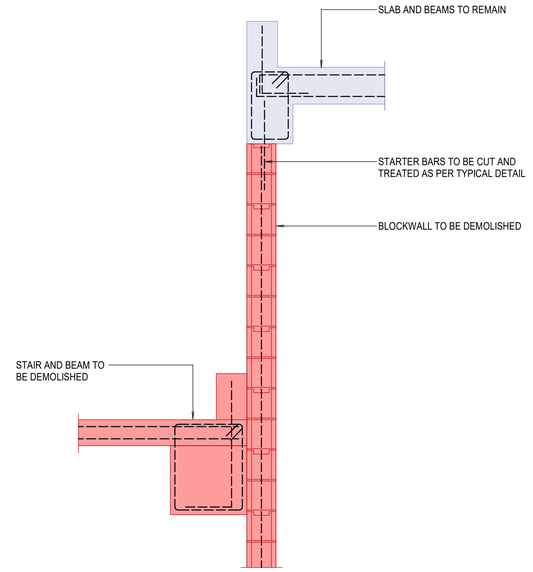
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PHASE 0 - SECTION 1
Scale: 1 : 20



PHASE 0 - SECTION 2
Scale: 1 : 20

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Rev	Date	Description	Eng	Draft

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TTW PROJECT NUMBER
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TRUE NORTH PROJECT NORTH

GRAPHIC SCALE
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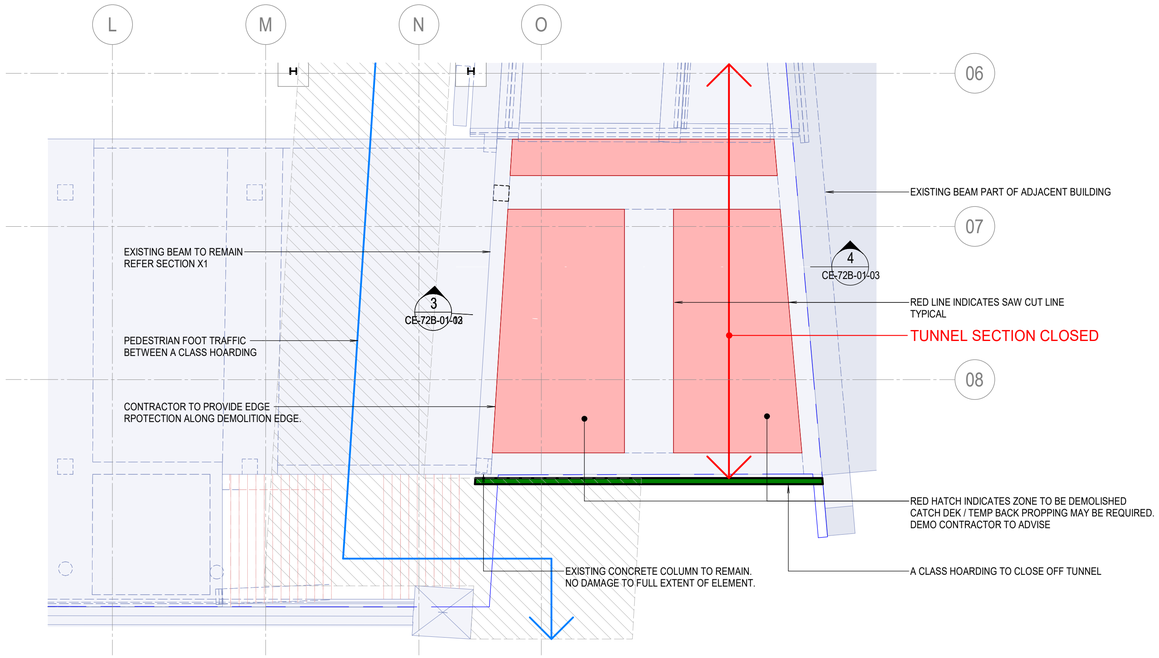
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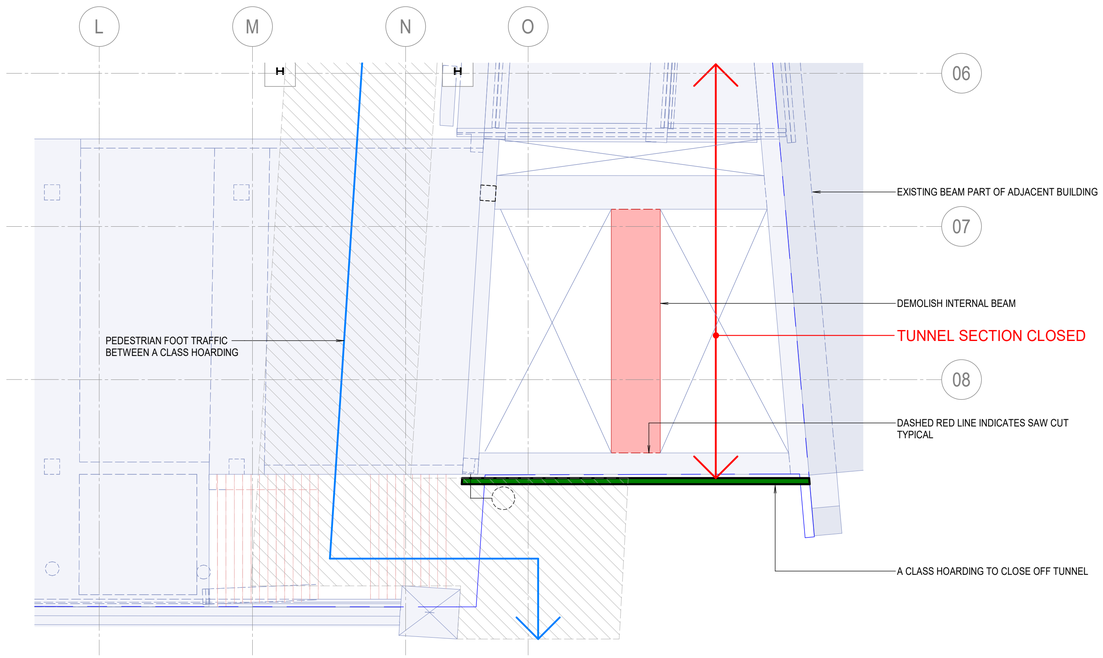
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OPTION 1 - PHASE 1 - STAGE 1

Scale: 1 : 100

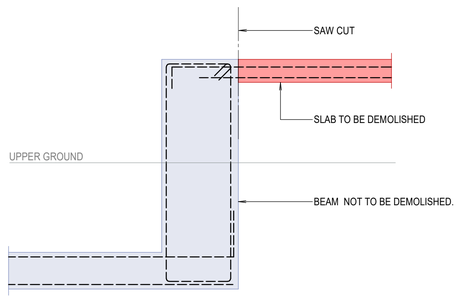
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OPTION 1 - PHASE 1 - STAGE 2

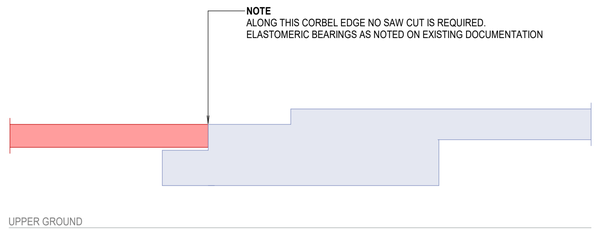
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OPTION 1 - PHASE 1 - SECTION 3

Scale: 1 : 20



OPTION 1 - PHASE 1 - SECTION 4

Scale: 1 : 20

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Rev	Date	Description	Eng	Draft

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ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

TTW PROJECT NUMBER
191797

TRUE NORTH
PROJECT NORTH

GRAPHIC SCALE
0 2000 5000

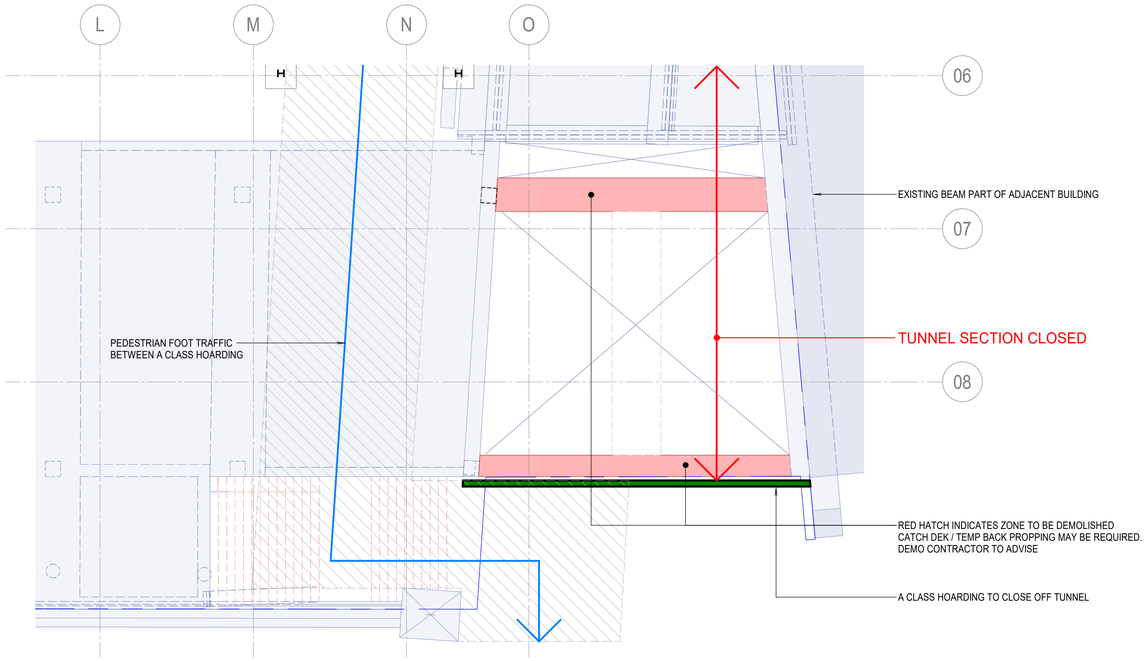
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OPTION 1 - PHASE 1 - STAGE 3

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GRAPHIC SCALE
0 2000 5000

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DEVONSHIRE STREET TUNNEL DEMOLITION AND DIVERSION STAGING - OPTION 1 - PHASE 1

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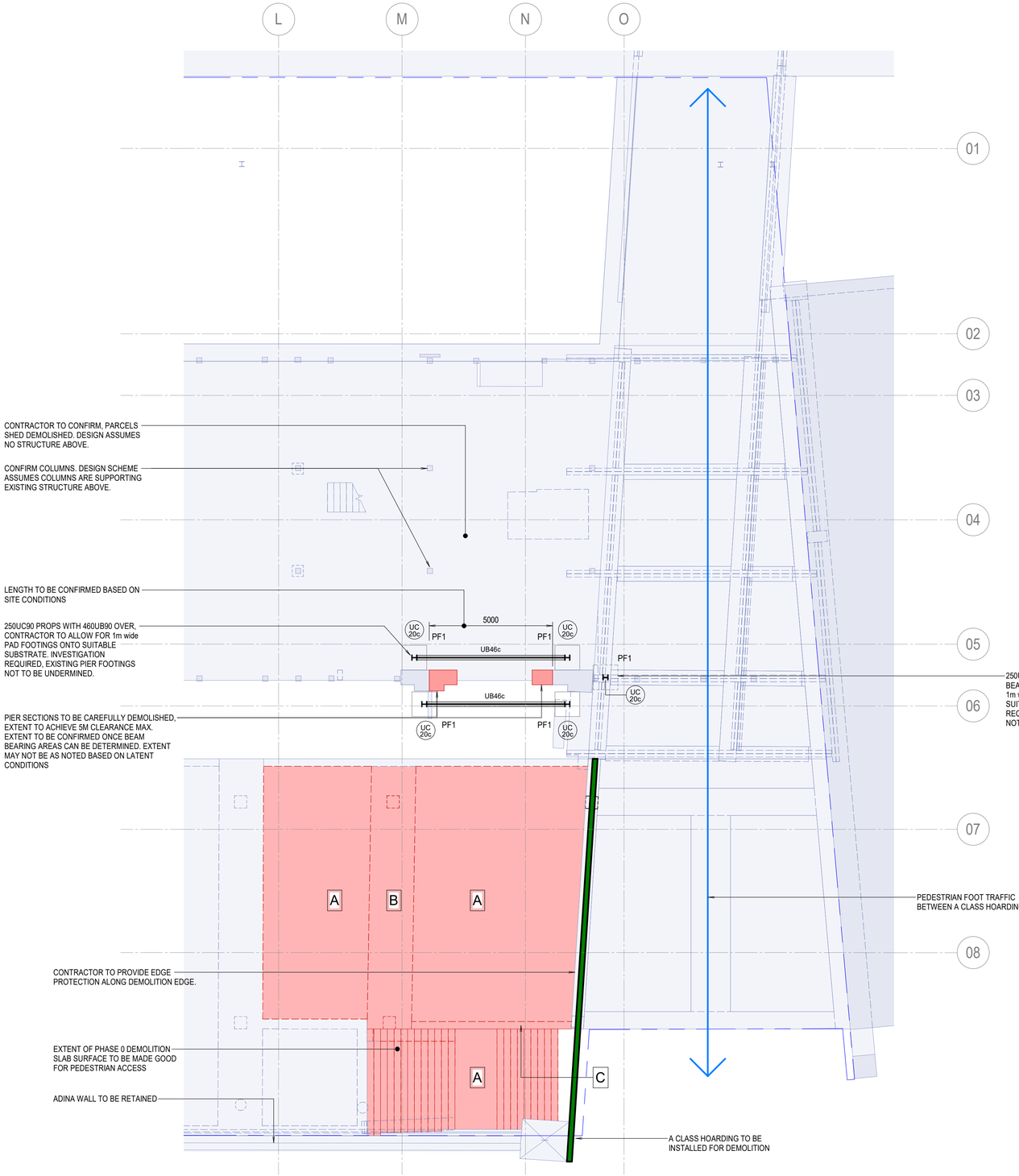
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OPTION 2 - PHASE 0 - STAGE 1

Scale: 1 : 100



SEQUENCING NOTES	
A	SLABS TO BE SAW CUT AND DEMOLISHED
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No.8-10 LEE STREET, HAYMARKET

TTW PROJECT NUMBER
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TRUE NORTH
PROJECT NORTH

GRAPHIC SCALE
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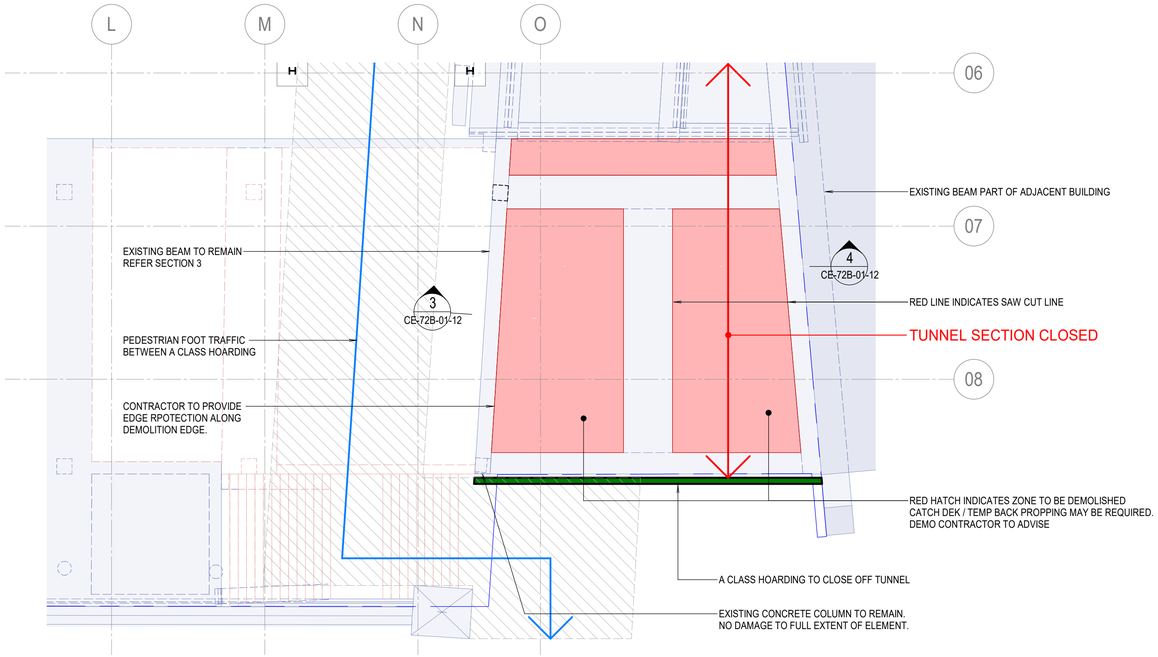
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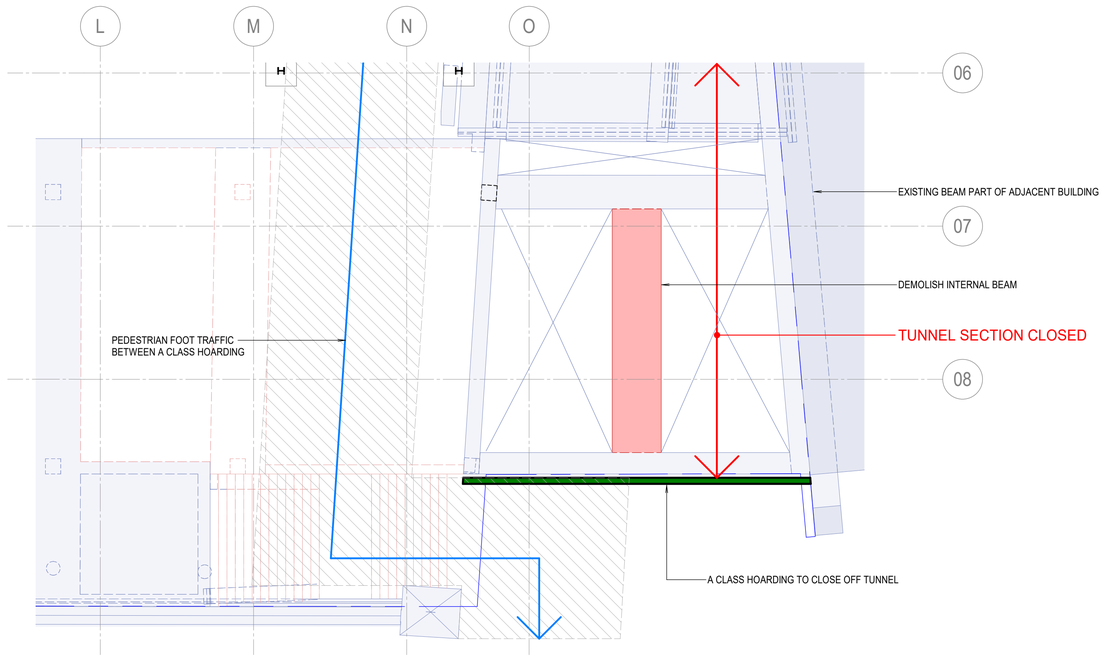
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OPTION 2 - PHASE 1 - STAGE 1

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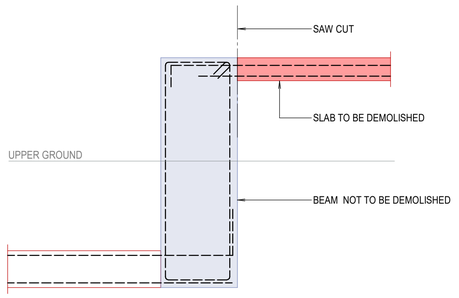
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OPTION 2 - PHASE 1 - STAGE 2

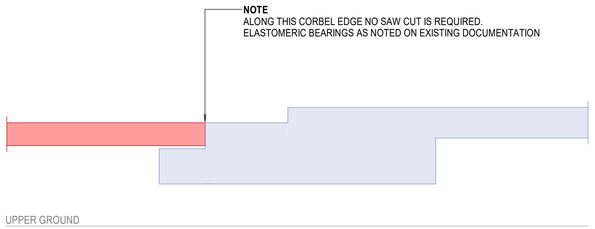
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OPTION 2 - PHASE 1 - SECTION 3

Scale: 1 : 20



OPTION 2 - PHASE 1 - SECTION 4

Scale: 1 : 20

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No.8-10 LEE STREET, HAYMARKET

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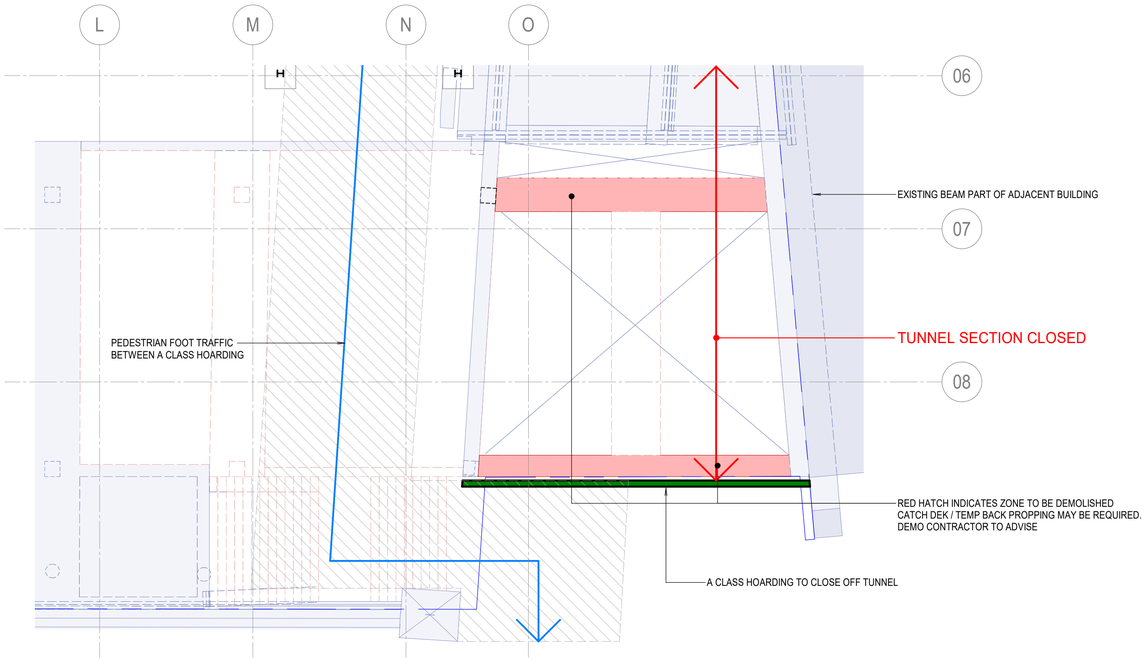
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PROJECT NORTH
GRAPHIC SCALE
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DRAWING NUMBER
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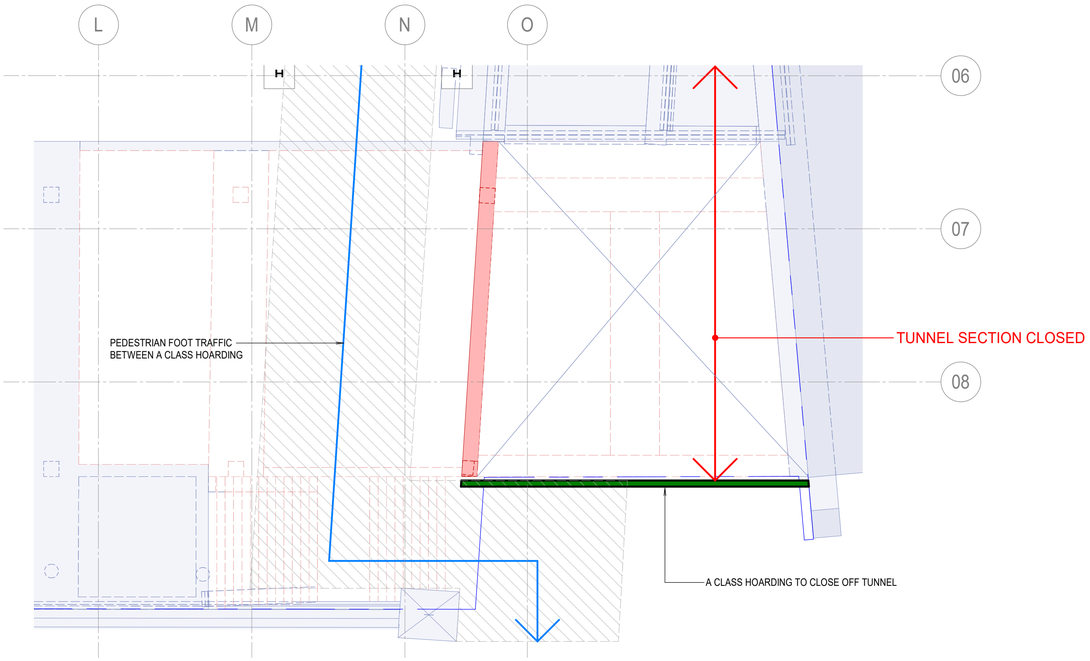
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OPTION 2 - PHASE 1 - STAGE 3

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OPTION 2 - PHASE 1 - STAGE 4

Scale: 1 : 100

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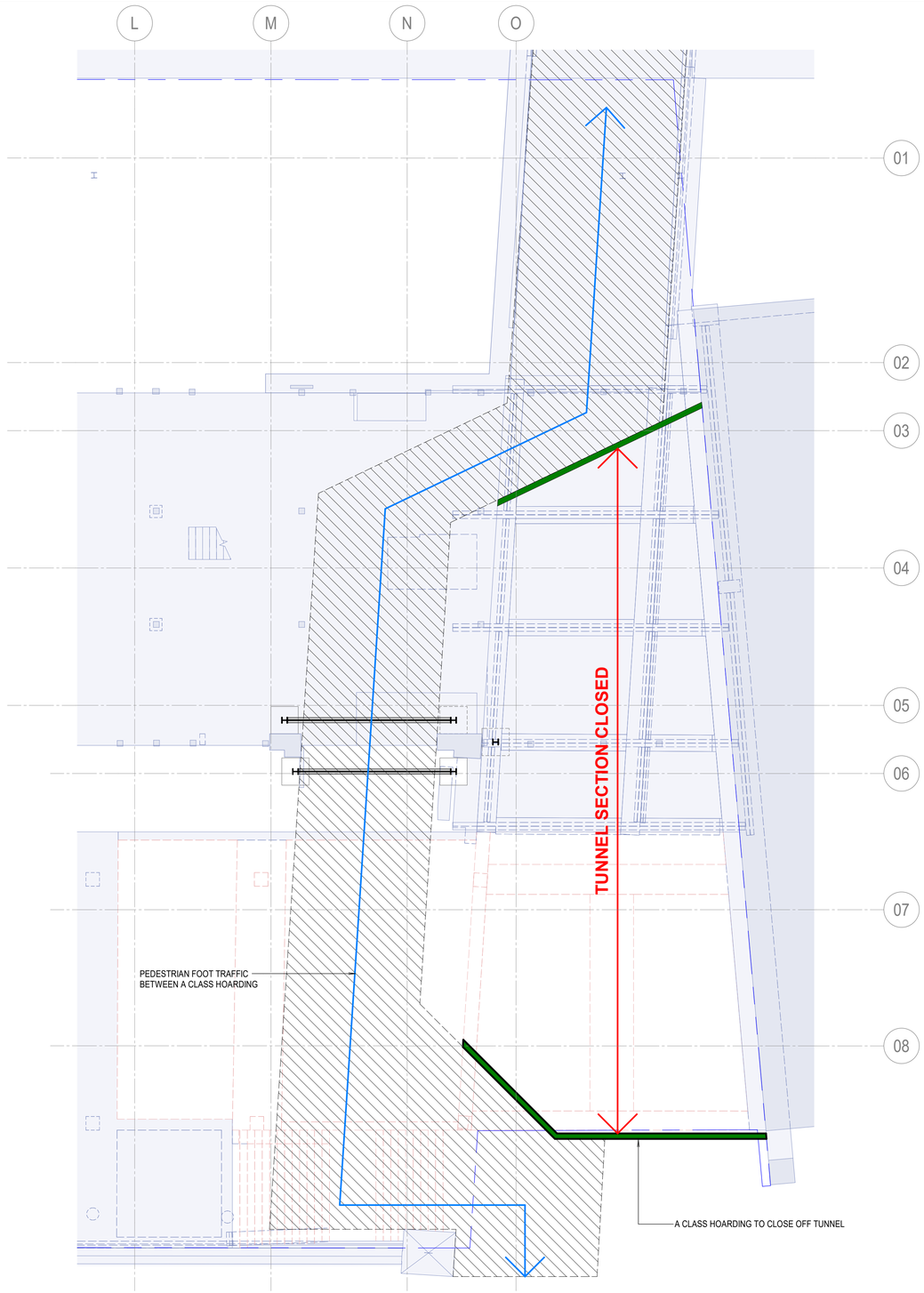
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DRAWING
DEVONSHIRE STREET TUNNEL DEMOLITION AND DIVERSION STAGING - OPTION 2 - PHASE 1

DRAWING NUMBER
CE-72B-01-13

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OPTION 2 - PHASE 1 - STAGE 5

Scale: 1 : 100

PARTIAL CLOSURE OF WESTERN DEVONSHIRE TUNNEL TO ALLOW FOR PHASE 2 DEMOLITION. PEDESTRIAN FOOT TRAFFIC REDIRECTED THROUGH NORTHERN SHOP FRONTS WITH A CLASS HOARDING SEPARATION.

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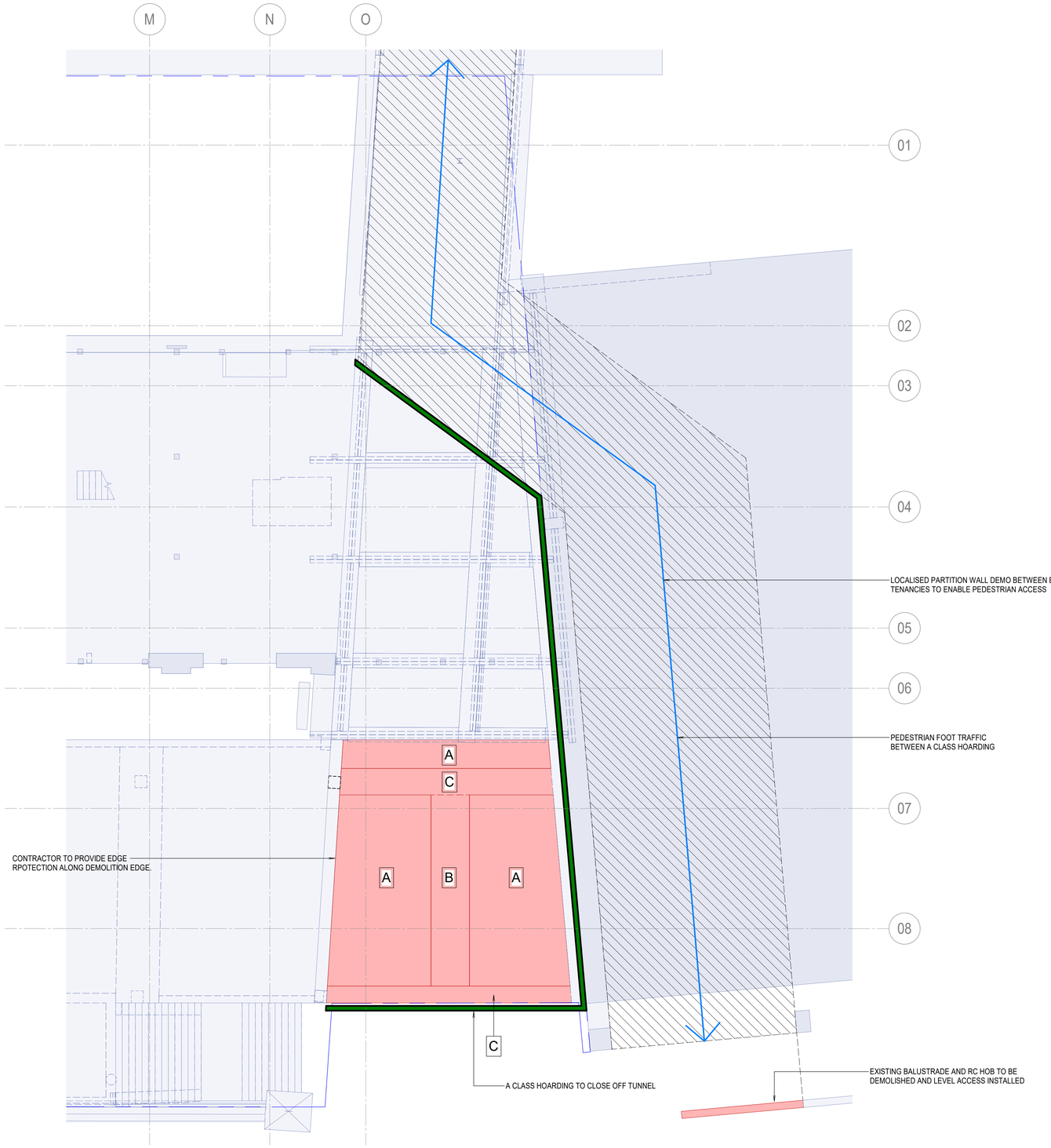
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OPTION 3 - PHASE 1 - STAGE 1

Scale: 1 : 100

SEQUENCING NOTES	
A	SLABS TO BE SAW CUT AND DEMOLISHED
B	SECONDARY BEAMS TO BE SAW CUT AND DEMOLISHED
C	PRIMARY BEAMS TO BE SAW CUT AND DEMOLISHED

PEDESTRIAN ACCESS WILL BE MAINTAINED AT ALL TIMES IN THIS OPTION

NOTE:
ALL STRUCTURAL STEELWORK ASSOCIATED WITH DEVONSHIRE STREET TUNNEL OVERHEAD PROTECTION IS BASED ON PEDESTRIAN ACCESS THROUGH THE NORTHERN TENANCIES.
IF SOUTHERN TENANCY ROUTE IS ADOPTED, STRUCTURAL ARRANGEMENT WILL CHANGE

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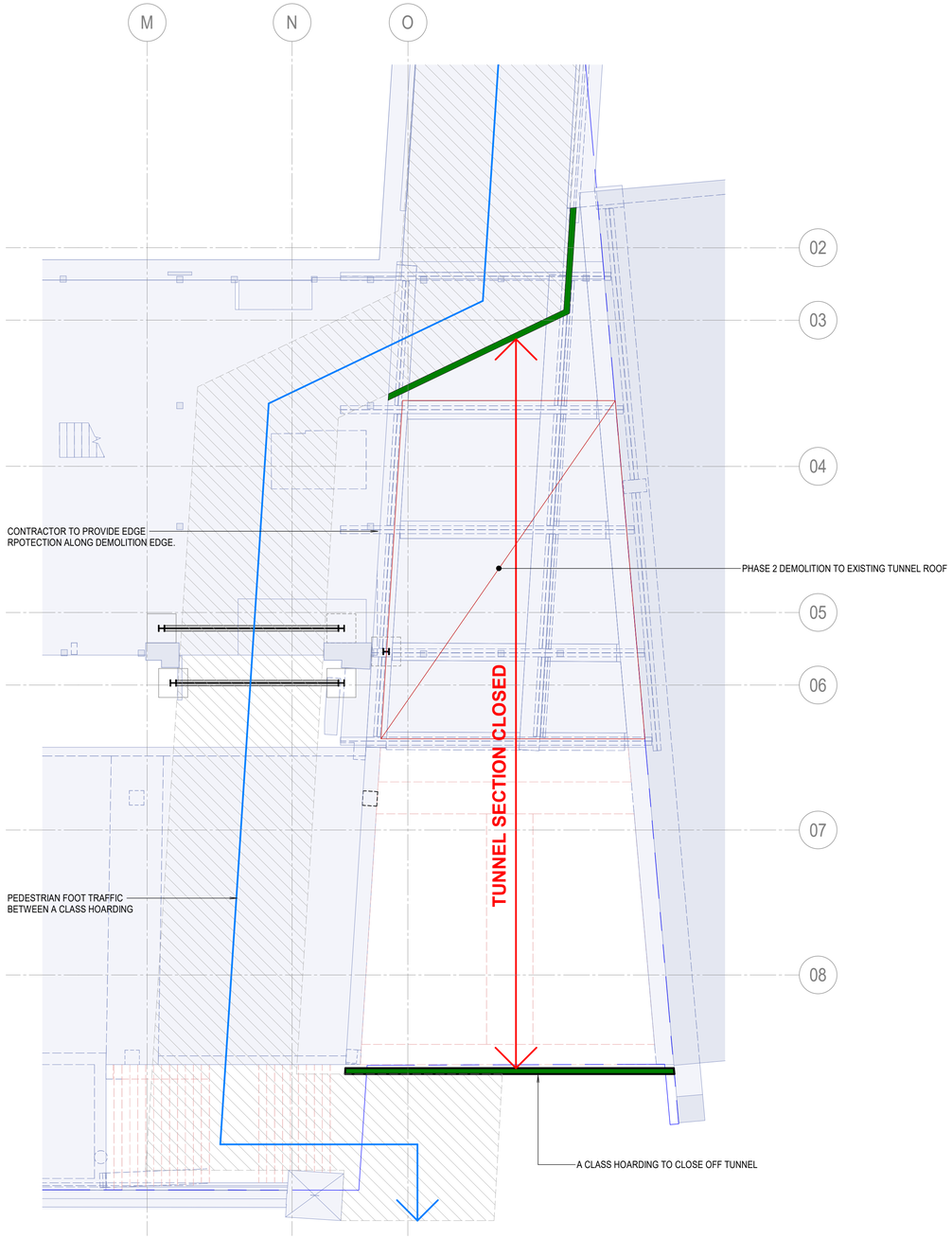
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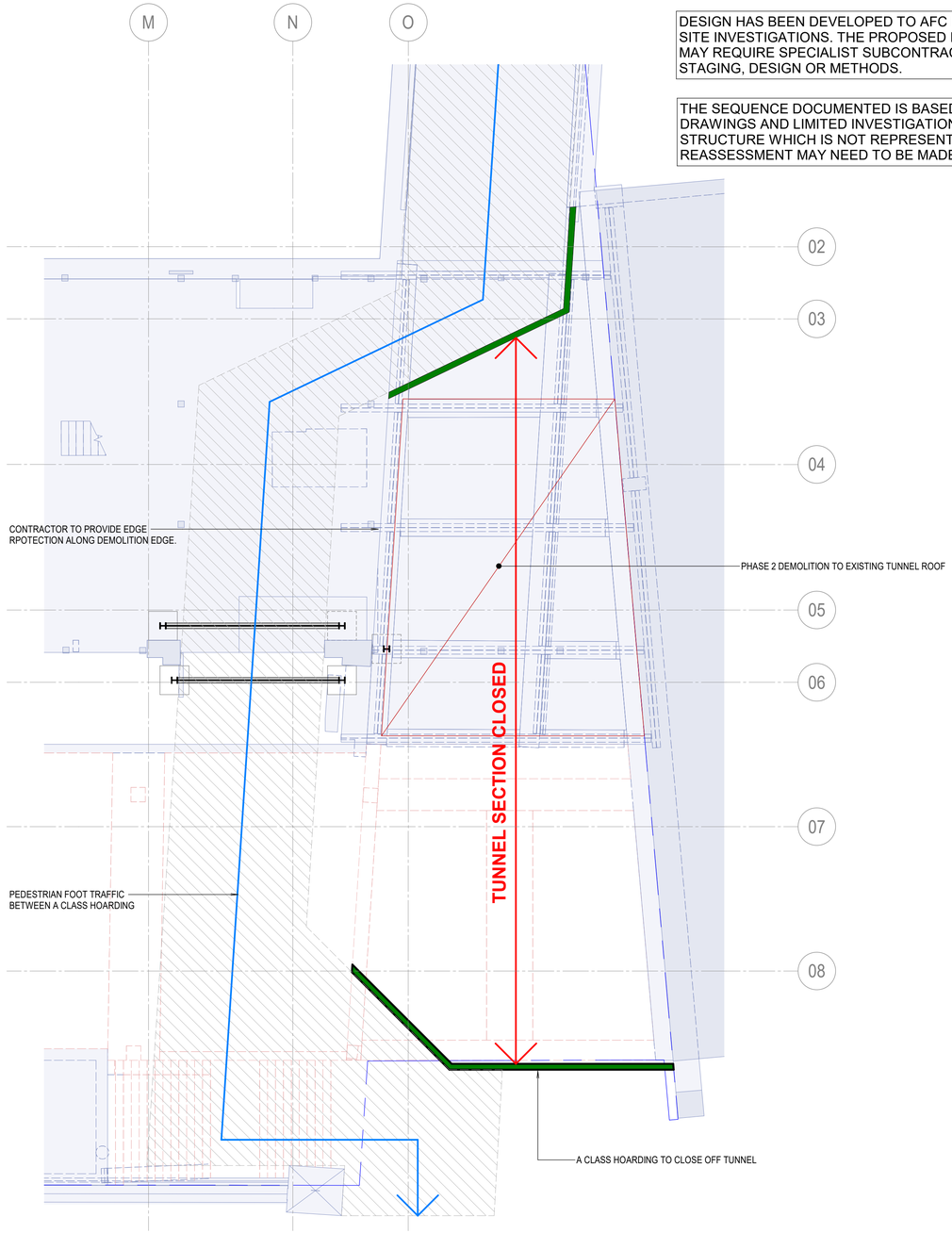
ISSUE
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OPTION 1 - PHASE 2 - OVERALL PLAN

Scale: 1 : 100

PEDESTRIAN ACCESS WILL BE AT ALL TIMES MAINTAINED DURING PHASE 2 OF DEMOLITION.



OPTION 2 - PHASE 2 - OVERALL PLAN

Scale: 1 : 100

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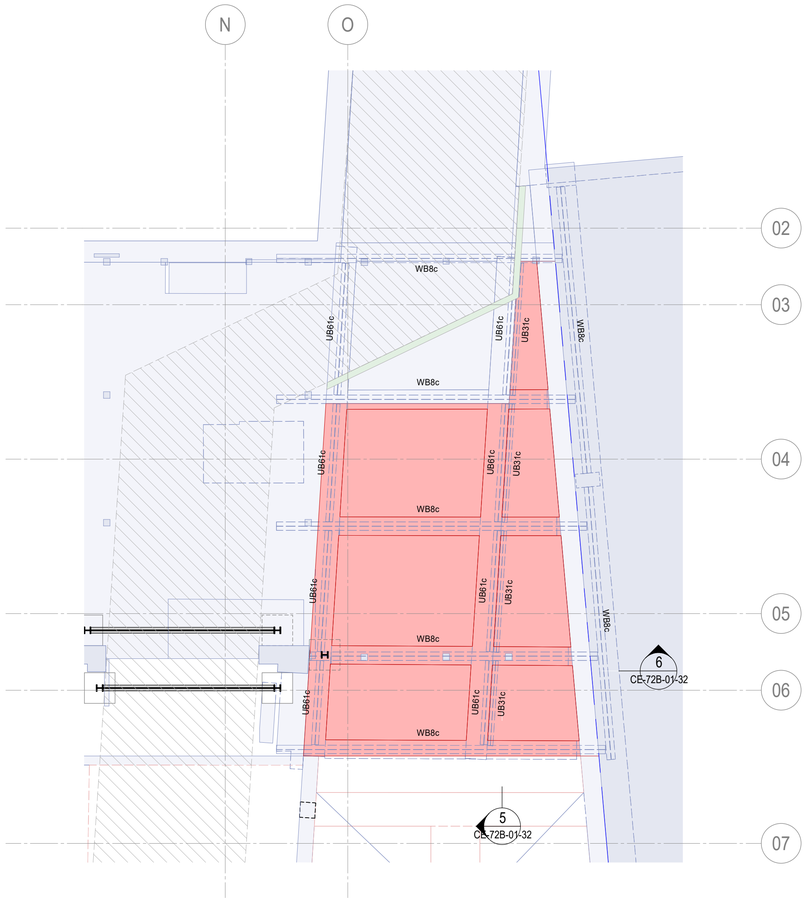
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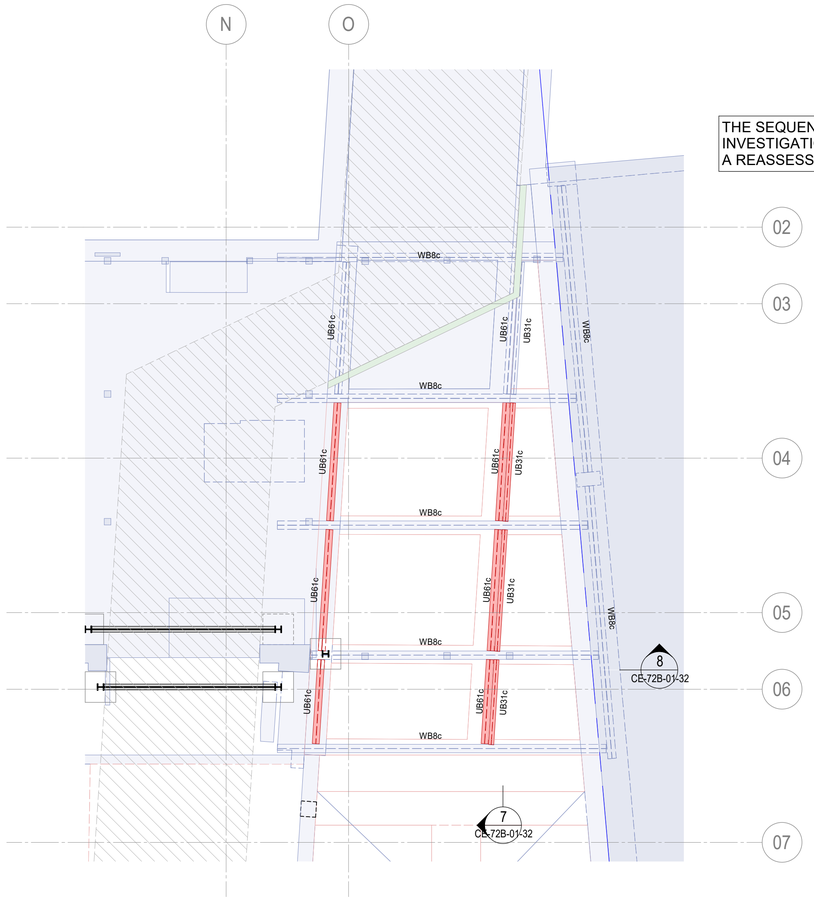
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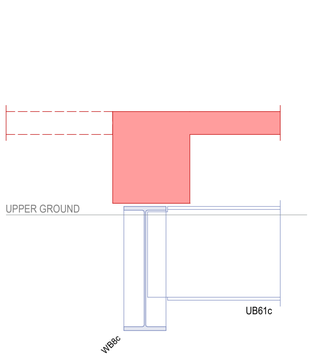
PHASE 2 - STAGE 1
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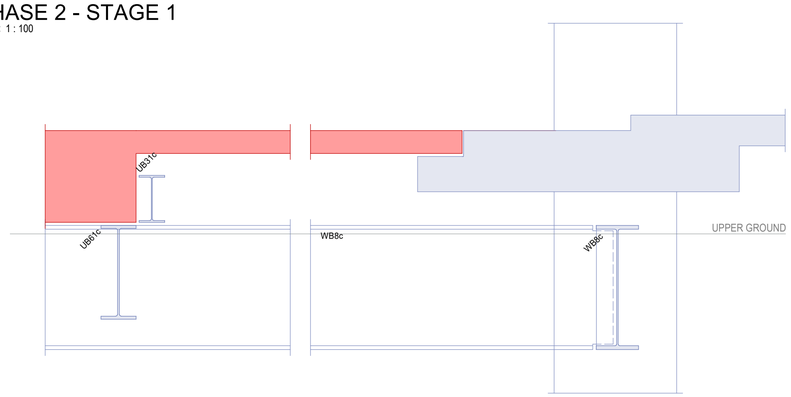
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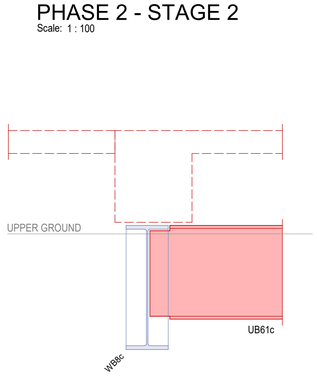
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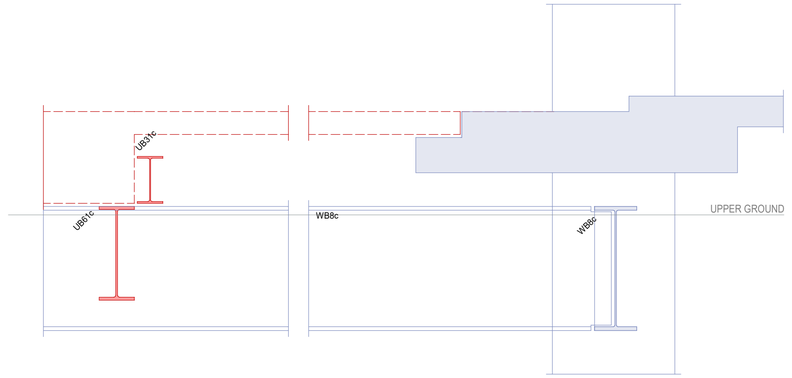
PHASE 2 - SECTION 5
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PHASE 2 - SECTION 6
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PHASE 2 - SECTION 7
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PHASE 2 - SECTION 8
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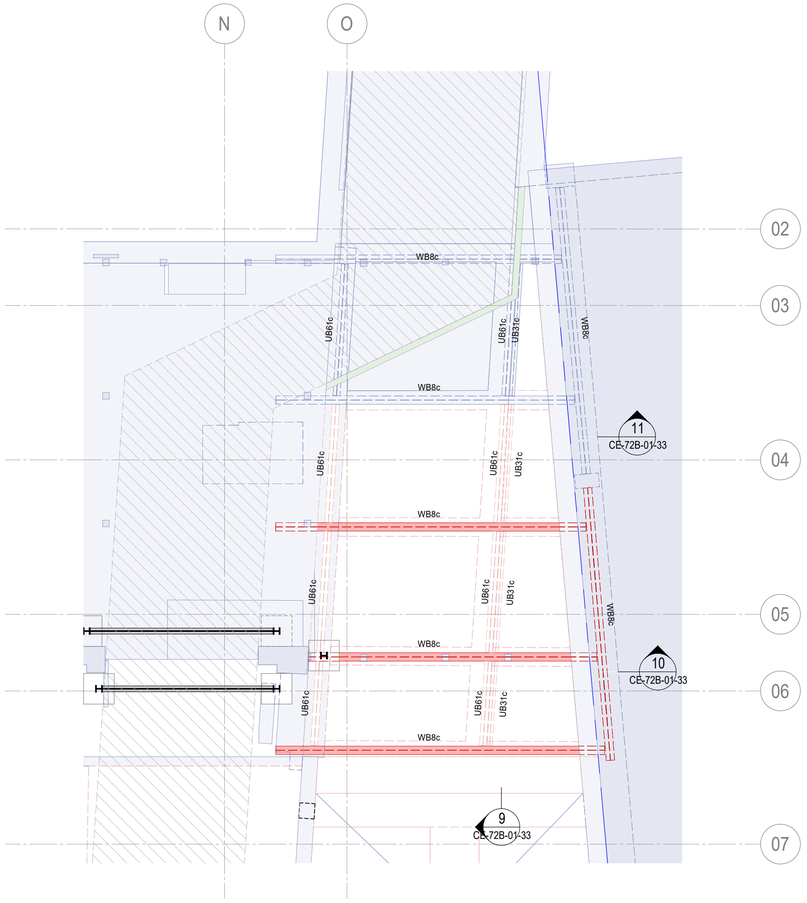
DRAWING
DEVONSHIRE STREET TUNNEL DEMOLITION AND DIVERSION STAGING - PHASE 2

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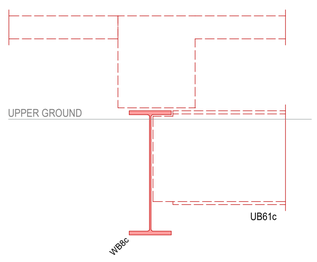
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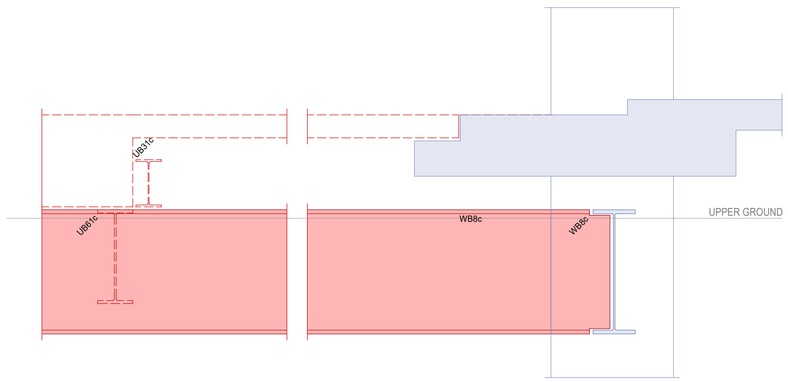
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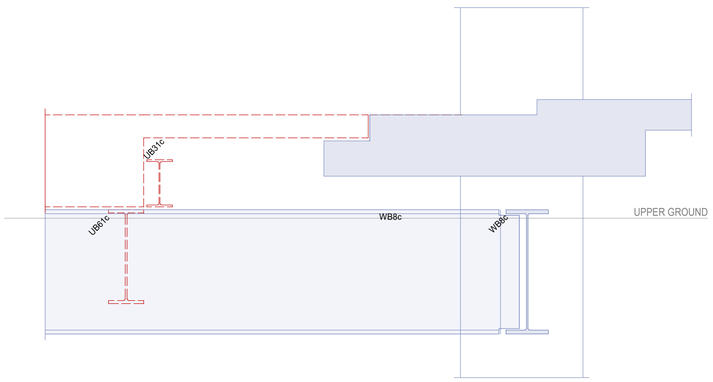
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PHASE 2 - SECTION 9
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PHASE 2 - SECTION 10
Scale: 1 : 20



PHASE 2 - SECTION 11
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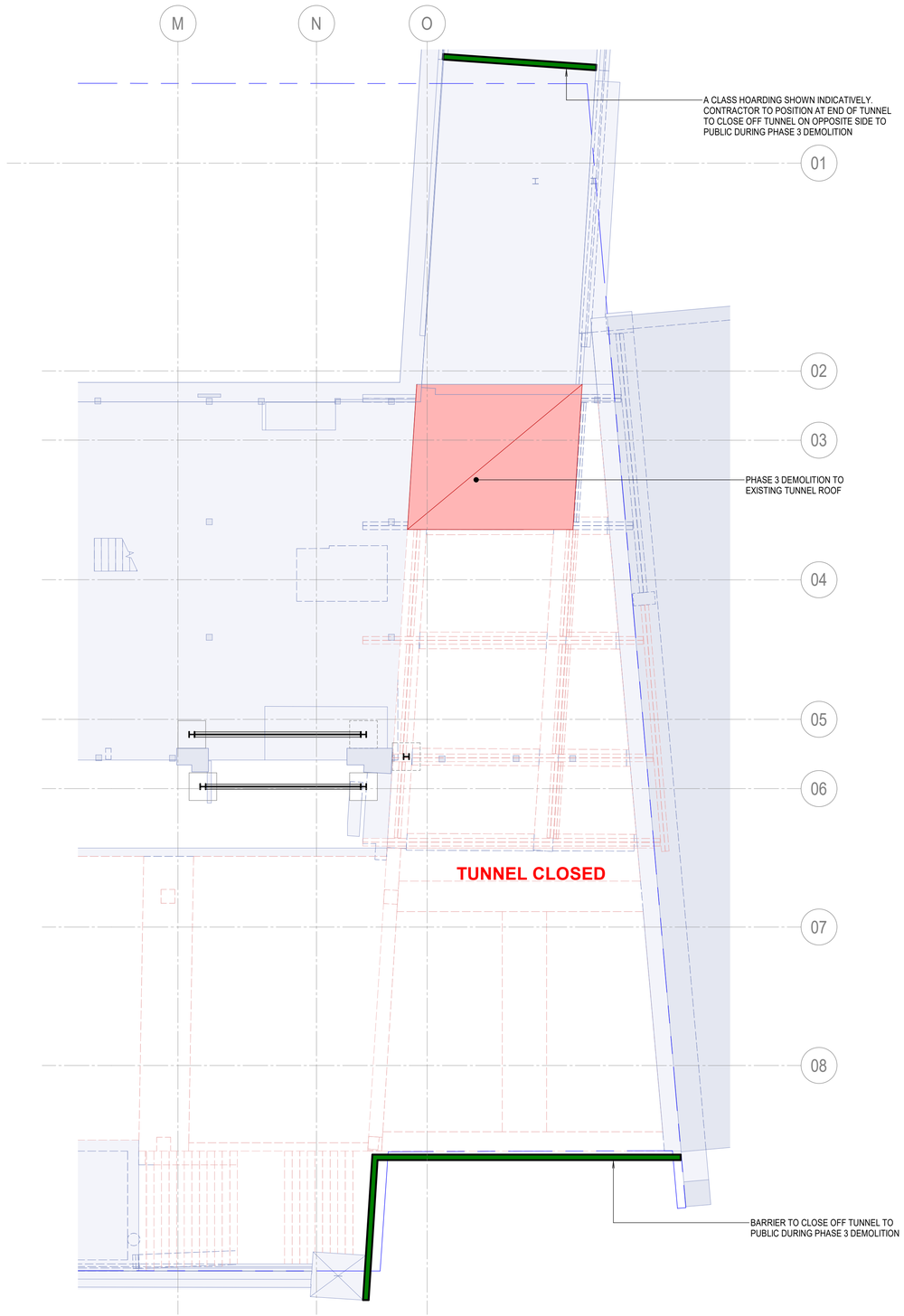
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ALL OPTIONS - PHASE 3 - OVERALL PLAN

Scale: 1 : 100

FULL CLOSURE OF DEVONSHIRE STREET TUNNEL TO ALLOW PHASE 3 DEMOLITION. PHASE 3 DEMOLITION TO BE CONFIRMED, CRITICAL ELEMENTS OF DEXUS FRAZER RETAINING WALLS AND COLUMNS TO REMAIN.

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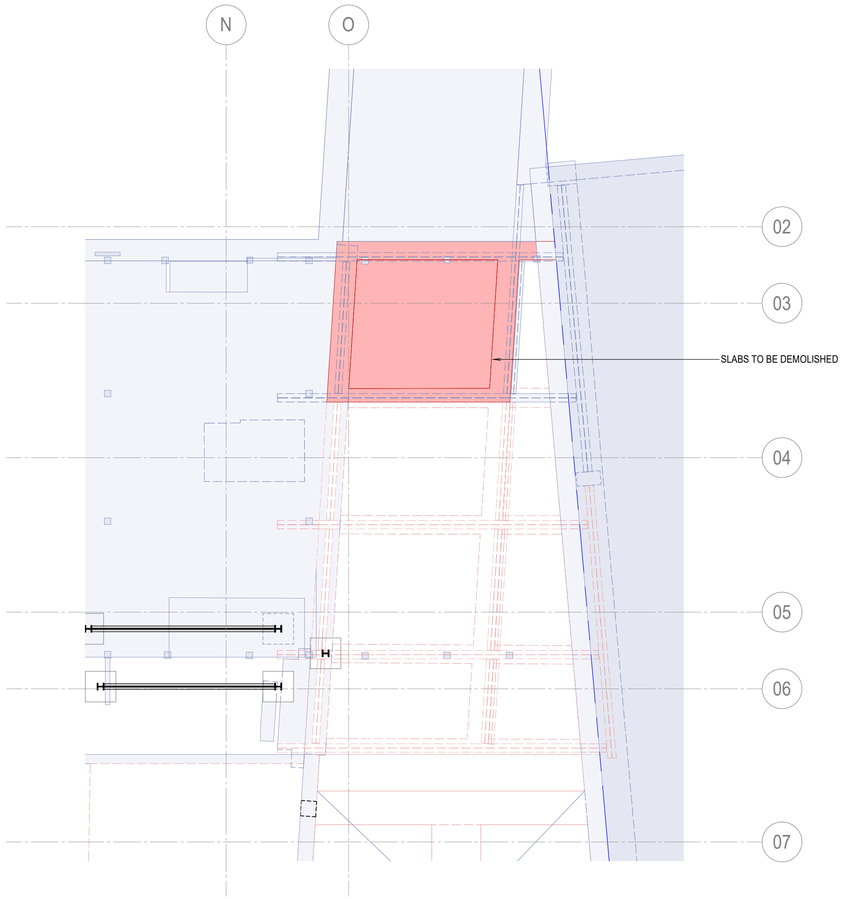
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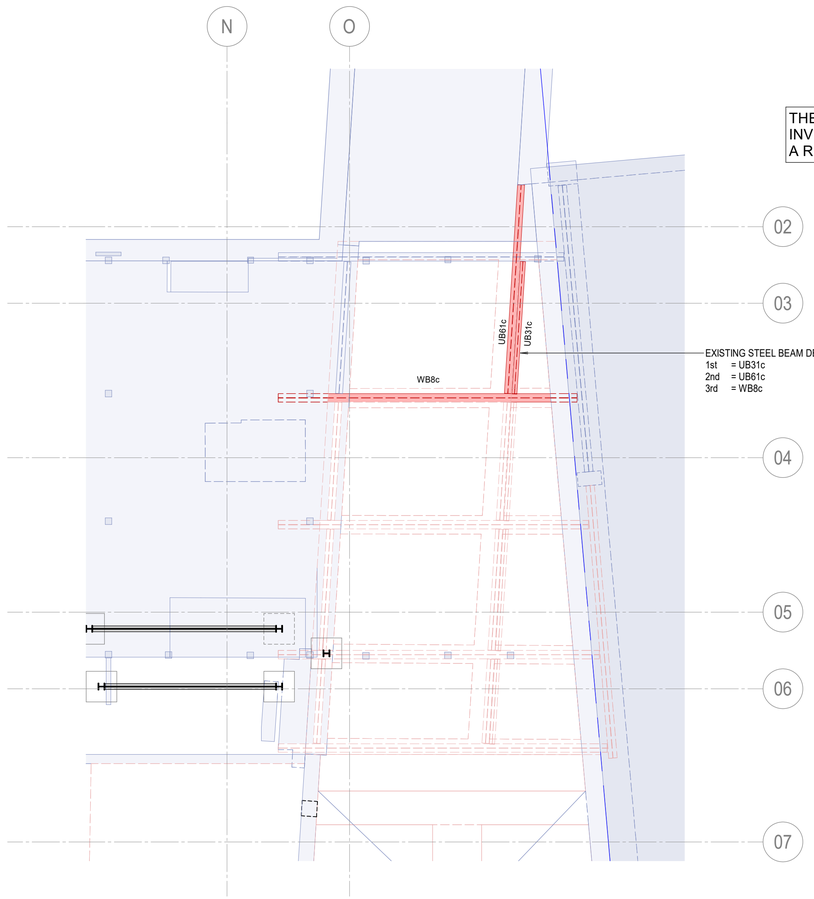
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PHASE 3 - STAGE 1
Scale: 1 : 100



PHASE 3 - STAGE 2
Scale: 1 : 100

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PROJECT
ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

TTW PROJECT NUMBER
191797

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PROJECT NORTH

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0 2000 5000

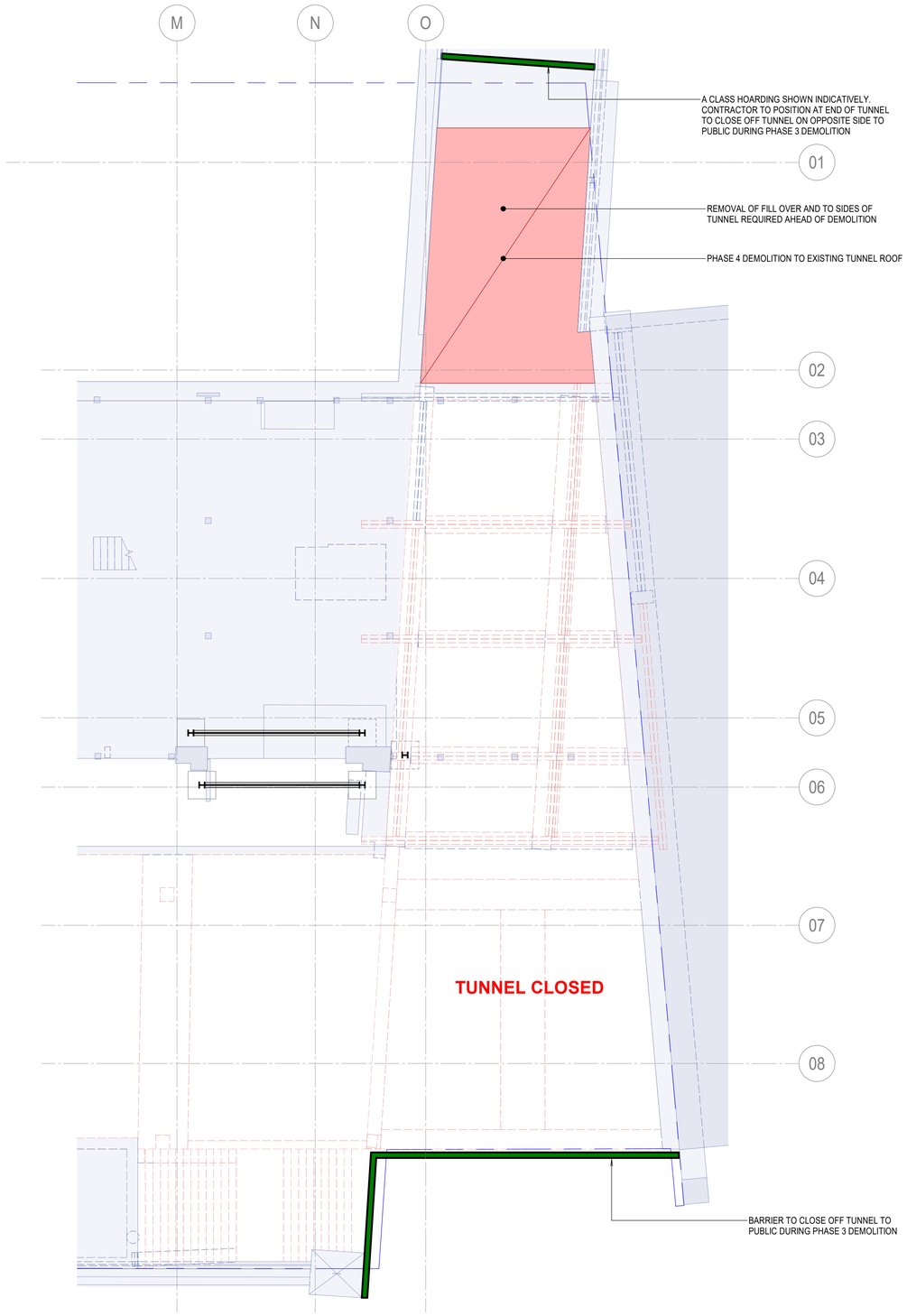
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DRAWING
DEVONSHIRE STREET TUNNEL DEMOLITION AND DIVERSION STAGING - PHASE 3

DRAWING NUMBER
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ALL OPTIONS - PHASE 4 - OVERALL PLAN

Scale: 1 : 100

CRITICAL ELEMENT OF DEXUS FRAZER RETAINING WALLS AND COLUMNS TO REMAIN.
FULL CLOSURE OF DEVONSHIRE STREET TUNNEL TO ALLOW FOR PHASE 4 DEMOLITION.

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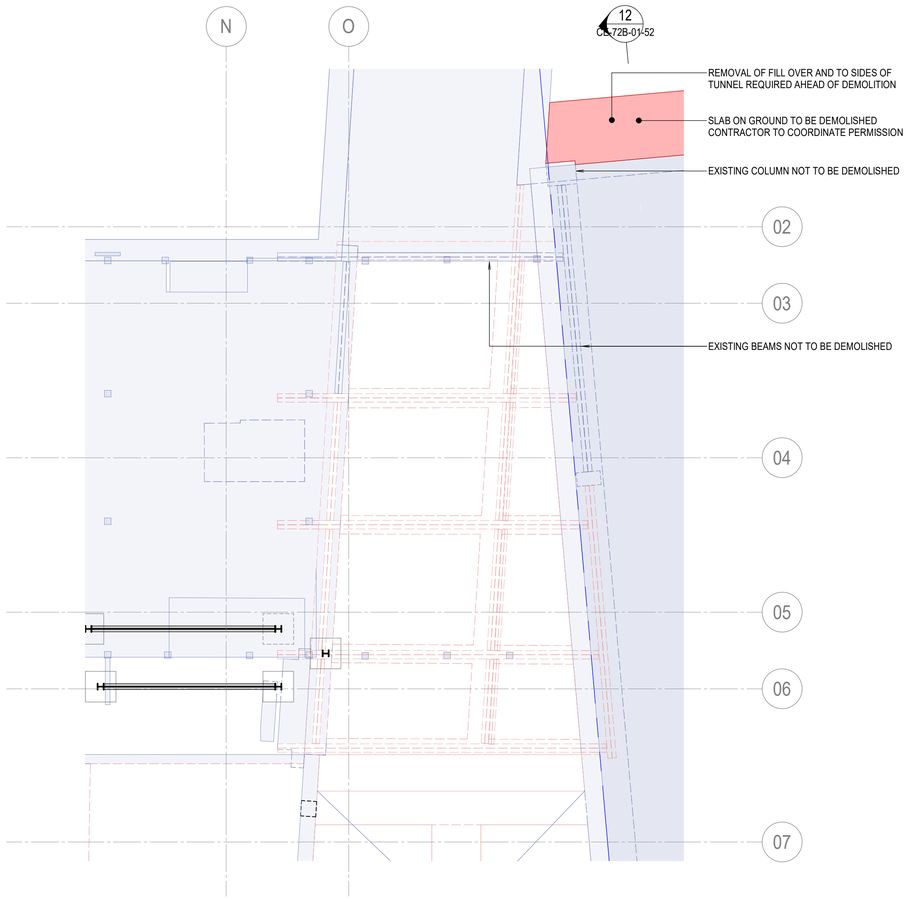
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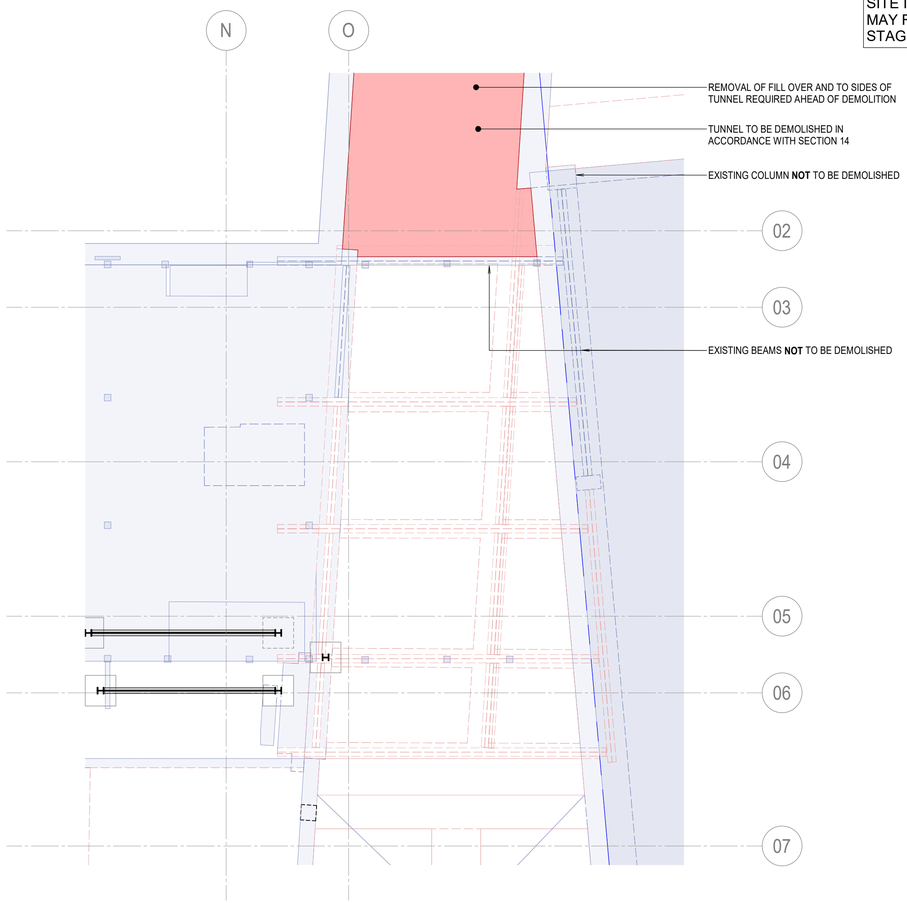
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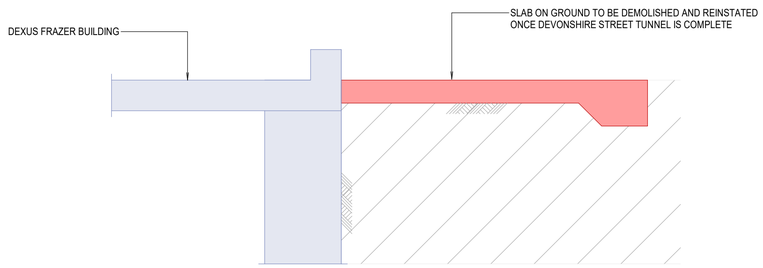
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PHASE 4 - STAGE 1
Scale: 1 : 100



PHASE 4 - STAGE 2
Scale: 1 : 100



PHASE 4 - SECTION 12
Scale: 1 : 20

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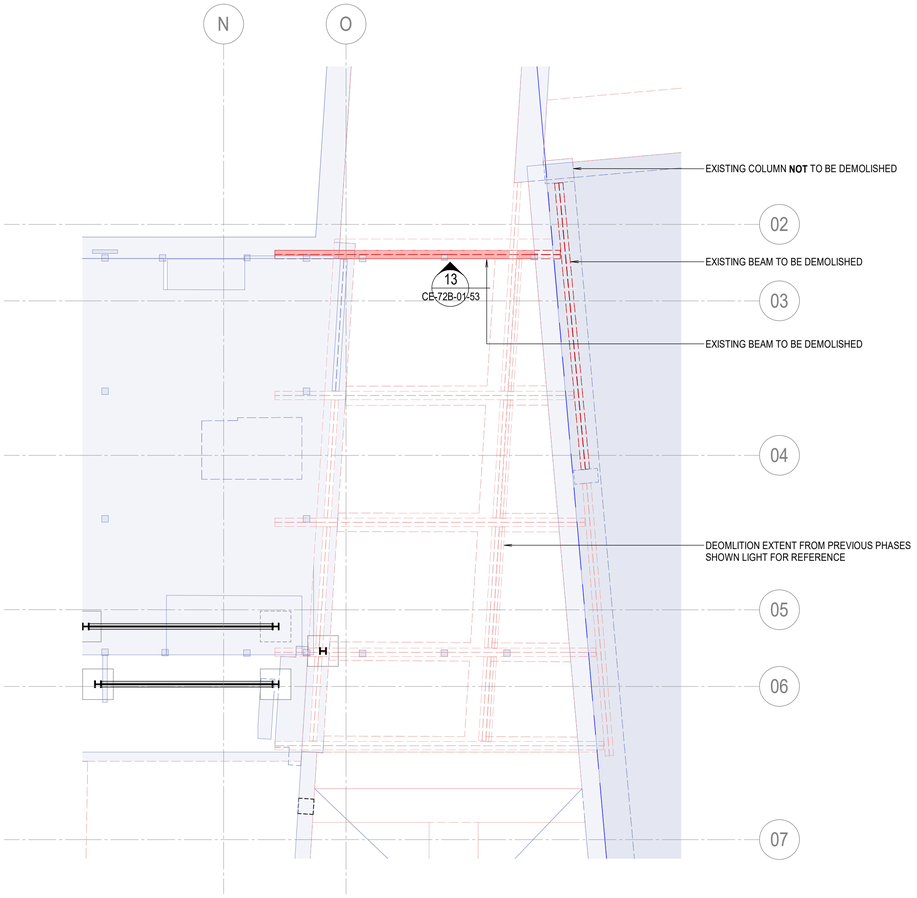
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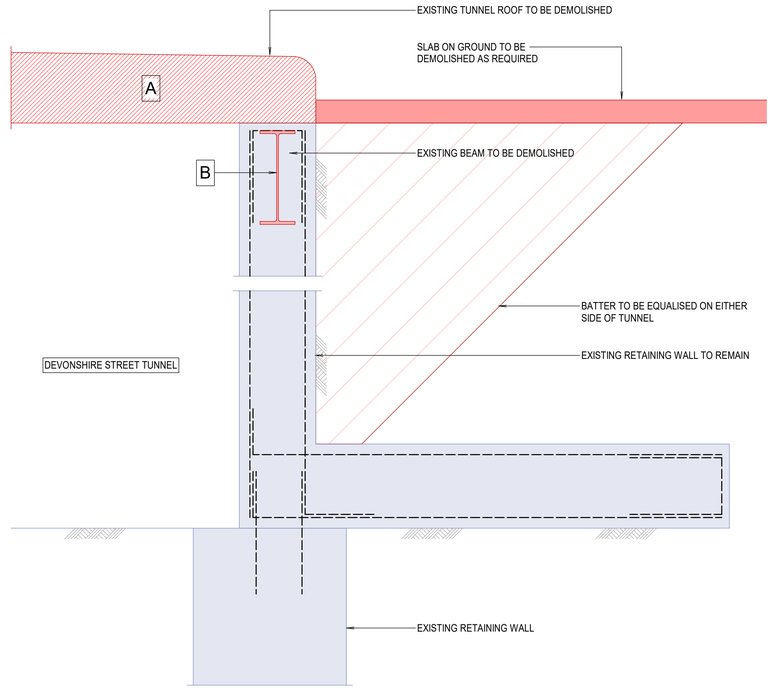
DRAWING
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PHASE 4 - STAGE 3
Scale: 1 : 100



PHASE 4 - SECTION 13
Scale: 1 : 20

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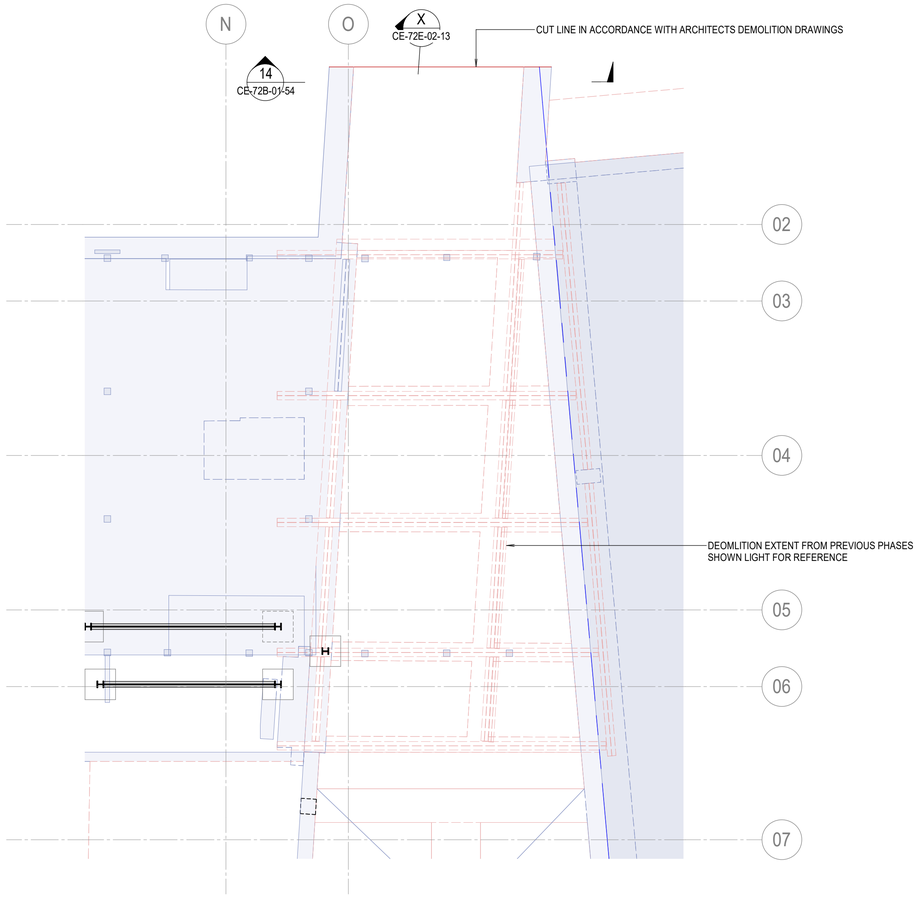
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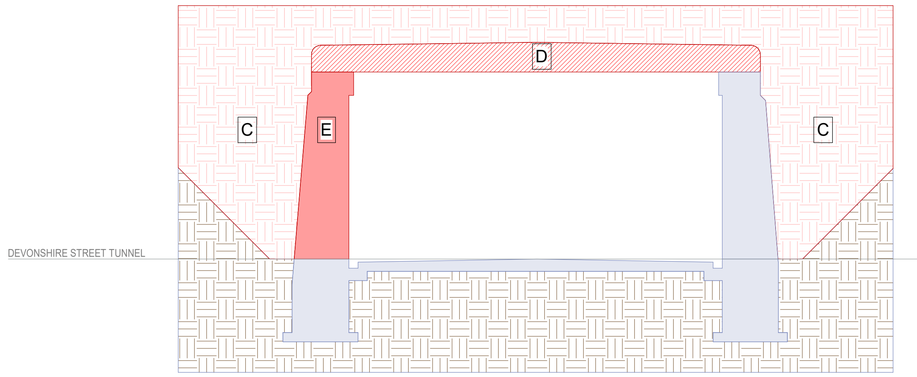
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PHASE 4 - STAGE 4
Scale: 1 : 100



PHASE 4 - SECTION 14
Scale: 1 : 50

SEQUENCING NOTES	
A	DEMOLISH SLAB ABOVE (PHASE 4 -STAGE 3)
B	REMOVE EXISTING BEAM (PHASE 4 -STAGE 3)
C	BATTER FILL EITHER SIDE OF WALLS FOR TUNNEL
D	DEMOLISH TUNNEL ROOF
E	DEMOLISH TUNNEL WALLS

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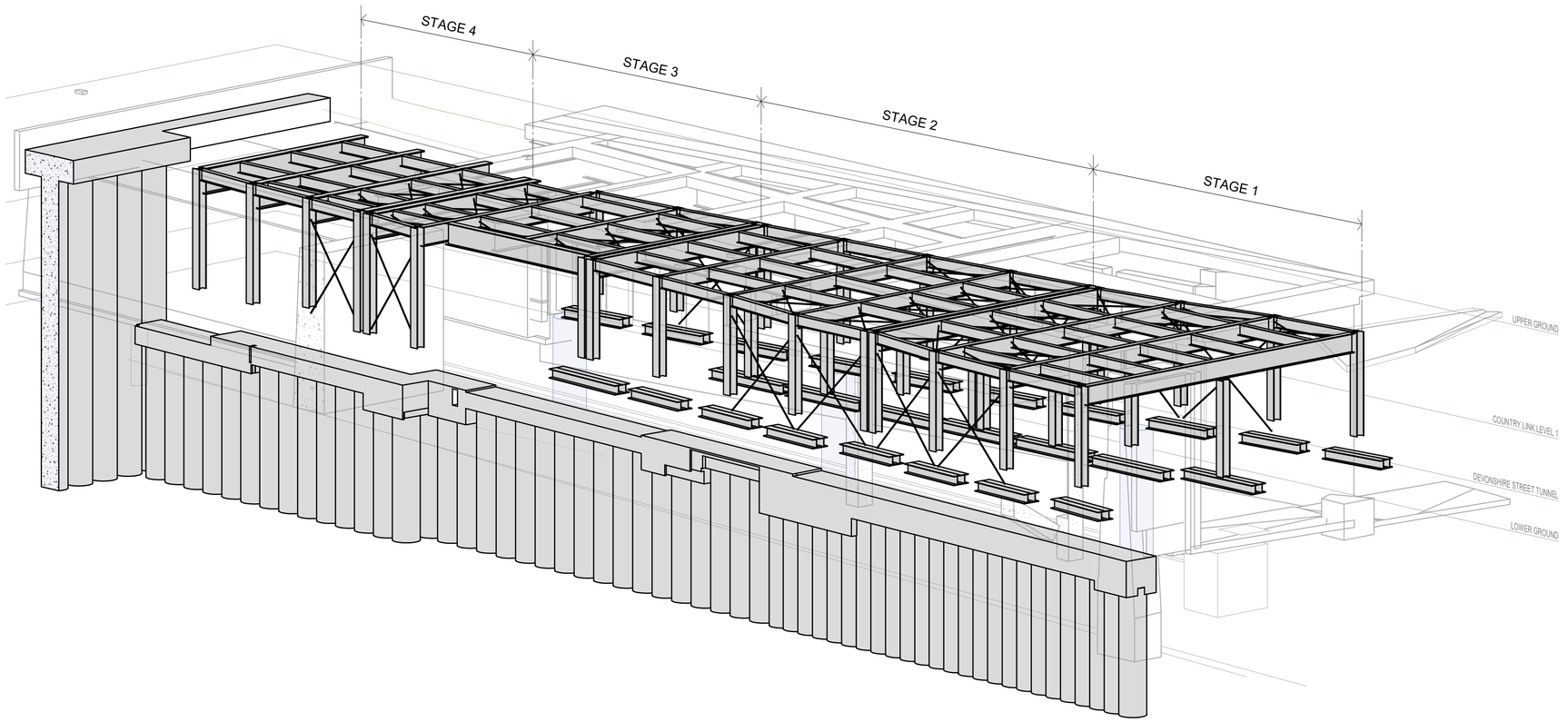
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DEVONSHIRE STREET TUNNEL - 3D VIEW
FUTURE WORKS SHORING INTERACTION

Not to scale

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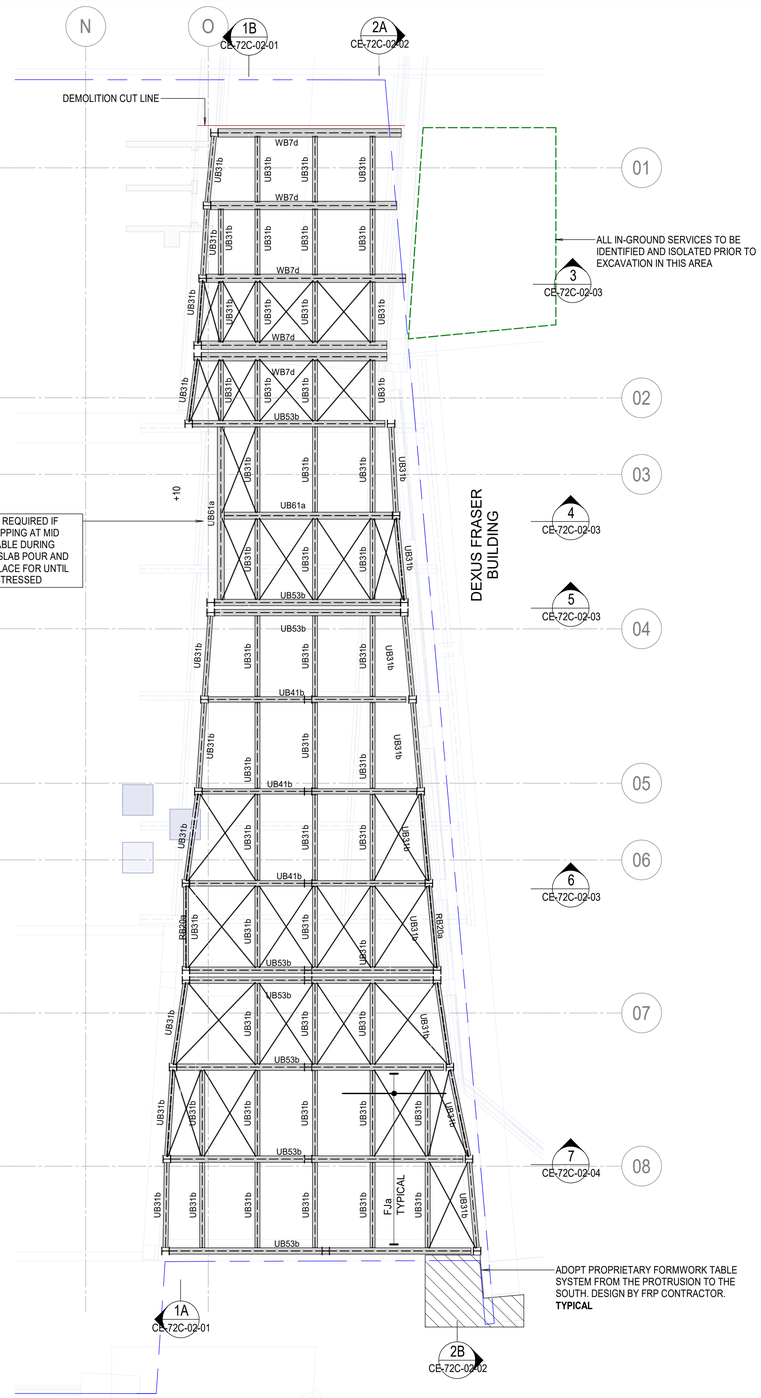
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DEVONSHIRE STREET TUNNEL FOOTING PLAN

Scale: 1 : 100



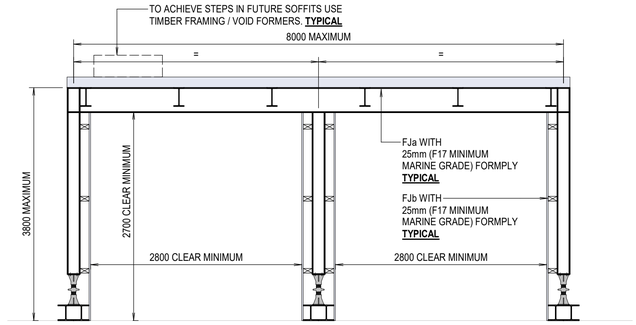
DEVONSHIRE STREET TUNNEL MARKING PLAN

Scale: 1 : 100

FUTURE OVERHEAD PROTECTION TO BE INSTALLED AFTER DEMOLITION WORKS

NOTES

1. CLASS OF FINISH: 2 U.N.O.
2. NO FUTURE TRANSFER LOADS FOR THE NEW STRUCTURE HAVE BEEN CONSIDERED IN THE PROTECTION PORTAL DESIGN.
3. ANY JACKING, PRESETS AND FORMWORK CRACKING STRATEGIES TO BE COORDINATED WITH FORMWORK CONTRACTOR.
4. ASSUMED ALLOWABLE BEARING PRESSURE 150kPa TO BE CONFIRMED BY GEOTECHNICAL ENGINEER.
5. MARKING PLAN IS BASED ON PEDESTRIAN ACCESS THROUGH NORTHERN TENANCIES. STRUCTURAL ARRANGEMENT WILL CHANGE IF PEDESTRIAN ACCESS THROUGH SOUTHERN TENANCIES IS ADOPTED.
6. ALL STEPS IN SOFFIT ARE TO BE SUPPORTED BY VOID FORMERS/TIMBER FRAMING. DESIGN BY SUB-CONTRACTOR.
7. ALL SET OUT AND COLUMN BASE RL'S TO BE CONFIRMED ONCE ALL SITE INVESTIGATIONS ARE CARRIED OUT.



TYPICAL STEEL PORTAL ELEVATION

NOT TO SCALE

FORMWORK MEMBER SCHEDULE			
MARK	TYPE	SIZE	COMMENTS
FJa	JOIST	150 x 77	truFORM 2 -SPAN CONTINUOUS AT 300 CENTRES
FJb	BEAM	150 x 77	truFORM

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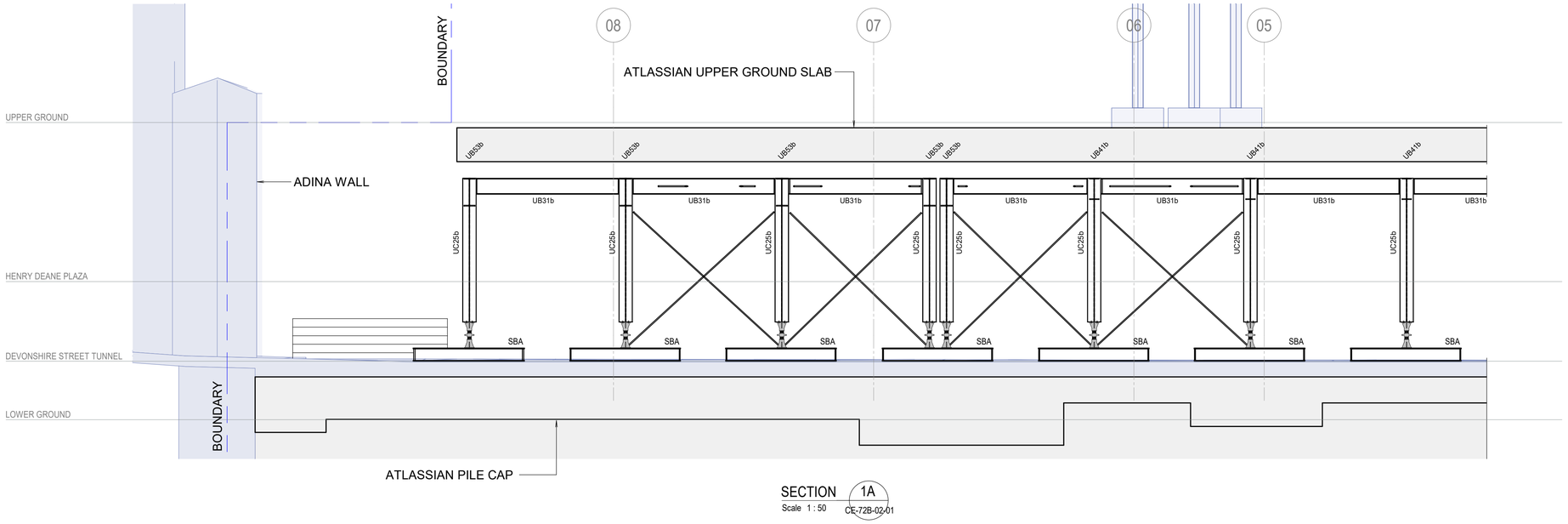
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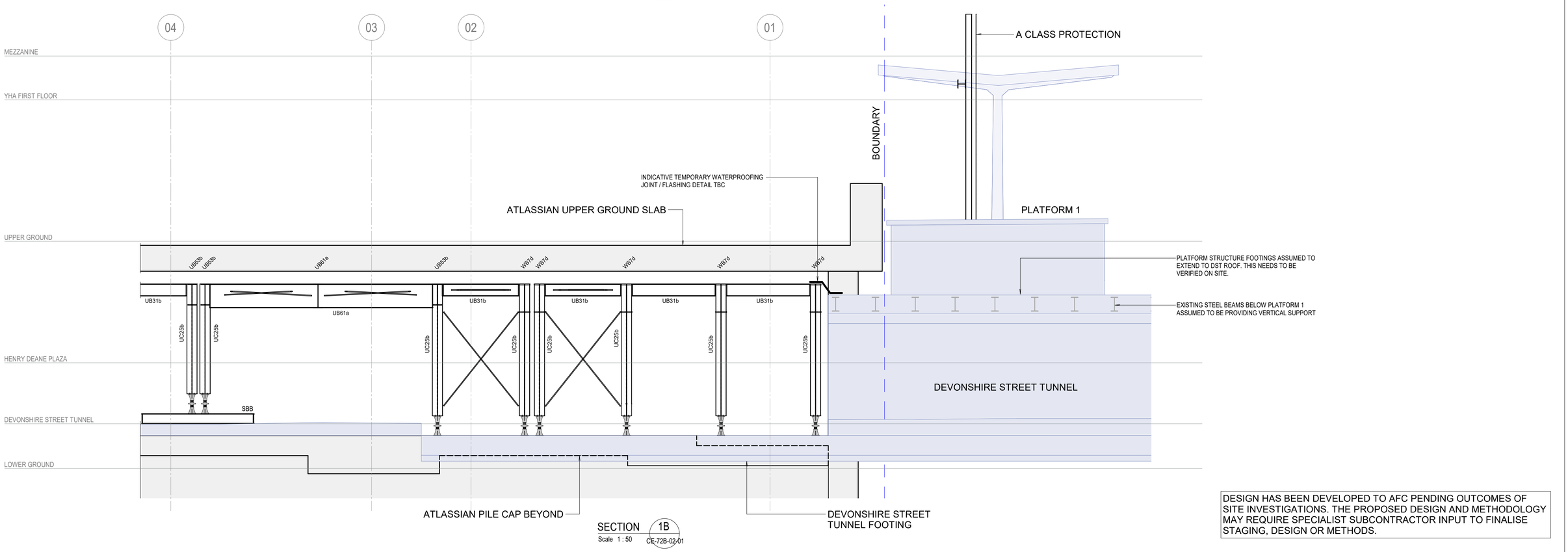
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SECTION 1A
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CE-72B-02-01



SECTION 1B
Scale 1 : 50
CE-72B-02-01

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ATLASSIAN CENTRAL
No.8-10 LEE STREET, HAYMARKET

TTW PROJECT NUMBER
191797

TRUE NORTH
PROJECT NORTH

GRAPHIC SCALE
0 2000 5000

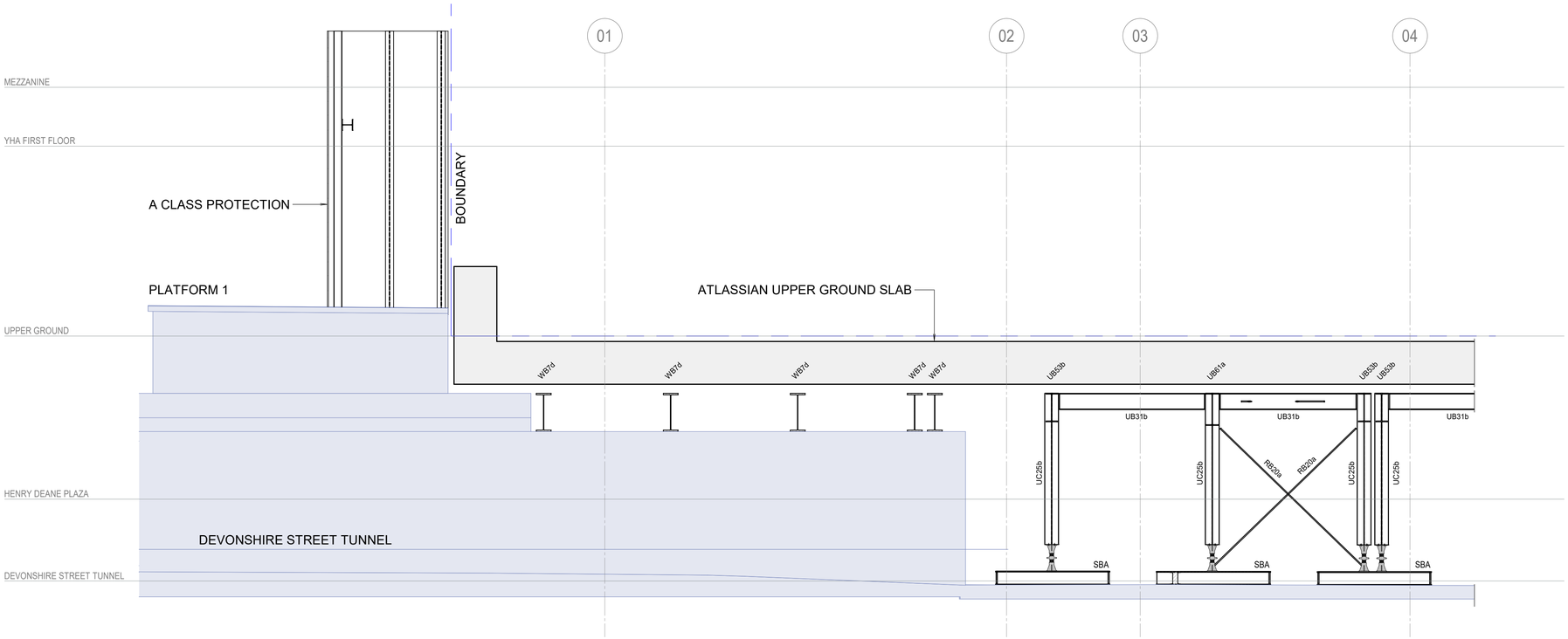
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STATUS
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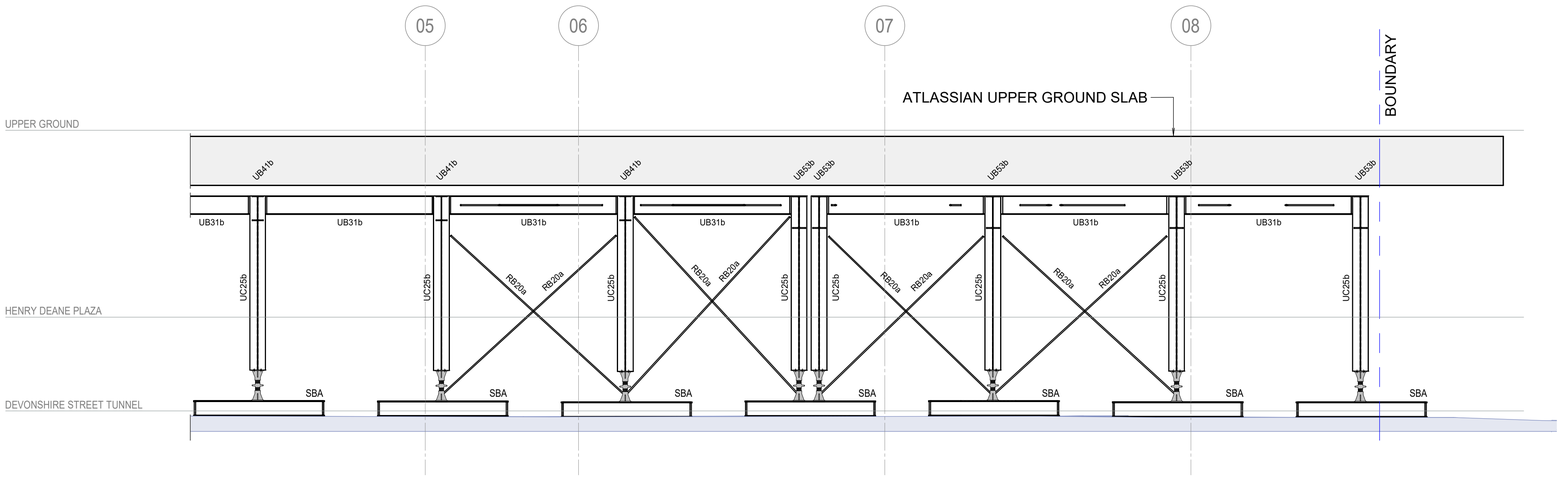
DRAWING
DEVONSHIRE STREET TUNNEL PORTAL SECTIONS - SHEET 1

DRAWING NUMBER
CE-72C-02-01

ISSUE
04



SECTION 2A
Scale 1 : 50
CE-72B-02-01



SECTION 2B
Scale 1 : 50
CE-72B-02-01

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01	11.11.21	95% DD ISSUE	CG	LC
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Rev	Date	Description	Eng	Draft

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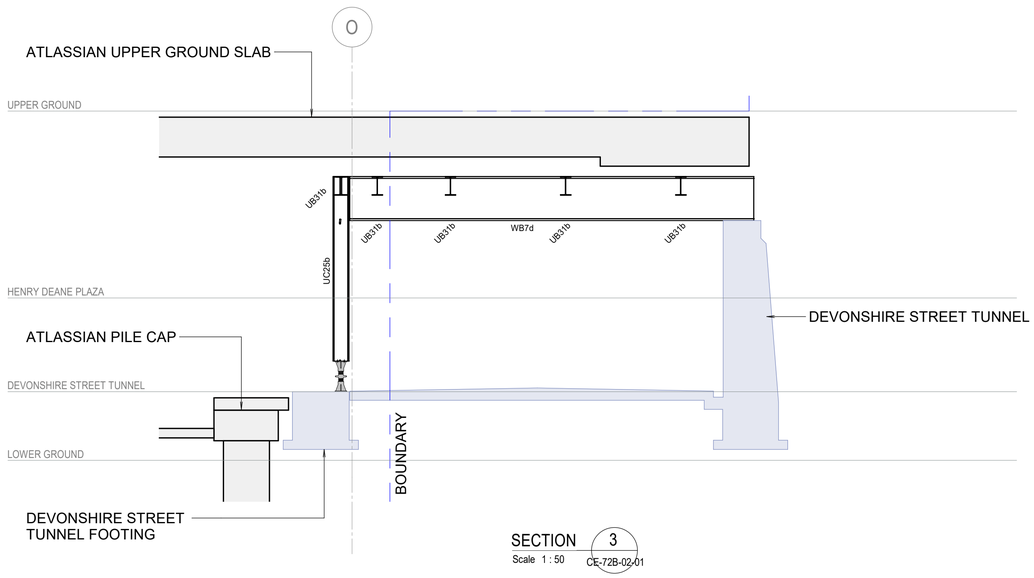
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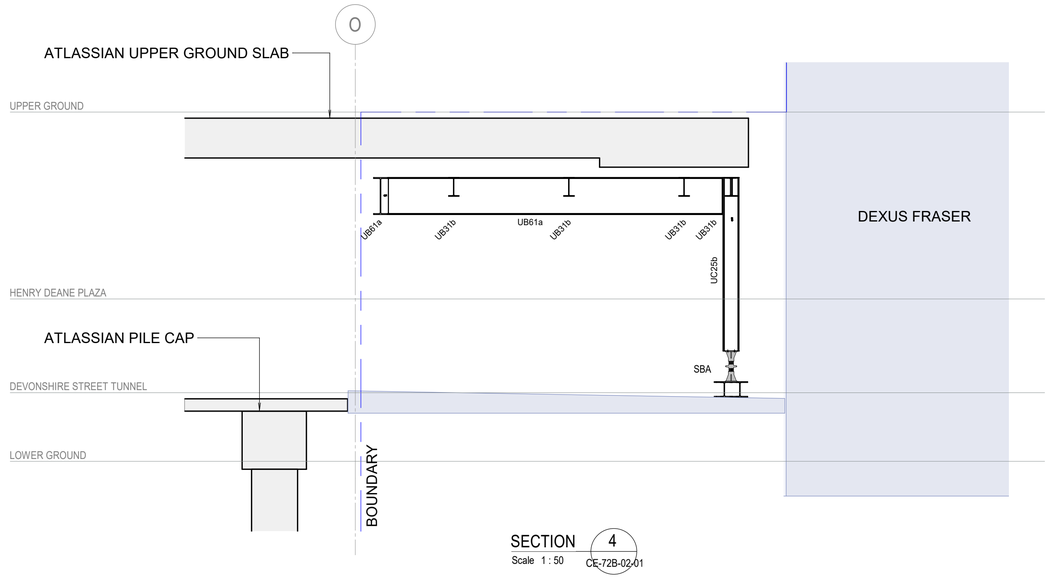
DRAWING
DEVONSHIRE STREET TUNNEL PORTAL SECTIONS - SHEET 2

DRAWING NUMBER
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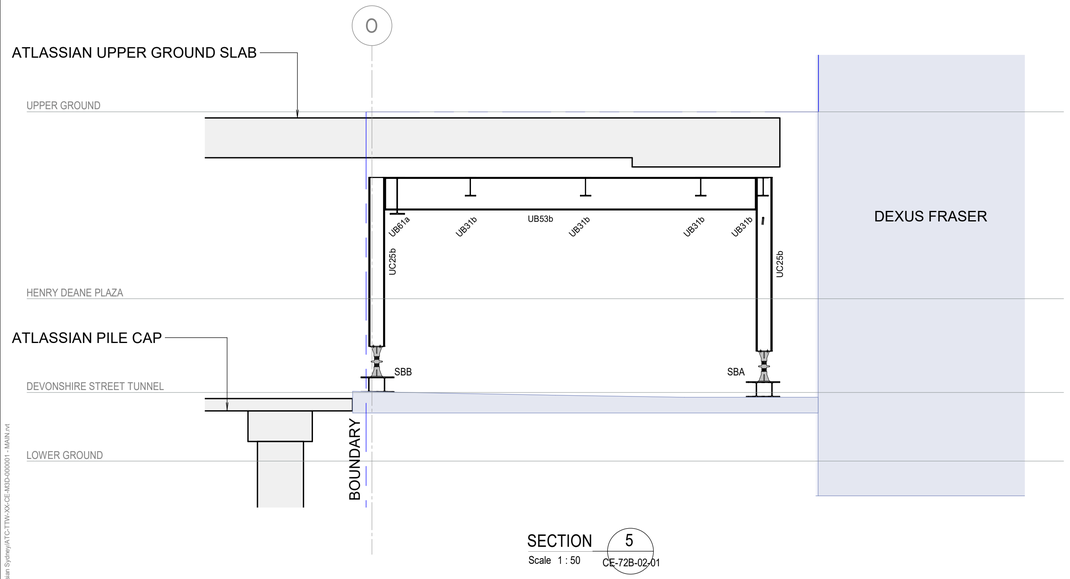
ISSUE
02



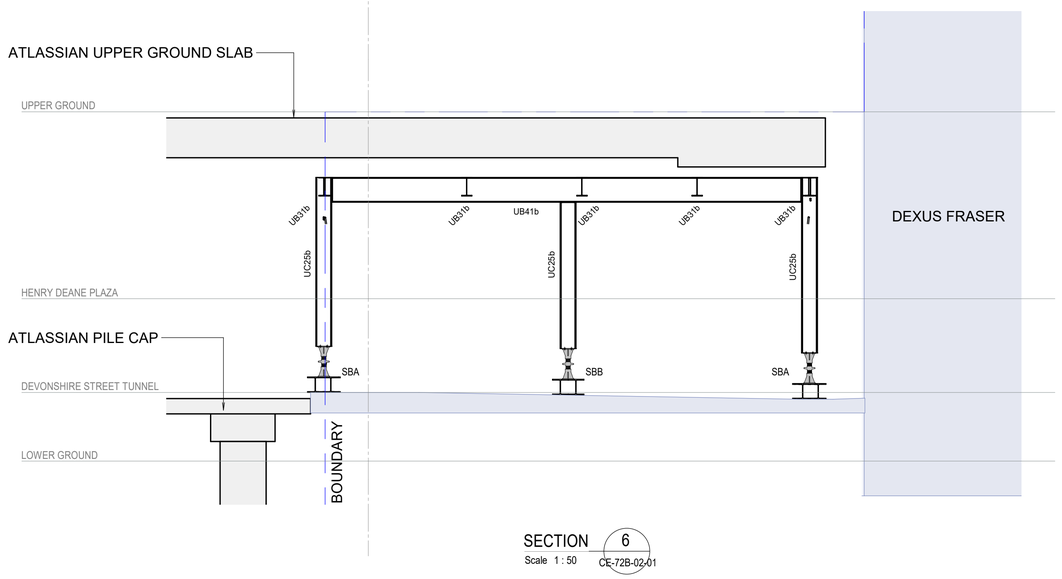
SECTION 3
Scale 1 : 50
CE-72B-02-01



SECTION 4
Scale 1 : 50
CE-72B-02-01



SECTION 5
Scale 1 : 50
CE-72B-02-01



SECTION 6
Scale 1 : 50
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TRUE NORTH
PROJECT NORTH

GRAPHIC SCALE
0 2000 5000

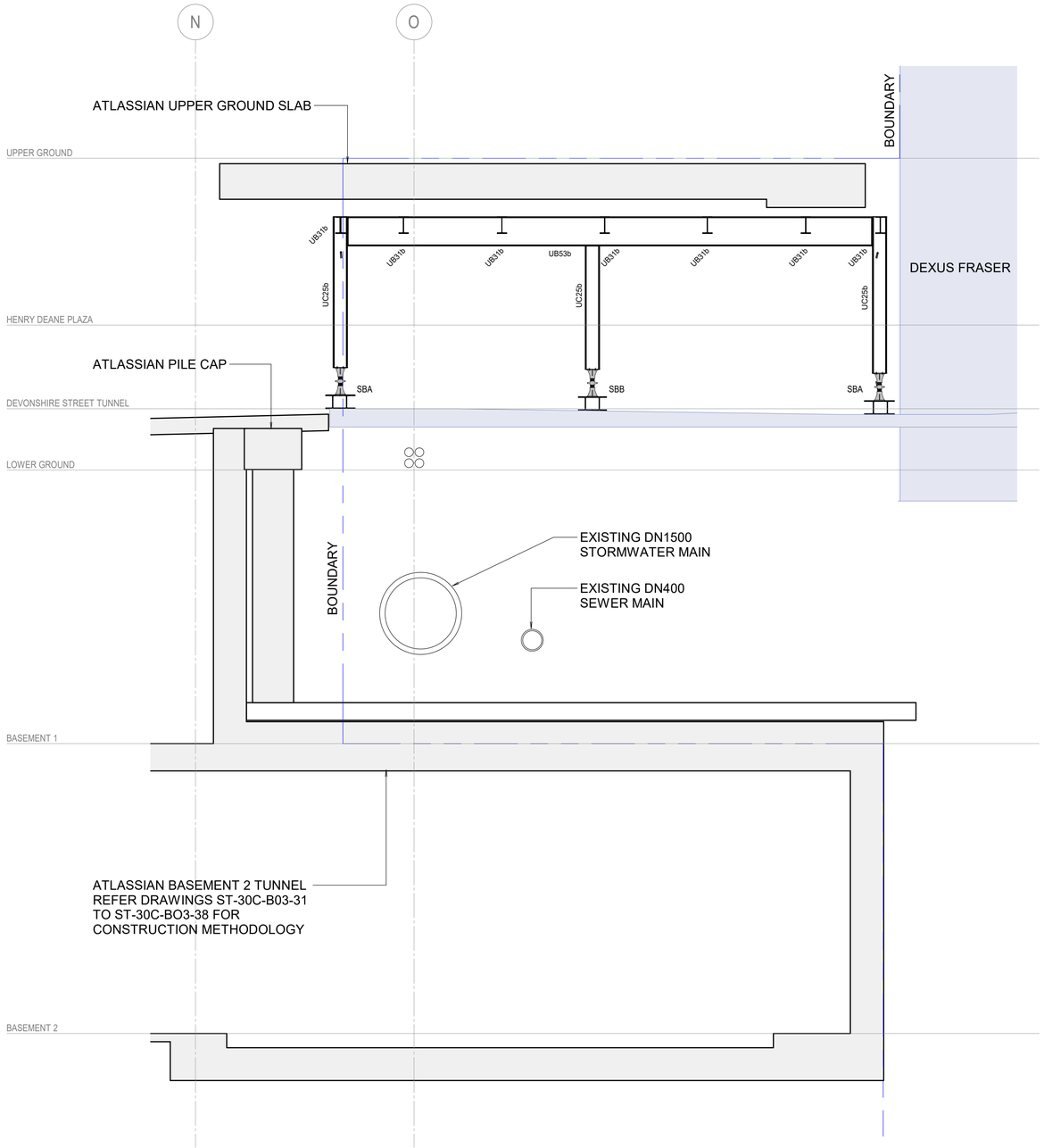
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DRAWING
DEVONSHIRE STREET TUNNEL PORTAL SECTIONS - SHEET 3

DRAWING NUMBER
CE-72C-02-03

ISSUE
02



SECTION 7
Scale 1 : 50 CE-72B-02-01

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TRUE NORTH PROJECT NORTH

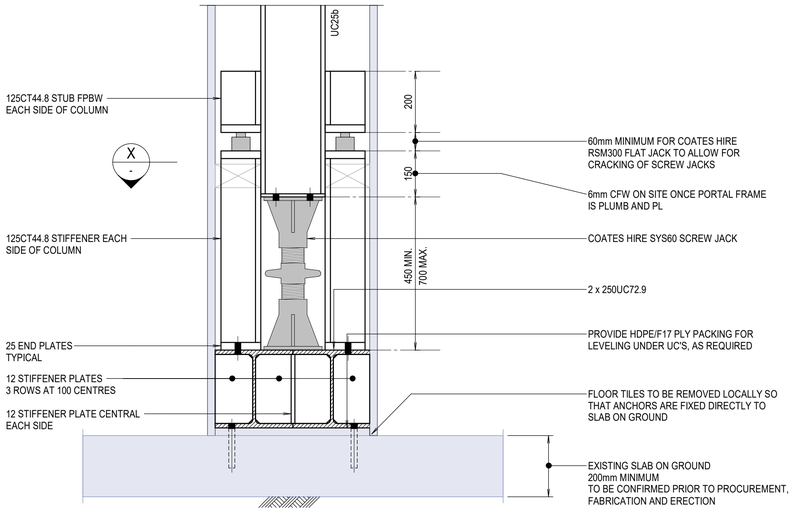
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Scale : A1 DRAWN AUTHORISED
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STATUS
FOR CONSTRUCTION

DRAWING
DEVONSHIRE STREET TUNNEL PORTAL SECTIONS - SHEET 4

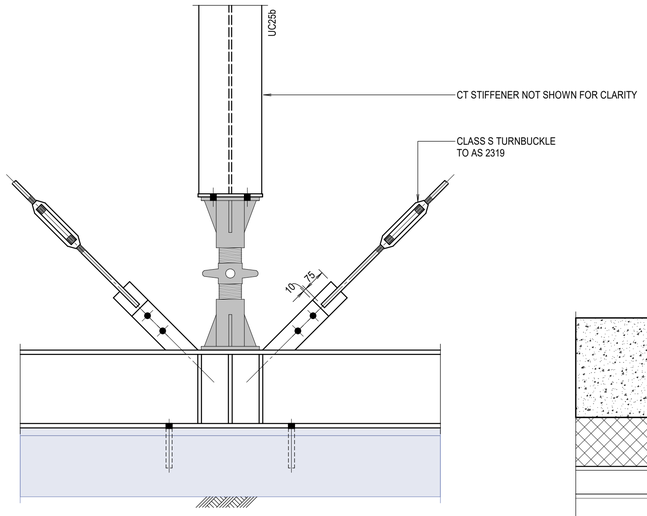
DRAWING NUMBER CE-72C-02-04
ISSUE 02



TYPICAL SPREADER AND SCREW JACK DETAIL

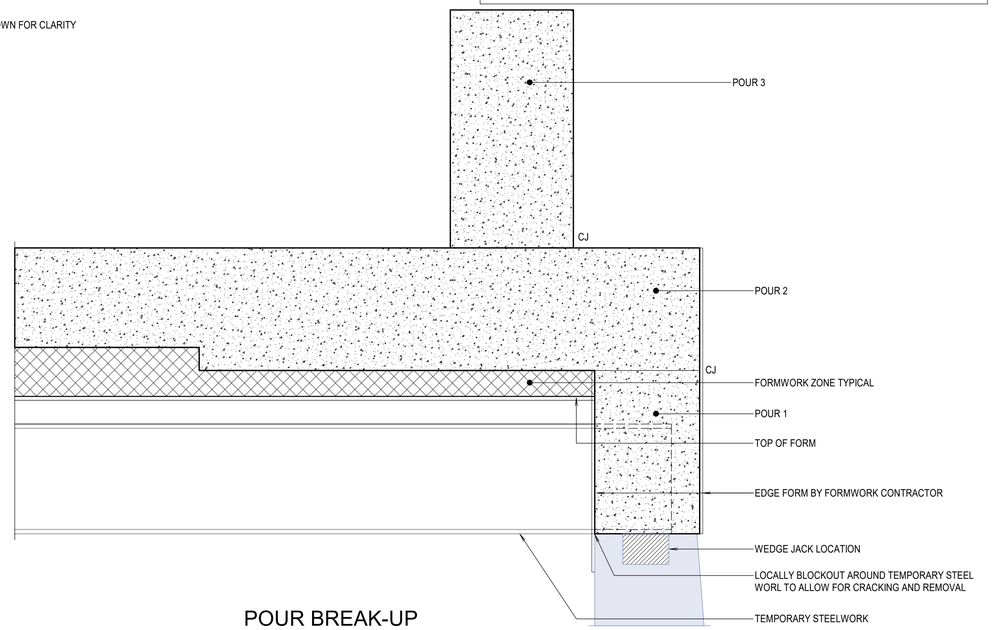
SCALE 1:10

NOTE:
- TEE STIFFENERS REQUIRED AT NORTH AND SOUTH PORTAL FRAME LEGS ONLY (I.E. NOT REQUIRED ON CENTRAL COLUMNS)
- TEE STIFFENERS REQUIRED PRIOR TO INSTALLATION OF TIMBER FORMWORK DECK INSTALLATION
- FLAT JACKS ONLY REQUIRED ONCE UPPER GROUND SLAB AS ACHIEVED DESIGN STRENGTH



TYPICAL ROD BRACING DETAIL

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POUR BREAK-UP

DETAIL A
SCALE 1 : 20

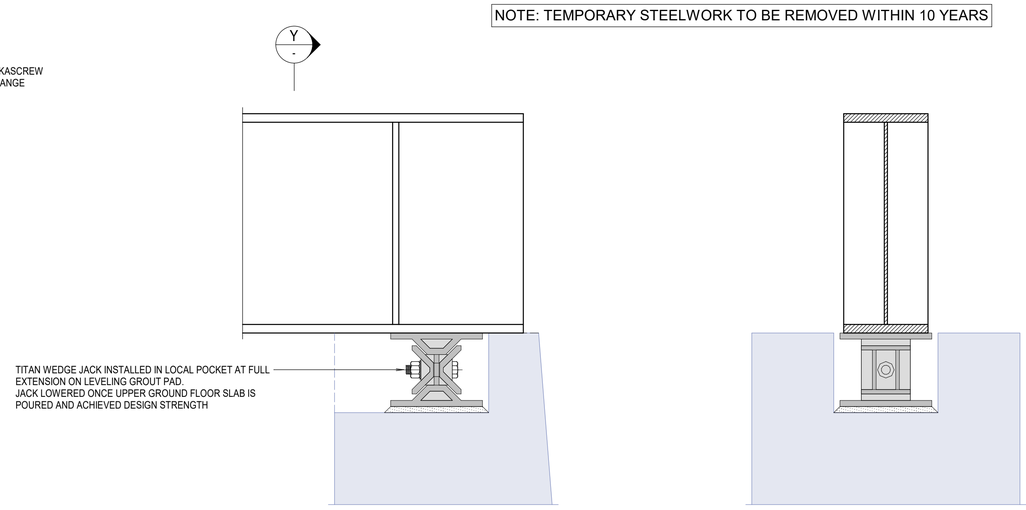
DETAIL AT SINGLE COLUMN

PLAN X
SCALE 1:10 -

DETAIL AT DOUBLE COLUMNS

PLAN X
SCALE 1:10 -

NOTE: TEMPORARY STEELWORK TO BE REMOVED WITHIN 10 YEARS



TYPICAL JACKING DETAIL AT TOP OF EXISTING DEVONSHIRE STREET WALL

SECTION Y
SCALE 1:10 -

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TRUE NORTH PROJECT NORTH

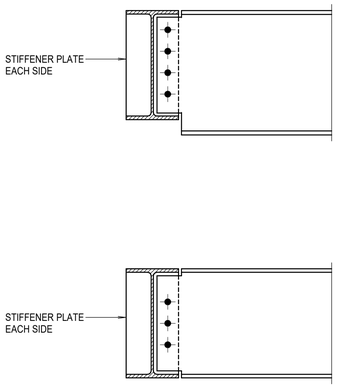
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STATUS
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DRAWING
DEVONSHIRE STREET TUNNEL TYPICAL STEELWORK DETAILS SHEET 1

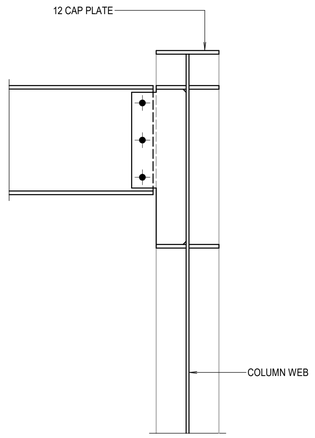
DRAWING NUMBER CE-72D-02-01
ISSUE 03



BEAM TO BEAM FIN PLATE

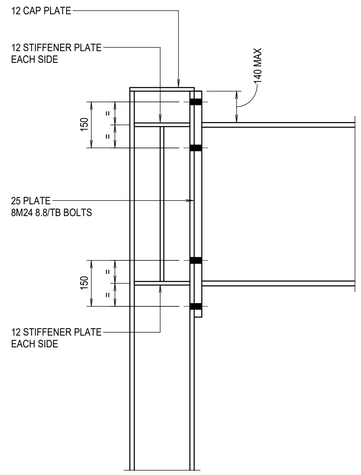
1. ALL BOLTS GRADE 8.8/S
2. BOLT CENTRES 70mm FOR M20 BOLTS
3. BOLT CENTRES 80mm FOR M24 BOLTS
4. ALL WELDS TO BE CATEGORY SP
5. MINIMUM EDGE DISTANCE 1.5 x BOLT DIA.

BEAM TO BEAM FIN PLATE		
BEAM SIZE	PLATE THICKNESS	BOLTS
310UB	10	3M20
410UB	10	4M20
530UB	10	6M20
610UB	10	7M20

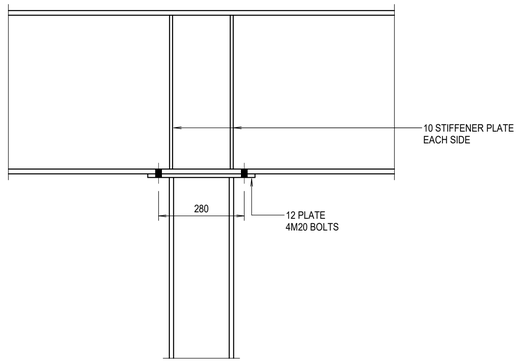


EDGE BEAM TO PORTAL COLUMN FIN PLATE

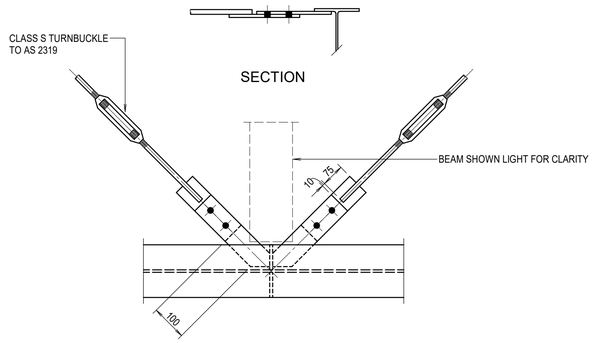
(REFER TO SCHEDULE FOR BOLT AND FIN PLATE DETAILS)



PORTAL COLUMN END PLATE



CENTRAL COLUMN CAP PLATE



TYPICAL HORIZONTAL ROD BRACING DETAIL

(VERTICAL BRACING SIMILAR)

SCALE 1:10

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GRAPHIC SCALE
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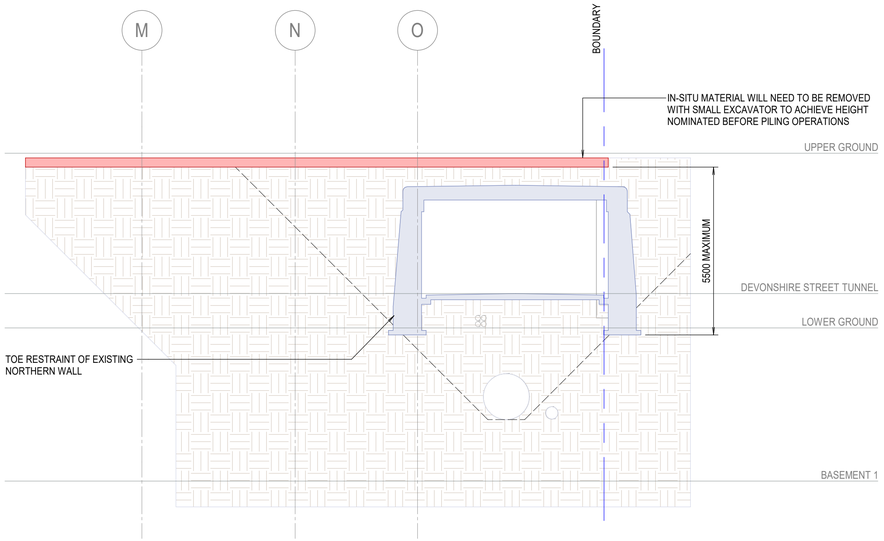
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DRAWING
DEVONSHIRE STREET TUNNEL TYPICAL STEELWORK DETAILS SHEET 2

DRAWING NUMBER
CE-72D-02-02

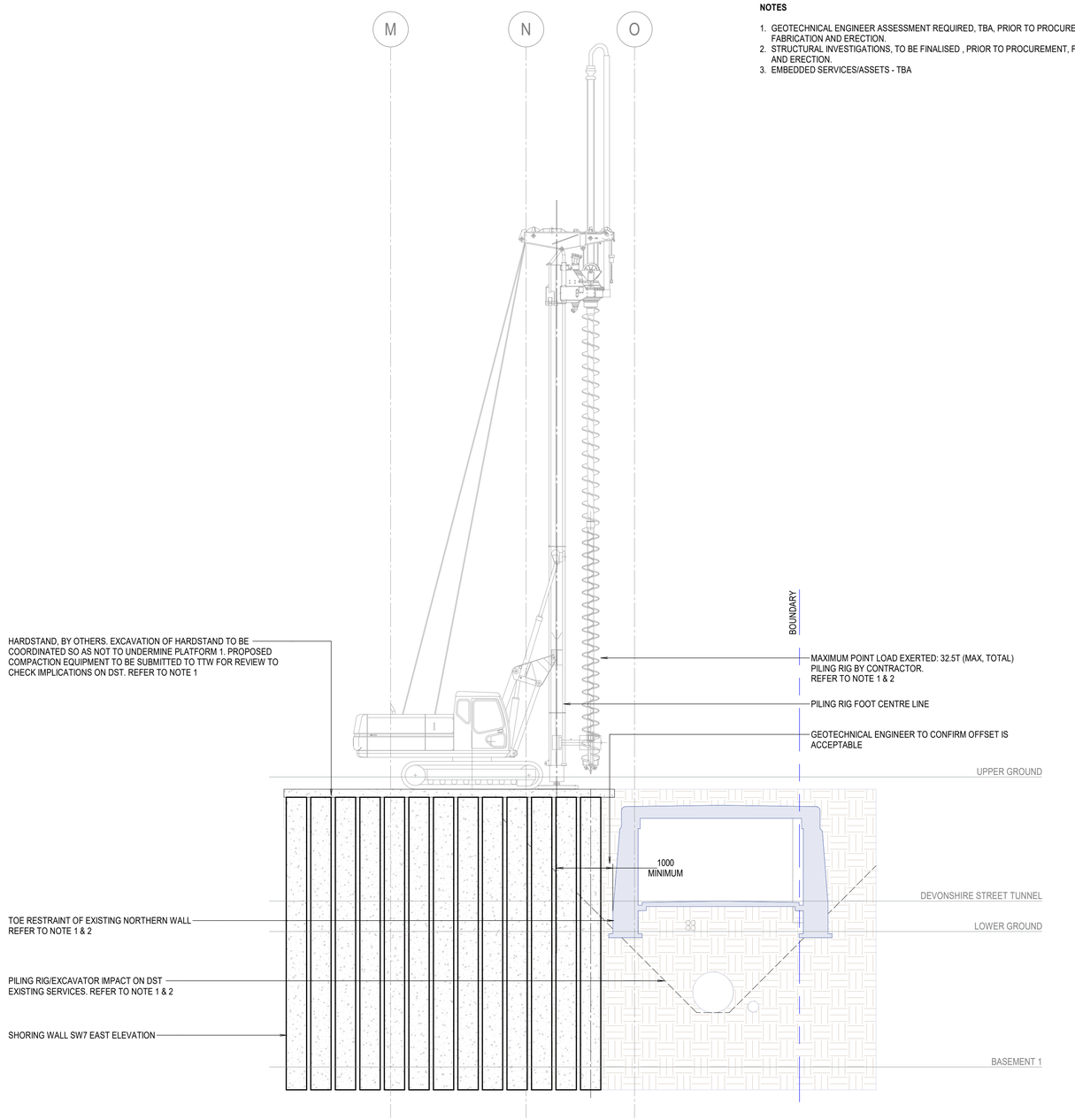
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DEVONSHIRE STREET TUNNEL DEMOLITION - STAGE 1 DEMOLITION PHASE

Scale: 1 : 100



DEVONSHIRE STREET TUNNEL DEMOLITION - STAGE 2 PILING PHASE

Scale: 1 : 100

NOTES

1. GEOTECHNICAL ENGINEER ASSESSMENT REQUIRED, TBA, PRIOR TO PROCUREMENT, FABRICATION AND ERECTION.
2. STRUCTURAL INVESTIGATIONS, TO BE FINALISED , PRIOR TO PROCUREMENT, FABRICATION AND ERECTION.
3. EMBEDDED SERVICES/ASSETS - TBA

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DEVONSHIRE STREET TUNNEL STAGING DIAGRAMS

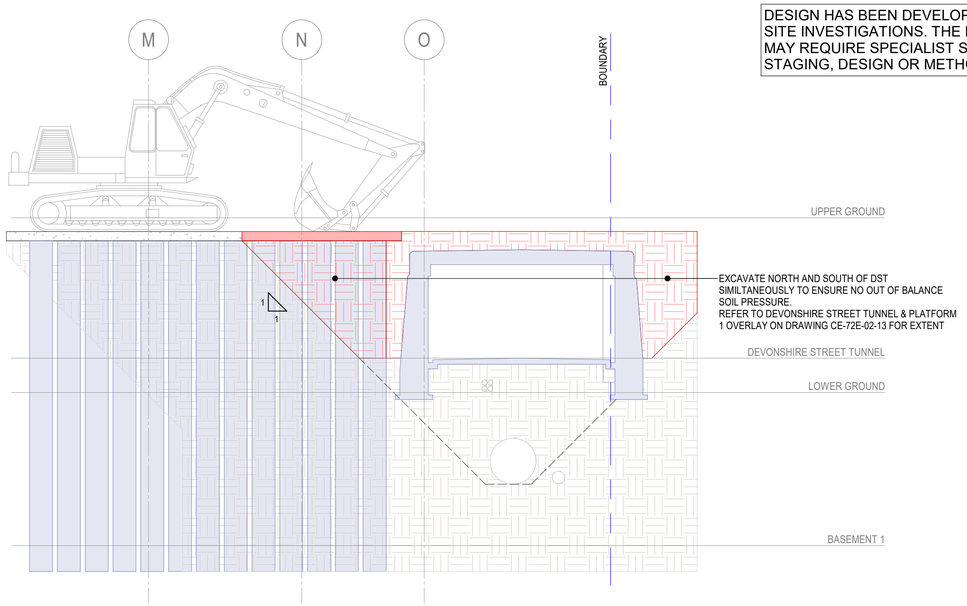
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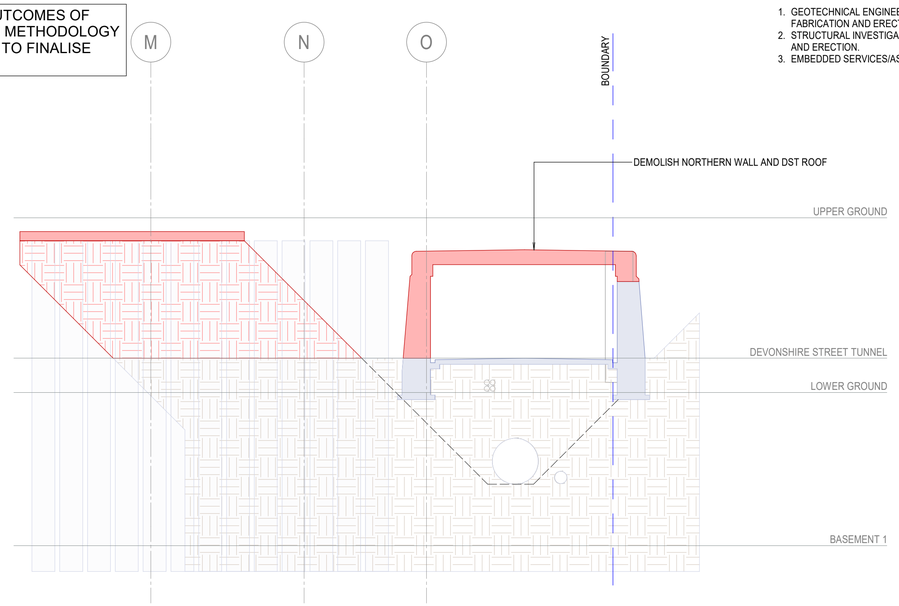
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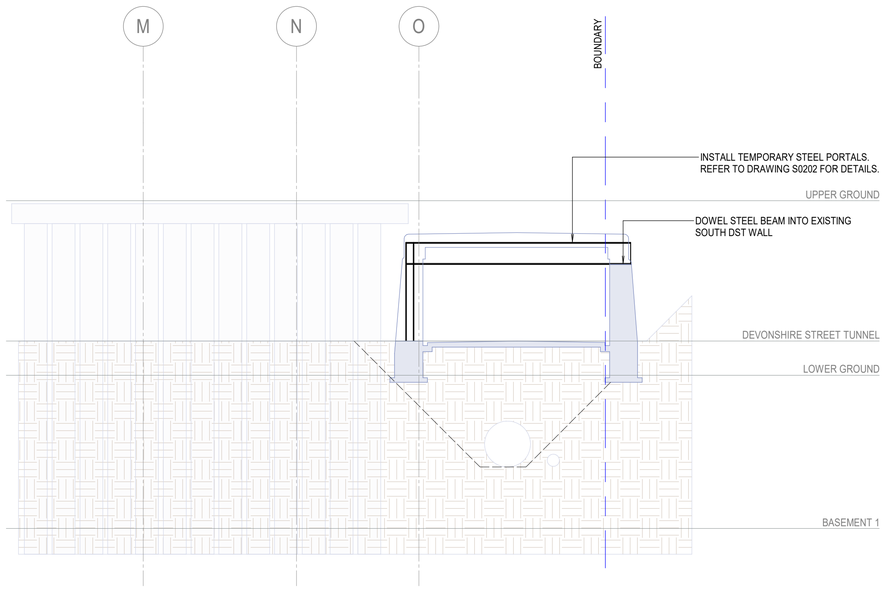
DEVONSHIRE STREET TUNNEL DEMOLITION - STAGE 3 EXCAVATION PHASE

Scale: 1 : 100



DEVONSHIRE STREET TUNNEL DEMOLITION - STAGE 4 DEMOLITION PHASE

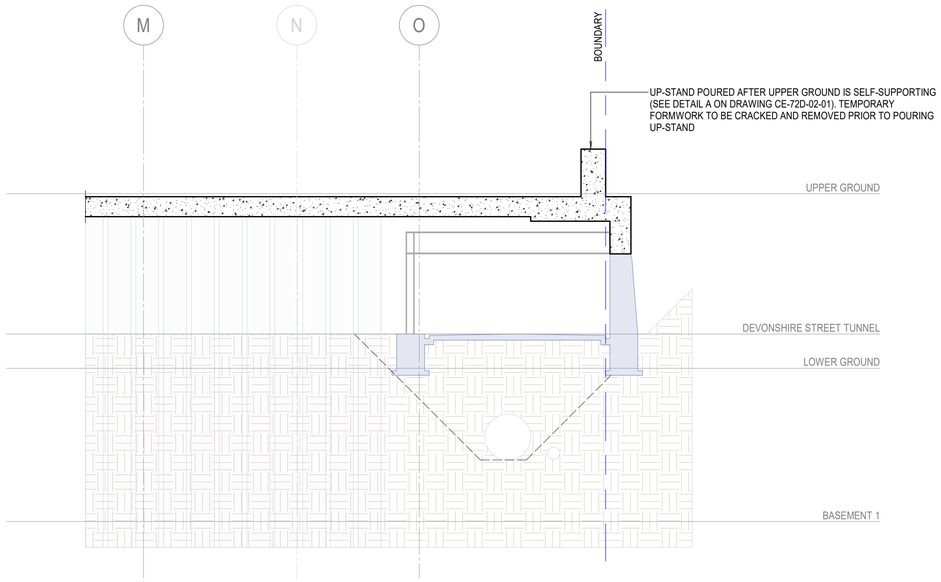
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DEVONSHIRE STREET TUNNEL DEMOLITION - STAGE 5

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TEMPORARY OVERHEAD PROTECTION AND WORKING DECK INSTALLATION



DEVONSHIRE STREET TUNNEL DEMOLITION - STAGE 6 UPPER GROUND CONSTRUCTION

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TTW PROJECT NUMBER
191797

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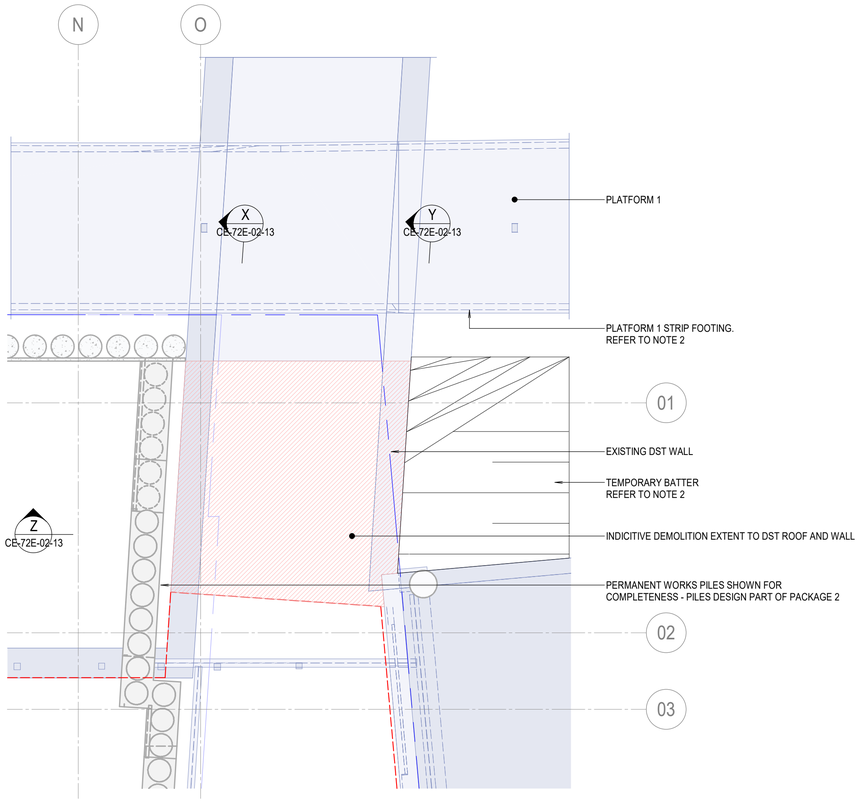
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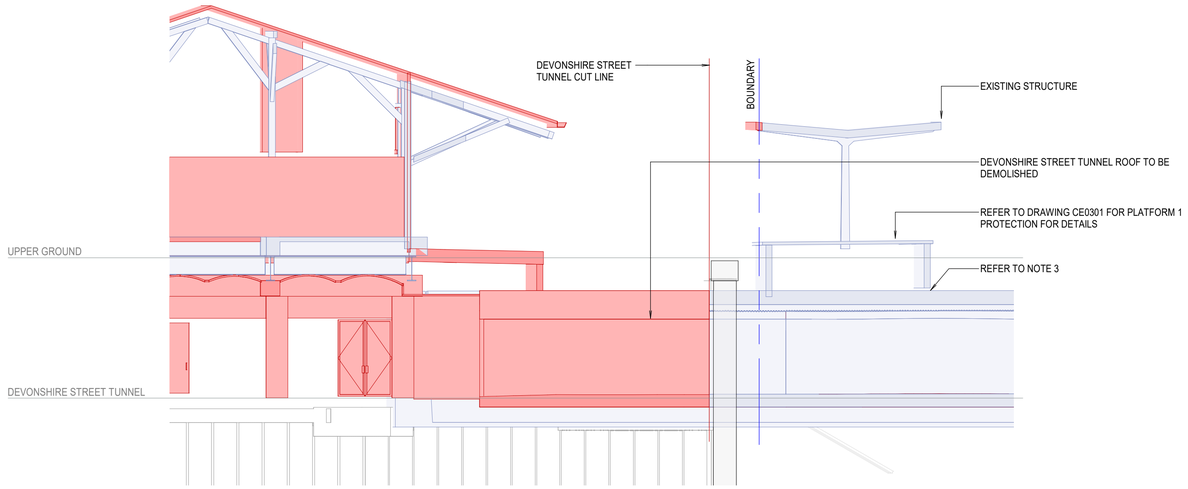
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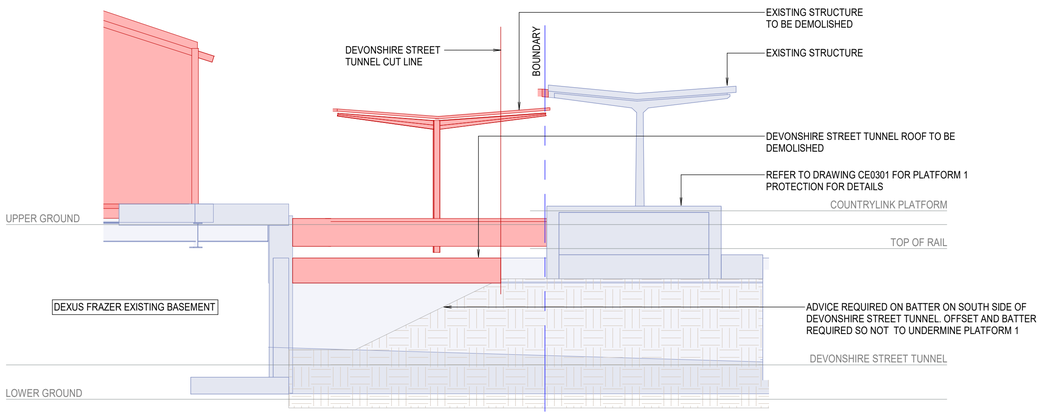
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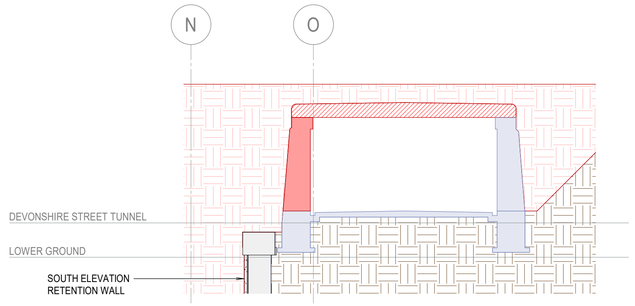
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DEVONSHIRE STREET TUNNEL STAGING DIAGRAMS

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ISSUE
04

APPENDIX D

TRADITIONAL STONEMASONRY, CENTRAL STATION PARCELS SHED, HERITAGE BUILDING FABRIC SALVAGE AND STORAGE, 2019

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 Parcels Shed



Heritage Building Fabric

Deconstruction & Storage

Written on behalf of: Atlassian
By: James Ginter - Traditional Stonemasonry (Consulting)

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Heritage Store Location Plan 15

Date: 27/06/2019

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 walls and timber frame work that comprised the Former Parcels shed located adjacent Central Station in Sydney.

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
    b. Sandstone
        i. Chimney Caps & Embellishments
        ii. Plinth course
        iii. Other Embellishments
2. Timber Frame Work
    a. Joinery
        i. Windows
        ii. Doors
    b. Timber Roof members
    c. Timber Posts
3. Iron Works
    a. Door Rolling Slides
    b. Window and door hardware
    c. Timber framing brackets

Please note that the following list of existing fabric not identified within this report are excluded from the process outlined within this report and should be carefully removed during the soft strip out of the building prior to the commencement of the heritage fabric salvaging process. This list is not exhaustive and the list of items included in this report may be gathered from the contents of the report itself.

- Corrugated roof and wall linings
- Electrical, mechanical and plumbing systems
- Interior wall linings
- Non original flooring and floor structures
- Concrete floor slabs etc
- Signage and artwork not relating to the Parcel Sheds original usage.
- Train cars and associated rolling stock.
- Train lines and associated fixings and equipment

Report Structure

Table of Architectural Nomenclature	A list of terms occasionally used in this report to describe areas of the building and architectural details
Salvage Zone Drawings	Floor plans or elevation drawings identifying the items for intended deconstruction.
Salvage Fabric ID Photos	A series of annotated photographs providing the unique reference codes applied to individual items of fabric for 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 form 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.
FINIAL: An ornament which terminates the point of a spire or pinnacle.
FIXINGS: A general term for cramps, dowels or metal hooks used for the securing of stone permanently to a substrate material.
FRIEZE: A horizontal band immediately below the cornice which can be plane, decoratively carved or used for lettering.
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.
PURLIN: A horizontal beam which supports common rafters.
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.
RAFTER: One of as series of inclined members which support a roof covering.
STRUT: A vertical or semi inclined timber member which supports an under Purlin and is founded on a load bearing 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.
TYMPANUM: The triangular or segmental space enclosed by a pediment or arch.
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**

TOP PLATE: A horizontal timber member laid continuously onto load bearing walls and onto which rafters, hips and valleys are supported.
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.

Masonry Walls

Brick Wall Panels

The mortar between the bricks is, due to the age of the building, most likely a natural hydraulic lime and sand mix (lime mortar) which is fairly soft. The lime mortar will allow for the relatively easy deconstruction of the brick walls in horizontal courses with the face bricks being separated from the internal commons during the dismantle phase. In this manner the face bricks can be reused as face bricks thus preserving the intended overall appearance of the walls after reconstruction has occurred.

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.

The procedure below is to be executed only after the completion of the strip out of non-heritage items and in conjunction with the removal of Timber and Stone masonry works.

Patience and skill are required to successfully deconstruct masonry walls.

PROCEDURE:

Removal

1. Create a measured drawing illustrating, in plan and elevation, the precise location, layout and size of the masonry walls and how they are integrated into the timber wall and roof framing. The drawings shall provide a recoverable set out position in both the X and Y axis.
2. Mark the face bricks (*) front face in crayon to identify it as a face brick.
3. Photograph in High Resolution the full extent of the wall panels to be deconstructed.
4. Starting at the upper most course of bricks, carefully remove exposed lime mortar from the perpend and bed joints of the bricks 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 brick causing a chip to occur.
5. Once a sufficient amount of the mortar has been removed, carefully ease the brick out of the wall and place on a pallet identified as being either Face or commons for cleaning.
6. Work in progressive horizontal courses to the full depth of the walls from higher to lower courses.

Cleaning

1. Scrape off loose lime mortar by gently tapping the mortar with a scutch hammer. The impact must be light as a hard impact may cause a fracture in the brick.
2. Alternatively, when the mortar is very soft you may rub two mortar covered brick faces together until all the solids have been removed.
3. Immerse the bricks in a potable water and allow to soak for between 20 - 30 minutes and then remove from the water bath and scrub using soft nylon scrubbing brushes to remove residual lime and sand from the bedding and perpend faces.
4. Restack onto clean pallets and allow to stand dry for 2 weeks prior to strapping with nylon straps and shrink wrapping for long term storage.
5. Long term storage must be protected from weather.

Stonework

Chimney Capitals & Embellishments

The mortar between the stone and bricks is, due to the age of the building, 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 once surrounding brick work has been safely removed. 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.

The procedure below is to be executed only after the completion of the strip out of non-heritage items and in conjunction with the removal of Timber and brick masonry works.

Patience and skill are required to successfully deconstruct masonry walls.

PROCEDURE:

Removal

1. Create a measured drawing illustrating, in plan and elevation, the precise location, layout and size of the masonry walls and how they're integrated into the timber wall and roof framing.
2. Using a surveyor, mark up the plans and elevations with RL's sufficient to ensure the brick and 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 chimney capitals
    b. At all roof flashing reglets in the masonry chimney breasts
    c. At the top of all chimney kneeler stones
    d. At the top of each plinth course stone.
3. A brick storey rod is to be made and checked against each of the brick walls to ensure they are uniform in coursing and if not then an individual storey rod is to be made for each wall in order to ensure precise replication of the bed joint widths during future reconstruction of the walls.
4. Photograph in High Resolution the full extent of the stone blocks to be deconstructed and label the stone to be removed (refer to photo 1.2).
5. If a 'Lewis Pin' hole is detected on the upper face of the stone, this is to be cleaned of infill mortar and examined by a master mason to ensure it is fit for reuse in the short term lifting of the stone from its bed.
6. Carefully remove the mortar from any exposed bed or perpend joint 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. Place a set of lewis pins (refer to image 1.1) 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.
8. Lower the stone onto the gluts
9. 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.

Cleaning

1. 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.
2. Wash bedding and perpend faces in fresh water and use a stiff nylon scrubbing brush to remove residual lime mortar.
3. 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.



Photo 1.1

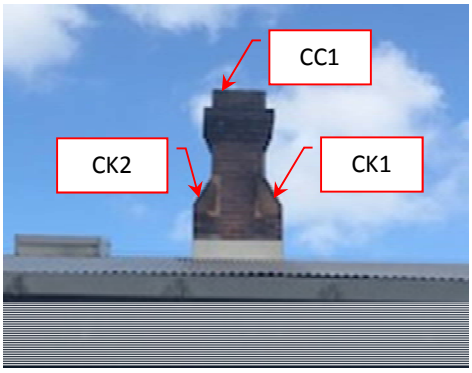


Photo 1.2

Plinth Course

The mortar between the stone and bricks is, due to the age of the building, most likely a natural hydraulic lime and sand mix (lime mortar) which is fairly soft. The lime mortar will allow for the relatively easy deconstruction of the carved stone plinth course once brick work above it has been safely removed. 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.

The procedure below is to be executed only after the completion of the strip out of non-heritage items and in conjunction with the removal of Timber and brick masonry works.

Patience and skill are required to successfully deconstruct masonry walls.

PROCEDURE:

Removal

1. Photograph in High Resolution the full extent of the stone blocks to be deconstructed and label the stone to be removed (refer to photo 1.3).
2. If a 'Lewis Pin' hole is detected on the upper face of the stone, this is to be cleaned of infill mortar and examined by a master mason to ensure it is fit for reuse in the short term lifting of the stone from its bed.
3. Carefully remove the mortar from any exposed bed or perpend joint 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.

4. Place a set of lewis pins (refer to image 1.1) 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.
5. Lower the stone onto the gluts
6. 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.

Cleaning

1. 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.
2. Wash bedding and perpend faces in fresh water and use a stiff nylon scrubbing brush to remove residual lime mortar.
3. 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.



Photo 1.3

Timber Frame Work

Joinery

Windows

Removal

1. Photograph the windows external and internal faces prior to any dismantling occurring and provide a unique ID code for the window assembly (Refer to Photo 1.4).
2. Create unique id codes for all associated removable items (Architraves, trims, apron moulds, hardware, Sash weights etc)
3. Create a bespoke timber crate for the windows, architraves, trims, sash weights etc
4. The crates must be designed to allow for transporting using a forklift.
5. All items removed from the assembly must have their Unique ID code printed on a non-visible face using permanent marker or affixed with a non-perishable tagging system.
6. All tagged items are to be individually wrapped in acid free, closed cell foam softening.
7. All items wrapped in softening shall have their unique ID code written in permanent marker on the outside of the wrapping.
8. All wrapped and marked items are to be carefully placed in the boxes and the lid screw fixed to the top of the crate.
9. The window ID code is to be spray painted onto the lid and two faces of the crate for ready identification whilst in storage

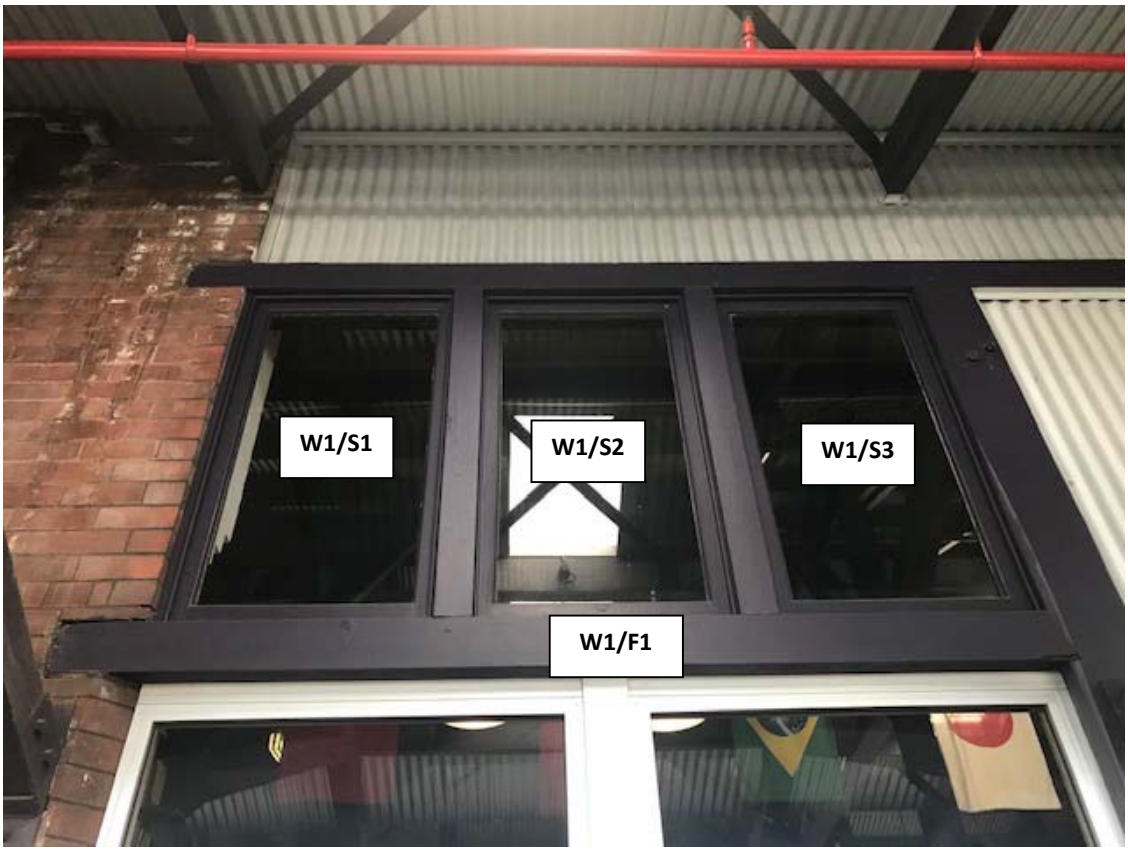


Photo 1.4

Doors

Removal

1. Photograph the Doors external and internal faces prior to any dismantling occurring and provide a unique ID code for the window assembly (Refer to Photo 1.5).
2. Create unique id codes for all associated removable items (Architraves, framing and Jambs, hardware, etc)
3. Create a bespoke timber crate for the doors and accessories
4. The crates must be designed to allow for transporting using a forklift.
5. All items removed from the assembly must have their Unique ID code printed on a non-visible face using permanent marker or affixed with a non-perishable tagging system.
6. All tagged items are to be individually wrapped in acid free, closed cell foam softening.
7. All items wrapped in softening shall have their unique ID code written in permanent marker on the outside of the wrapping.
8. All wrapped and marked items are to be carefully placed in the boxes and the lid screw fixed to the top of the crate.
9. The Door ID code is to be spray painted onto the lid and two faces of the crate for ready identification whilst in storage

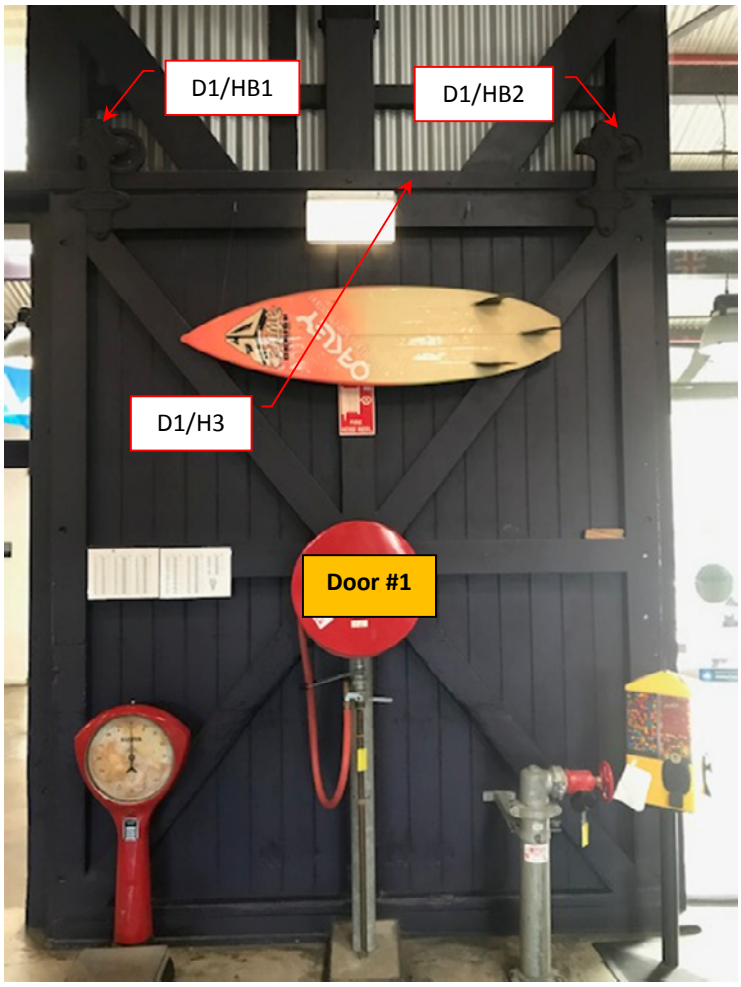


Photo 1.5

Timber roof Members

Removal

1. Undertake to photograph and document the condition of the timber members in order to identify the prior condition of the fabric prior to dismantling and storage. The condition report shall orient the patina of the members to ensure that during reconstruction the members are orientated correctly so that visible patina makes sense given the fabric role and position within the structure.
2. Create a framing plan inclusive of elevations and sections in which each of the individual framing members is given a unique ID code.
3. Dimension the plans and elevations to illustrate the precise layout of each of the roof framing members based on at least one recoverable set out point in plan in both the X and Y axis.
4. Using a surveyor, mark up the plans and elevations with RL's sufficient to ensure the framing members 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. Door sills and heads
    b. Window sills and heads
    c. Top of vertical support posts
    d. Top of ridge beam at either extreme end of the ridges as well as at regular 3 metre intervals along its length
    e. Top surface of the top plate and bottom plate of the wall frames at each corner and intersecting wall and post junction.
5. Create unique id codes for all associated removable items (Architraves, framing and Jambs, hardware, etc)
6. Create a bespoke timber crate for the doors and accessories
7. The crates must be designed to allow for transporting using a forklift.
8. All items removed from the assembly must have their Unique ID code printed on a non-visible face using permanent marker or affixed with a non-perishable tagging system.
9. All tagged items are to be individually wrapped in acid free, closed cell foam softening.
10. All items wrapped in softening shall have their unique ID code written in permanent marker on the outside of the wrapping.
11. All wrapped and marked items are to be carefully placed in the boxes and the lid screw fixed to the top of the crate.
12. The Door ID code is to be spray painted onto the lid and two faces of the crate for ready identification whilst in storage

Timber Posts

Removal

1. Undertake to photograph and document the condition of the timber posts in order to identify the prior condition of the fabric prior to dismantling and storage. The condition report shall orient the position of visible patina to ensure that during reconstruction the members are orientated correctly so that visible patina makes sense given the fabric's role and position within the structure. (Refer Photo 1.6)



Photo 1.6

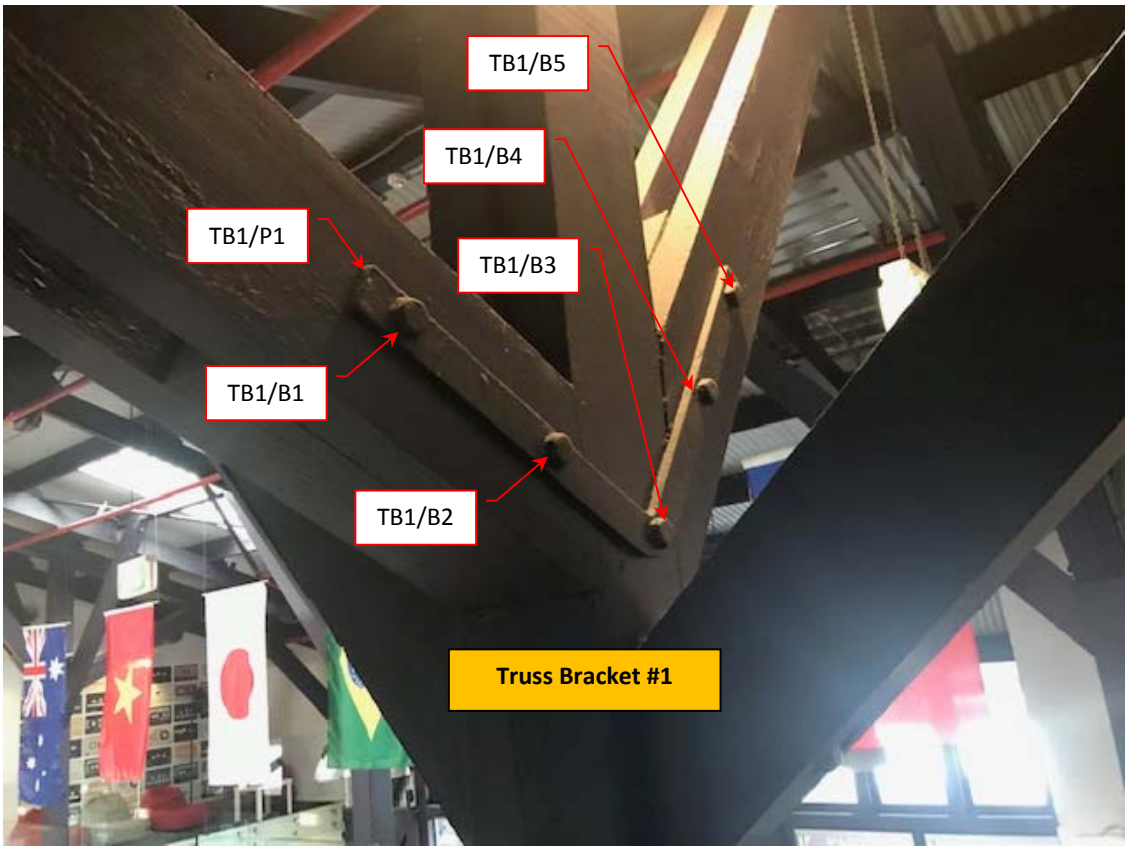
2. Create a post location plan inclusive of elevations and sections in which each of the individual posts is given a unique ID code. 2x Non-perishable tags are to be created for each post and affixed to the posts using stainless steel clouts on an exposed face within 1 meter of the base of the posts as well as the top face of the post for ready identification during storage and reinstallation.
3. Dimension the plans and elevations to illustrate the precise layout of each of the posts based on at least one recoverable set out point in plan in both the X and Y axis.
4. Using a surveyor, mark up the plans and elevations with RL's sufficient to ensure the posts can be re-erected in the future to match the original position and height. As a minimum there must be RL's for each of the posts at the base and top.
5. Each post is to be wrapped in a breathable and non-perishable hessian cloth secured with plastic zip ties to provide protection during transport and storage.
6. All posts, once wrapped in the protective hessian, must have their Unique ID code printed on a non-visible face using permanent marker or affixed with a non-perishable tagging system.
7. All items wrapped in softening shall have their unique ID code written in permanent marker on the outside of the wrapping.
8. All wrapped and marked items are to be carefully loaded onto flat bed trucks using a crane or hiab and transported to an undercover storage facility.

Iron Fittings

Removal

The iron fittings 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 bu 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.



Storage & Maintenance of Salvaged Items

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



URBIS