

The URBIS logo consists of the word "URBIS" in a bold, white, sans-serif font. To the right of the text is a white square frame that is partially open on the right side, with the top and bottom horizontal bars extending slightly beyond the text.

URBIS

SALVAGE AND REUSE OF DISTINCTIVE ELEMENTS PLAN

Atlassian Central

Prepared for
BUILT
22 August 2022

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Associate Director	Alexandria Barnier, B Des (Architecture), Grad. Cert. Herit. Cons, M.ICOMOS
Project Code	P0020770
Report Number	01 Working draft issued 17.12.2021
	02 Draft issued for client comment 14.01.2022
	03 Draft issued for client comment 19.01.2022
	04 Final draft issued for HNSW review 25.01.2022
	05 Final draft issued for TfNSW review following application of HNSW comments 15.02.2022
	06 Final issued to HNSW 01.04.2022
	07 Final issued to DPE following acceptance by HNSW 18.05.2022
	08 Revised final issued to DPE following insertion of revised Condition C5 22.08.2022

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

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

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

Executive Summary	1
1. Introduction	2
1.1. Background	2
1.2. Site identification	2
1.3. Schedule of Compliance with Condition C5	3
1.4. Methodology/Limitations	3
1.5. Heritage NSW Consultation	3
1.6. relationship to Other Documents	4
1.7. Author Identification and Acknowledgements	4
2. Reuse Plan Program	5
3. General Principles for Reuse	7
3.1. Introduction	7
3.2. Principles	7
4. Significant elements and Reuse Opportunities	9
4.1. Inwards Parcel Shed and Basement	9
Significant Fabric to be Salvaged	9
4.2. Ambulance Avenue Retaining Wall	14
Significant Fabric to be Salvaged	14
Disclaimer	17

FIGURES

Figure 1 – Aerial image with the subject site outlined in red.	2
---	---

TABLES

Table 1 – Schedule of Compliance with Condition C5	3
Table 2 – Reuse Plan Program	5
Table 3 – Significant fabric to be salvaged – Inwards Parcel Shed and Basement.....	9
Table 4 – Significant fabric to be salvaged – Ambulance Avenue Retaining Wall	14

EXECUTIVE SUMMARY

Urbis has been engaged by Built to prepare this Salvage and Reuse of Distinctive Elements Plan (SRDEP). This SRDEP is required by Condition of Approval C5 of the Atlassian Central State Significant Development (SSD) Application no. 10405 (as amended by Mod 1 determined on 17 August 2022).

The partial demolition, deconstruction, and reconstruction of the Inwards Parcels Shed (IP Shed) and associated structures is approved under SSD-10405. As required by the below condition, this report provides a strategy for the identification of salvaged fabric on the site is to be reused in the precinct and parameters for the reuse of this fabric. The resolved design for the reuse of salvaged fabric will be a process (refer to methodology in Section 1.4) undertaken in line with the framework and milestones set out in this report.

The condition is reproduced below.

Salvage and Reuse of Distinctive Elements

C5. No work shall commence on the demolition and dismantling of the heritage item, until a Salvage and Reuse of Distinctive Elements Plan (SRDEP) for the identification and selection of heritage fabric to be salvaged and reused within the development is prepared by a suitably qualified and experienced heritage practitioner and submitted to and approved by the Planning Secretary. The SRDEP must be prepared in consultation with and endorsed by Heritage NSW and must include (but shall not be limited to):

(a) an assessment of the significance of heritage fabric, identification of each item of heritage fabric to be salvaged and justification for the selection of heritage fabric to be salvaged;

1. INTRODUCTION

1.1. BACKGROUND

Urbis has been engaged by Built to prepare this Salvage and Reuse of Distinctive Elements Plan (SRDEP). This SRDEP is required by Condition of Approval C5 of the Atlassian Central State Significant Development (SSD) Application no. 10405 (as amended by Mod 1 determined on 17 August 2022).

The partial demolition, deconstruction, and reconstruction of the Inwards Parcels Shed (IP Shed) and associated structures is approved under SSD-10456. As required by the below condition, this report provides a strategy for the identification of salvaged fabric on the site is to be reused in the precinct and parameters for the reuse of this fabric. The resolved design for the reuse of salvaged fabric will be a process (refer to methodology in Section 1.4) undertaken in line with the framework and milestones set out in this report.

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 stratum levels.

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 are not addressed in this report as there are no significant items in the area requiring salvage and therefore reuse.

- 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)

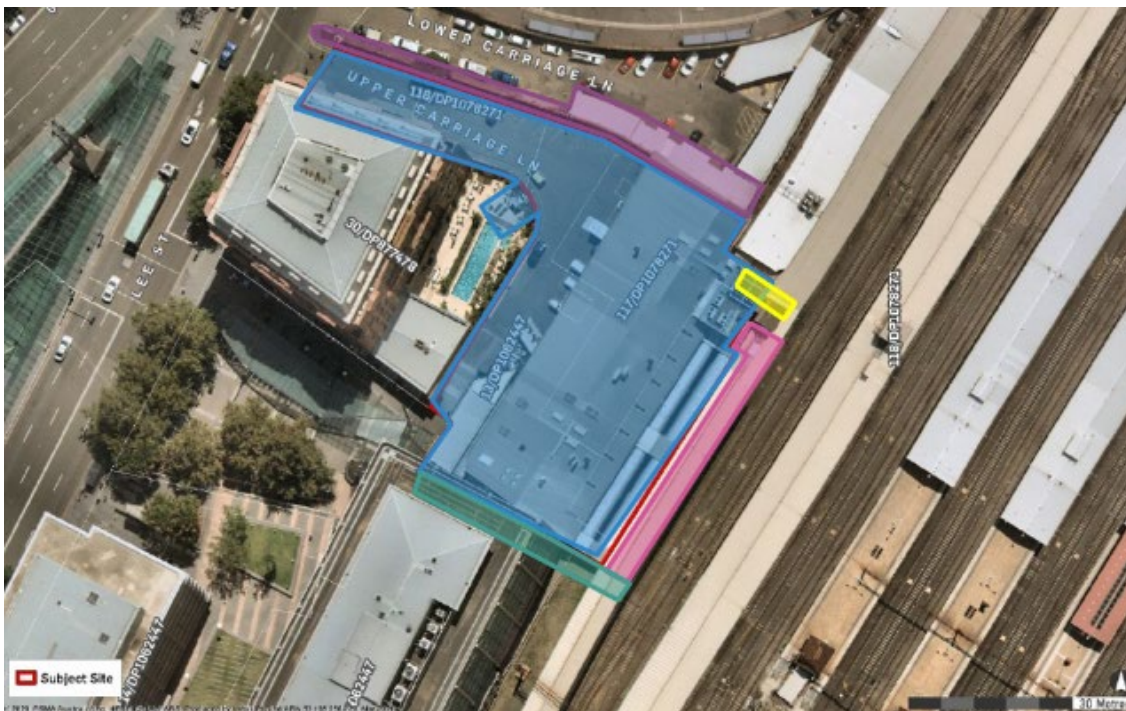


Figure 1 – Aerial image with the subject site outlined in red.

1.3. SCHEDULE OF COMPLIANCE WITH CONDITION C5

Condition C5 comprises 1 subsection which outlines the minimum required components of the SRDEP. The below schedule references the section of this SRDEP which addresses the requirement. Sections in this report which are not specifically referenced in the table are provided in this report to supplement the direct response to conditions.

Table 1 – Schedule of Compliance with Condition C5

Subsection Reference	Subsection Requirement	SRDEP Section Reference
C5 (a)	(b) an assessment of the significance of heritage fabric, identification of each item of heritage fabric to be salvaged and justification for the selection of heritage fabric to be salvaged;	Section 4

1.4. METHODOLOGY/LIMITATIONS

This report is the first step in a process to identify all significant fabric to be salvaged from the subject site and to implement its reuse, as required by Condition C5. This is a preliminary document which identifies the elements to be salvaged (Section 2), poses potential options for their reuse (Sections 3 and 4) and establishes a broad timeline for the finalisation of these details (Section 5).

It is not possible at this early stage to make final commitments about the quantity of fabric to be salvaged and how it will be reused/recycled. The following milestones will enable a more complete vision for the incorporation of heritage materials across the site and the program in this report establishes hold points where further details will be resolved in response to these milestones.

The project includes staged design to respond to the conditions under the Construction Certificates (CC1-CC5). Two of these CCs concern resolution of the design of areas that present the biggest opportunities to reinstate heritage fabric (including in the public domain). Specifically, CC4 (Tower Façade, Building Services and Internal Finishes) and CC5 (Heritage Reconstruction, Finishes and External Works).

At the time of writing this report, the design to finalise CC4 is anticipated to occur by Q2 2023 and the design to finalise CC5 is anticipated to occur by Q3 2023. It is only during these detailed design resolution exercises for these CCs (and following completion of the below two milestones) that final commitments may be made about reuse with consideration for the final design of the site.

Further to the general resolution of public domain and landscaping required by the staged CCs, the consent requires development of a Public Art Plan (D31) and a Heritage Interpretation Plan (D32) prior to the issue of CC4. It must be appreciated that opportunities for the reuse of significant fabric will be closely linked with both plans. While preliminary considerations of opportunities to be included in these reports are underway, they will not be significantly progressed for around 12 months. Therefore, final decisions about the reuse of fabric must be deferred until this time.

In addition, amended detailed drawings of the final design for the western component of the IP Shed (Condition D1) and the reinstatement of Ambulance Avenue (Condition D2) are required to be provided to HNSW prior to the issue of CC5. This will provide a final opportunity to confirm the quantity of associated salvaged fabric to be reinstated on site and its design and will be undertaken in Q3 2023.

In addition to the above, a series of Section 4.55 applications for podium areas are being explored. The applications will modify and resolve designs for key areas of opportunity for incorporation of salvaged heritage fabric.

1.5. HERITAGE NSW CONSULTATION

Condition C5 requires that this report is prepared in consultation with Heritage NSW (HNSW). The following records consultation undertaken with HNSW. This Section is to be updated throughout the construction process as the plans are resolved.

- Briefing meeting with HNSW (dated 19/01/2022) to discuss expectations for the delivery and review of all heritage reports required by the consent.
- Working draft SRDEP submitted to HNSW on 28 January 2022 for preliminary review and comment.
- Final draft SRDEP submitted to HNSW on 28 February 2022 following application of comments received from HNSW on 10 February 2022
- Final SRDEP submitted to HNSW on 1 April 2022 following receipt of comments received from HNSW on 21 March 2022

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 Construction Documentation

- SHoP/BVN Architectural drawing package demolition plans and accompanying photographic record of demolition elements received 14 January 2022.
- Traditional Stonemasonry, Central Station Parcels Shed, Heritage Building Fabric Salvage and Storage, 2019

1.7. AUTHOR IDENTIFICATION AND ACKNOWLEDGEMENTS

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

2. REUSE PLAN PROGRAM

The below program is proposed, with consideration for the construction milestones, to enable the finalisation and implementation of the reuse plan. Please note that the timeframes may be subject to change in case of construction program delays, in which case HNSW would be advised in writing.

Table 2 – Reuse Plan Program

Stage	Projected Timeframe	Activity/Deliverable	HNSW Consultation
Early works/Deconstruction (Part 2 of Consent)	March 2022	Establish strategy and program for the resolution of designs for reuse of salvaged elements.	SRDEP to be submitted to HNSW following meeting on 19/01/2020 to confirm approach.
Early works/Deconstruction (Part 2 of Consent)	March 2022	Contractor to undertake dismantling works in accordance with methodologies in DDHFM. Contractor to confirm with Urbis the quantity (%) of material (brick only) disposed of due to condition. Remaining quantity to inform reuse opportunities.	Urbis to advise HNSW of salvaged quantities (for information)
Section 4.55 Applications	Q3 2022	Revise opportunities in Sections 3 and 4 of this report to reflect any opportunities arising from design related to podium Section 4.55 modification applications.	HNSW will be referred the Section 4.55 modifications (Section 65A under the Heritage Act 1977) for comment. Any additionally identified opportunities for reuse will be issued with the modification packs to HNSW for information.
Public Art Plan (D31) and Interpretation Plan (D32) CC4	Q2 2023	Work closely with Public Art and Interpretation specialists to establish a holistic approach to incorporation of heritage fabric across the site and identify synergies and common themes.	The Interpretation Plan is required to be developed in consultation with HNSW. This report proposes that Urbis provides a summary of how salvaged materials are reflected in the Interpretation Plan and attends a briefing meeting with HNSW if necessary.
Amended Plans for Inwards Parcel Shed Roof (D1) and Amended Plans or Ambulance Avenue Retaining Wall (D2)	Q3 2023	Detailed drawings of the final design for the western component of the IP Shed and the reinstatement of Ambulance Avenue are required to be provided to HNSW prior to the issue of CC5. This will provide a	D1 and D2 are required to be resolved in consultation with HNSW.

Stage	Projected Timeframe	Activity/Deliverable	HNSW Consultation
		final opportunity to confirm the quantity of fabric to be reinstated on site and its design.	

3. GENERAL PRINCIPLES FOR REUSE

3.1. INTRODUCTION

“Every built form is a system of connecting links. Architecture, in this context, is the application of a number of spatial and temporal metaphors projected from bodily based experiences.”¹ Interpretation in the built form thus refers to the treatment of the built form (being existing and adaptively reused buildings, new structures and streetscape elements) to interpret the sites significant values.

A built form reuse/interpretation strategy is generally a subtler response which emphasises and compliments the more overt interpretive media (to be prepared by Freeman Ryan). Built form interpretation can be used to interpret specific events, uses and former structures. The proposed development provides an opportunity to adaptively reuse salvaged elements or utilise elements in interpretation to directly interpret the previous function and character of the building.

Adaptive reuse/interpretation of elements may include:

- Retention in situ (surrounding buildings only).
- Reconstructive interpretation
- Display (potentially with accompanying interpretation signage).

As demonstrated above, the reuse of elements will be closely linked to the Interpretation Strategy to be prepared by Freeman Ryan. Therefore, the program in Section 2 of this report allows to coordinate with the interpretation specialists to establish a well resolved, holistic approach.

3.2. PRINCIPLES

The below principles will be applied in the ongoing investigations to determine appropriate reuse of salvaged elements. Specific considerations for individual elements are provided in the following section.

The below is to be considered in establishing how salvaged elements will be reused:

1. Where items are noted on the approved plans (appended to this report) to be salvaged for later reinstatement (noted where relevant in the following section), this report assumes that the elements will be reinstated in a location and configuration to match existing (or as otherwise approved under the SSD). Where minor adjustments are required to respond to developed construction drawings, Urbis is to be advised for comment and agreement. HNSW is to be consulted and additional approvals sought if required.
2. First preference will be given to reusing salvaged items on site, second to reusing items within the precinct. Where items are surplus to the needs of the precinct, they may be sent to an approved heritage material recycling facility.
3. The maximum quantity of salvaged fabric possible is to be reused on the site or within the precinct. The quantity of reused fabric is to be subject to consideration of structural system of the new building (relevant to timber structure), openings to retaining wall (relevant to iron awning structure) and/or lost quantities of brick during deconstruction (due to highly cementitious mortar). Allowance is made in the program in Section 2 to report salvaged quantities to Urbis to inform discussions regarding reuse.
4. Preference to keep related items in proximity to one another (e.g. steel awning elements) unless incorporating elements throughout the site better allows for the interpretation of their significant values or allows for retention of a larger quantity of items on the site.
5. Salvaged items are to, where possible, serve their original function as opposed to being incorporated for ‘display’ only. Where the only option for reinstating an element on site is to utilise it for display purposes only this is acceptable provided options for its original use has been appropriately investigated.
6. Salvaged items are, where possible, to be used in an area that allows the items to contribute to the character of the public domain.

¹ Snodgrass and Coyne, pg 201

7. Where salvaged items are utilised internally, they should be located in publicly accessible areas.
8. The Interpretation Plan (to be developed by Freeman Ryan) is to consider whether signage or similar may assist in interpretation the values of any items, particularly where items are not able to be used for their original use or have been reintroduced in a different location than original.

4. SIGNIFICANT ELEMENTS AND REUSE OPPORTUNITIES

The fabric identified in the subsections below are to be salvaged and reused either on site, within the precinct or transferred to a heritage building materials dealer for recycling.

The quantity of each salvaged element to be reused on site/within the precinct or recycled is to be determined over the course of the project as the reuse opportunities are finalised. This section is to be updated as those investigations are finalised.


The elements identified below in this section are identified and addressed in the Demolition and Dismantling of Heritage Fabric Methodology (DDHFM). All identified fabric is to be dismantled in accordance with that document.

This Section establishes specific consideration for each of the elements. It further sets out high level potential concepts for the reuse of the elements. Please note that at this stage these are potential options that are being at a preliminary stage. The client does not commit to undertaking any of these options although are committed to reusing the elements in a sympathetic way. These investigations will continue in accordance with the milestones in the program in the next section.



4.1. INWARDS PARCEL SHED AND BASEMENT



Significant Fabric to be Salvaged


Table 3 – Significant fabric to be salvaged – Inwards Parcel Shed and Basement

Element /Location	Significance	Image	Salvage Extent	Reuse Opportunities and Considerations	Reuse Design Submission
Timber structure (exterior and interior including columns, and trusses to east and west awnings) Phase 1	High This element directly defines the form of the significant Parcel Shed. It comprises a high degree of original, intact fabric. The internally exposed structure characterises the internal space.		Assume 100% to be salvaged. Not including any sub structure.	<ul style="list-style-type: none"> The original timber structure may be utilised in part in the reconstruction of the shed roof. At this stage two options are being considered by BVN to respond to the structural requirements. one includes the reinstatement of the timber structure with a secondary steel structure, another includes new freestanding steel columns. These options remain under review, but it can be confirmed that some quantity of the timber structure will be incorporated into the reconstructed shed. Surplus timber from the framing has potential to be used as a ceiling lining. However, it must be considered that there is insufficient quantity to do the entire building. Additional timber would be required to be sought (subject to HC approval of sample) or timber would be confined to specific areas. 	Refer to design approved in response to development conditions of consent.

Element /Location	Significance	Image	Salvage Extent	Reuse Opportunities and Considerations	Reuse Design Submission
				<ul style="list-style-type: none"> Surplus timber from the framing has potential to be used as part of Public Art pieces. Design resolution of the approved tower and the reconstructed shed (particularly its structural system) is to be resolved before the extent of reinstated framing can be confirmed. The frames will not be able to be utilised in the same configuration as at present given the new lift care. The frames are required to be altered to respond to the future reconstruction of the shed roof. As investigations continue the level of intervention to the frames will be considered to ensure impacts are minimised. Urbis to review detailed drawings as they progress. An opportunity was identified at an earlier stage to potentially utilise the timber framing on an accessible green rooftop for bleacher seats. The Conditions of Consent did not include approval for this green rooftop and therefore this option has been discounted at this stage. The installation of the lift core insertion will result in leftover timber that is not able to be directly used in the reconstruction of the shed. 	

Element /Location	Significance	Image	Salvage Extent	Reuse Opportunities and Considerations	Reuse Design Submission
<p>Portions of brick and sandstone chimneys, piers, and plinths</p> <p>Phase 1</p>	<p>Moderate</p> <p>The chimneys contribute to the overall form of the Parcel Shed.</p> <p>Stone and brick contribute to the character of the building and the precinct generally.</p>		<p>Whole bricks to be salvaged</p> <p>(note that some bricks may be damaged during dismantle)</p>	<ul style="list-style-type: none"> It is not intended to reinstate these chimneys and masonry wall as existing. Potential to use any reuse of the bricks as a floor covering must consider slip rating. Products are available to enhance the slip rating which should be investigated in conjunction with the HC. There may be an opportunity to reuse the bricks as a feature of the paving. As above, the slip rating of the bricks must be considered. Potential to use in landscaping or public domain furniture. 	<p>Refer to design approved in response to development conditions of consent.</p>
<p>Masonry Wall</p> <p>Phase 1</p>	<p>Moderate</p> <p>The masonry walls are original. Stone and brick contribute to the character of the building and the precinct generally.</p>				


Element /Location	Significance	Image	Salvage Extent	Reuse Opportunities and Considerations	Reuse Design Submission
Sliding Timber doors at ground floor reception area Phase 1	Moderate The sliding doors are original. They contribute to the internal, utilitarian character of the building.		Salvage entire unit with associated hardware	<ul style="list-style-type: none"> Original hardware is to be kept with timber doors. Strong preference to use the doors as functioning elements. It is not known at this stage whether the doors and windows suites are to be reused on or off site - preference to reuse on site. The timber doors are distinctive and could contribute to an internal public space of the new/reconstructed building. 	Refer to design approved in response to development conditions of consent.
Timber framed windows to north elevation (not including extension) Phase 1	Moderate The windows are original and contribute to the external character of the building. Their exaggerated vertical proportions, providing maximum light to indoor areas from the north façade indicates the working function of the building.		Both windows to be salvaged with associated hardware	<ul style="list-style-type: none"> Timber windows are not appropriate for reinstatement for display only. If the windows cannot be reused on site, they must be moved elsewhere in the precinct of offsite for meaningful reuse (TBC). It is not known at this stage whether the doors and windows suites are to be reused on or off site - preference to reuse on site. 	Refer to design approved in response to development conditions of consent.


Element /Location	Significance	Image	Salvage Extent	Reuse Opportunities and Considerations	Reuse Design Submission
<p>“No Thoroughfare” sign</p> <p>Phase 2</p>	<p>Moderate</p> <p>The sign appears to be early and appears to represent the only early signage to be remnant on the subject site.</p> <p>The text on the signage clearly indicates the public nature of much of Central Station as a whole.</p>		<p>Signage including fixings</p>	<ul style="list-style-type: none"> The signage is early and should be reused in a public area. However, it is acknowledged that by nature the signage will not lend itself well to a public area. Further investigation necessary to determine an appropriate use for the signage without impacting on Central Station or the subject site operationally (i.e., in terms of precluding public access). 	<p>To be reinstated as part of the Interpretation Plan (Q2 2023). Location TBC</p>
<p>Original/early Iron Works (door rolling slides, window and door hardware and timber framing brackets)</p>	<p>Little</p> <p>These items are not significant in their own right but contribute to suites of elements that make up significant elements (windows/doors)</p>		<p>All ironworks associated with the doors/windows identified above</p>	<ul style="list-style-type: none"> These elements are not of significance in their own right however are to be salvaged with their respective door/window suites. Some hardware may need to be supplemented with additional new hardware to provide for adequate security. Where this is the case, a sample of the additional hardware is to be approved by the HC and the location of the new hardware is to be determined in relation with the HC. These are likely to be reused with the original door and window suites from which they came. It is not known at this stage whether the doors and windows suites are to be reused on or off site - preference to reuse on site. 	<p>Refer to design approved in response to development conditions of consent.</p>


4.2. AMBULANCE AVENUE RETAINING WALL

Significant Fabric to be Salvaged

Table 4 – Significant fabric to be salvaged – Ambulance Avenue Retaining Wall

Element/ Location	Significance	Image	Salvage Extent	Reuse Opportunities and Considerations	Reuse Design Submission
North brick and sandstone retaining wall Phase 1	<p>Moderate</p> <p>The original brick and stone retaining wall defines the Upper and Lower Carriage Lanes.</p> <p>The retaining wall is a visually prominent element and makes a defining contribution to the character of the precinct.</p> <p>The wall is of a high quality</p>		<p>All sandstone elements to be salvaged</p> <p>Brick panels of parapet wall to be salvaged</p> <p>Bricks to be demolished below parapet wall (whole bricks to be salvaged where possible as some bricks may be damaged during dismantle)</p>	<ul style="list-style-type: none"> The approved plans include allowance for the salvage and reinstatement of this wall to match existing. This will be undertaken in various sections. The brick and sandstone parapet wall will be dismantled and stored for future reinstatement. Brick walls below the parapet will be demolished, with whole bricks to be salvaged for reuse. However, it is noted that due to the cementitious nature of the mortar used, it may be difficult to salvage bricks during this process (Refer to DDHRM for details). It is assumed that the wall will be reinstated to match existing. The only exception to this is where: <ul style="list-style-type: none"> Some bricks are damaged in the process of dismantling (this should be minimal if the wall is dismantled in accordance with the DDHFM). Where this is the case, sample replacement bricks are to be approved by the HC). Where minor adjustments are made to openings/arches (final design to be confirmed and approved in accordance with Condition D2 of the consent). 	Per approved SSD drawings

Element/ Location	Significance	Image	Salvage Extent	Reuse Opportunities and Considerations	Reuse Design Submission
	with the sandstone features and arched openings.				
Modified original and later steel framed awnings to Ambulance Avenue Phase 1-3	Moderate The awning represents a modified element. However, it retains characteristic wrought iron brackets set on elaborate sandstone corbels.		Steel framing and associated fixings. Sub structure, cladding and fascia not required to be salvaged.	<ul style="list-style-type: none"> ▪ The design for the west end of the Ambulance Avenue retaining wall does not allow for the reinstatement of the awnings in their current configuration. ▪ The west end of the Ambulance Avenue retaining wall is to become a major entrance to the building and the low awning must be reconciled with this. ▪ There is a strong preference that the awning retains a rational presentation on the site. That is, it should continue to function as an awning rather than a display element. ▪ Any relocation of the awning must consider the relocation of the stone corbels which support the frames. ▪ There may be an opportunity to introduce an awning elsewhere on the site. ▪ There may be an opportunity to retain at least some of the awning frames in a similar location and alter the cladding material to give the entrance more prominence and light. 	Refer to design approved in response to development conditions of consent.

Element/ Location	Significance	Image	Salvage Extent	Reuse Opportunities and Considerations	Reuse Design Submission
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	<p>Moderate</p> <p>The original sandstone piers and the original (2 only) lamp posts form part of the retaining wall which defines the Upper and Lower Carriage Lanes.</p> <p>The suite of elements makes a defining contribution to the character of the precinct.</p>		<p>Assume 100%</p> <p>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</p>	<ul style="list-style-type: none"> Per the Ambulance Avenue retaining wall, the approved plans include allowance for the salvage and reinstatement of this wall to match existing. It is assumed that the piers and streetlamps (except the x2 street lamps which are later) will be reinstated to match existing. Any changes would be subject to further advice and necessary approvals. 	Refer to design approved in response to development conditions of consent.

DISCLAIMER

This report is dated 22 August 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 plan for the salvage and reuse of significant 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).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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

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

Structural Heritage Deconstruction Methodology

Atlassian Central

BOJV / 24 November 2021

191797

Rev. A

Contents

1.0	Document Register	3
2.0	Introduction	4
2.1	Context of This Document	4
2.2	Site Location	4
3.0	The Existing Structure	5
4.0	Intention	5
5.0	Deconstruction Restrictions	5
6.0	Existing Condition of Retained Elements	5
7.0	Order of Deconstruction	6
8.0	Order of Reconstruction	6
9.0	Existing Sections	7
10.0	Information Required	9
11.0	Deconstruction Methodology to be Documented	9
12.0	Appendix A – Deconstruction Methodology Sketches	10
13.0	Appendix B – Heritage Fabric Salvaging Procedures Report Rev B_JG_210630	11

1.0 Document Register

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

*Note: Phase 1 is for heritage and demolition only, and this report is subject to development for package 2 which is for excavation and retention.

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

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)

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

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

9.0 Existing Sections

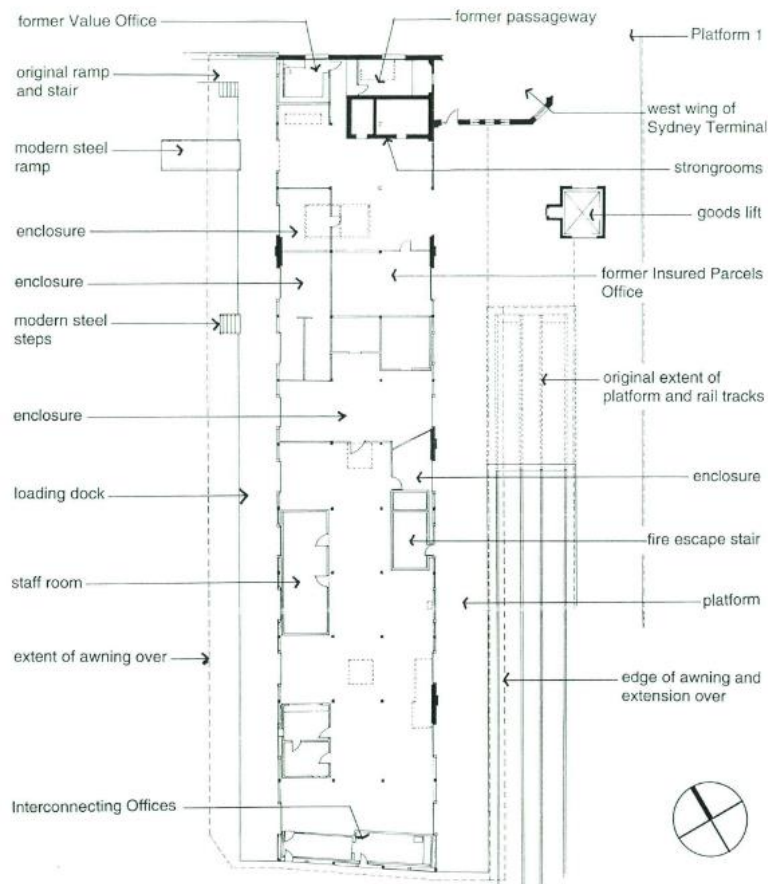


Figure 2 – Existing Floor Plan of Inwards Parcel Shed, Sydney Terminal¹

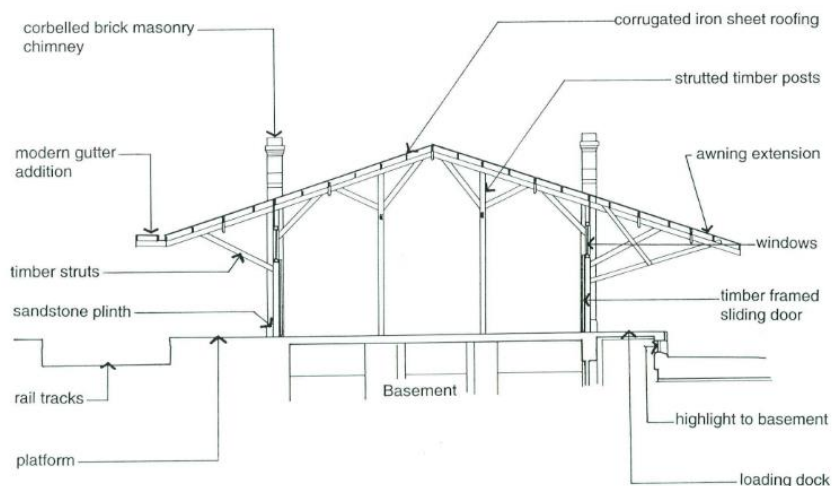


Figure 3 – Typical Section Through Inwards Parcel Shed, Sydney Terminal²

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

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

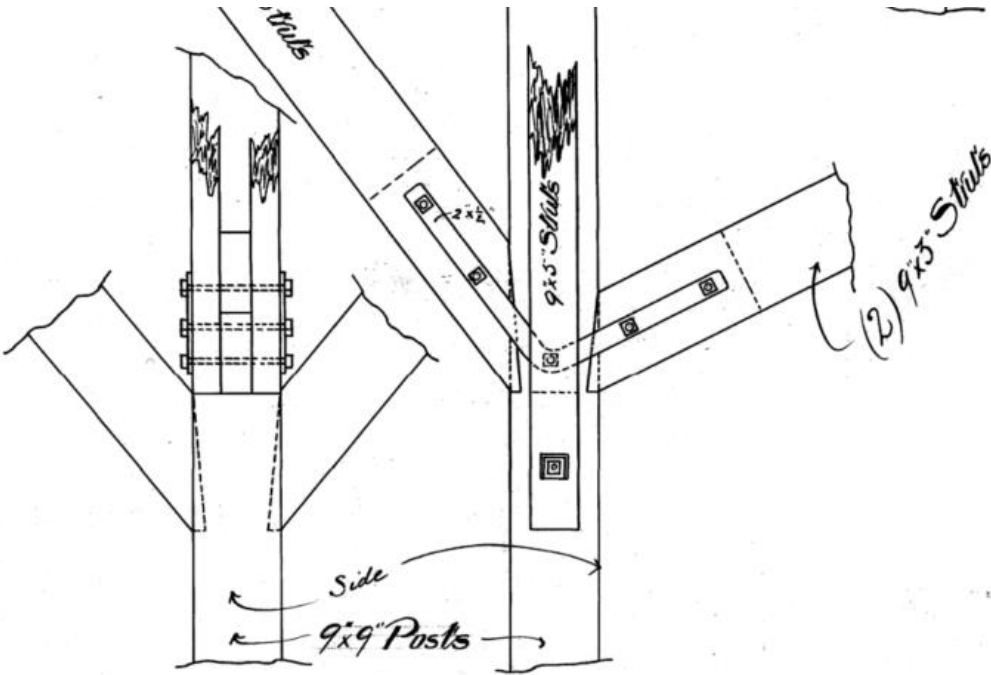


Figure 4 – Typical Post Connections to Parcel Shed

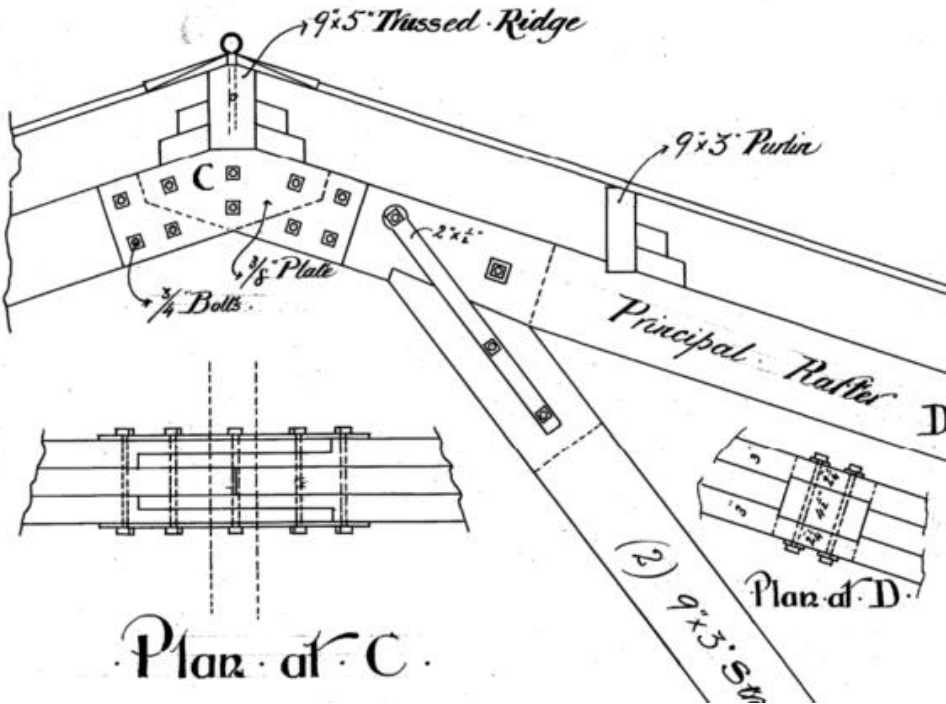


Figure 5 – Typical Apex Connections to Parcel Shed

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?

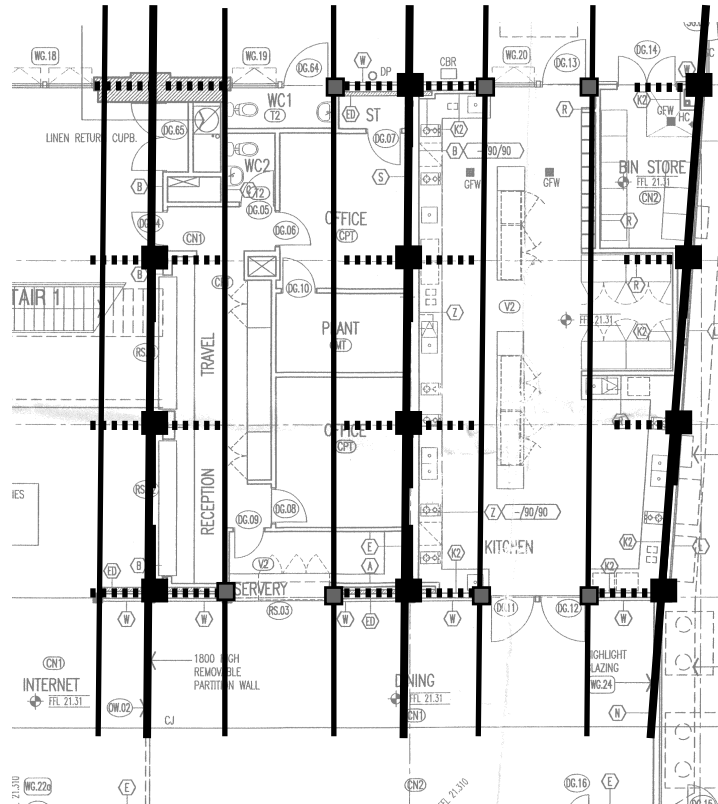
11.0 Deconstruction Methodology to be Documented

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

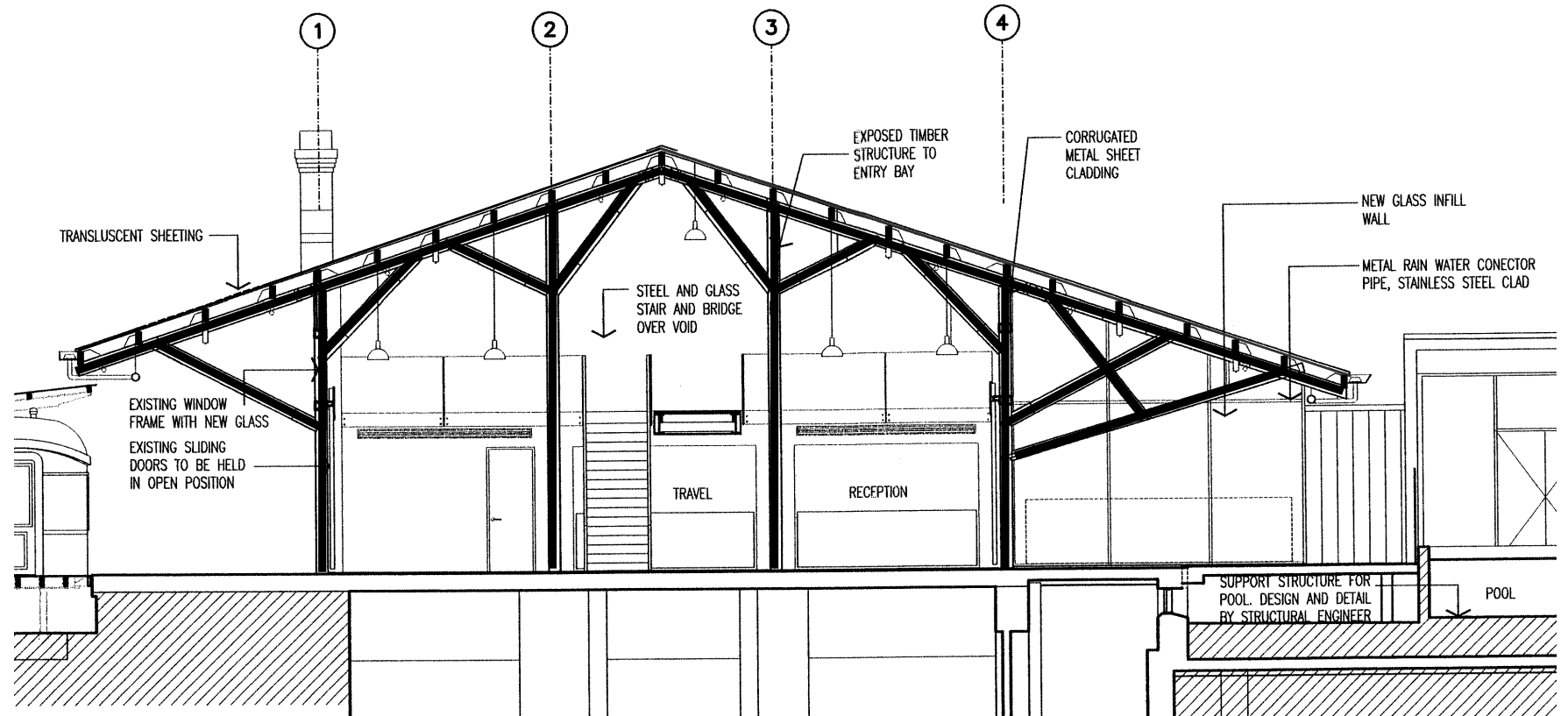
- Existing masonry arched walls retention
- Existing masonry wall awning deconstruction
- Existing masonry wall staged deconstruction, reconstruction and rectifications

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.

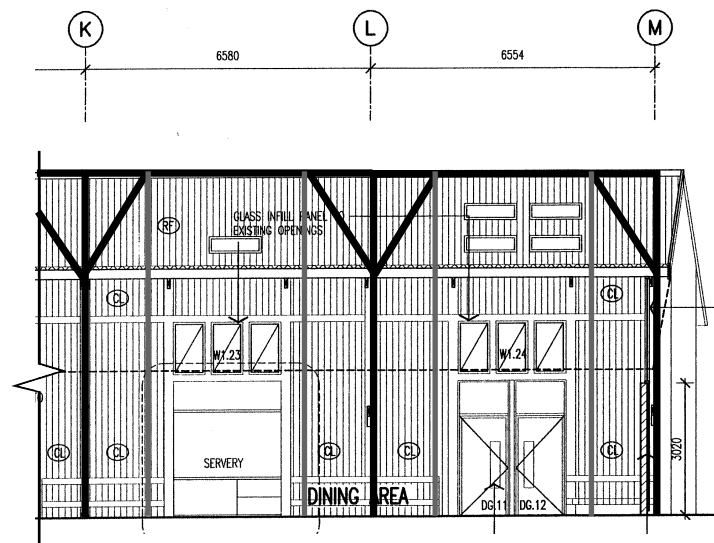
12.0 Appendix A – Deconstruction Methodology Sketches



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:

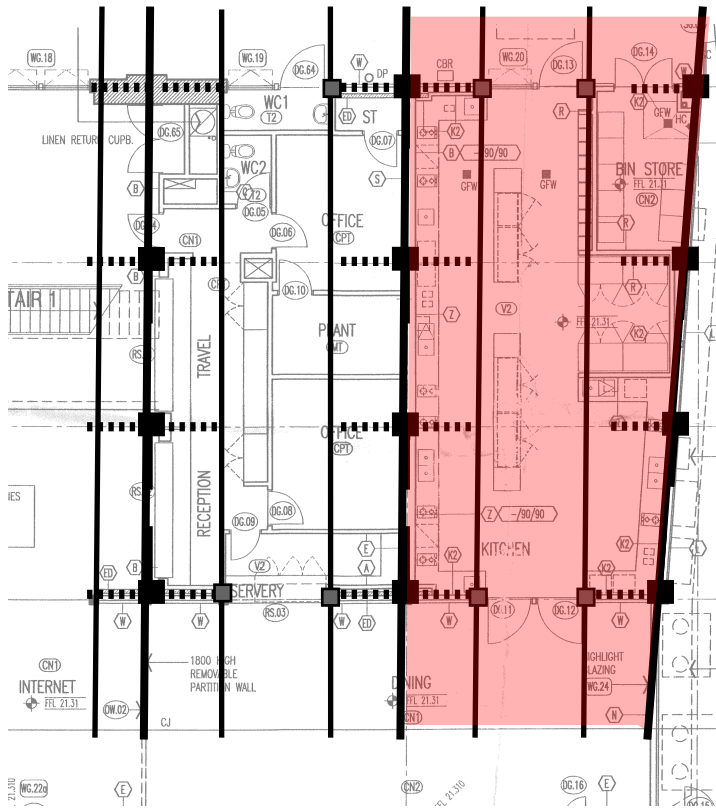
GENERAL: GUTTERING, ROOF PLANT AND OTHER SERVICES ARE TO BE REMOVED PRIOR TO STRUCTURAL REMOVAL.

- 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.
- 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.

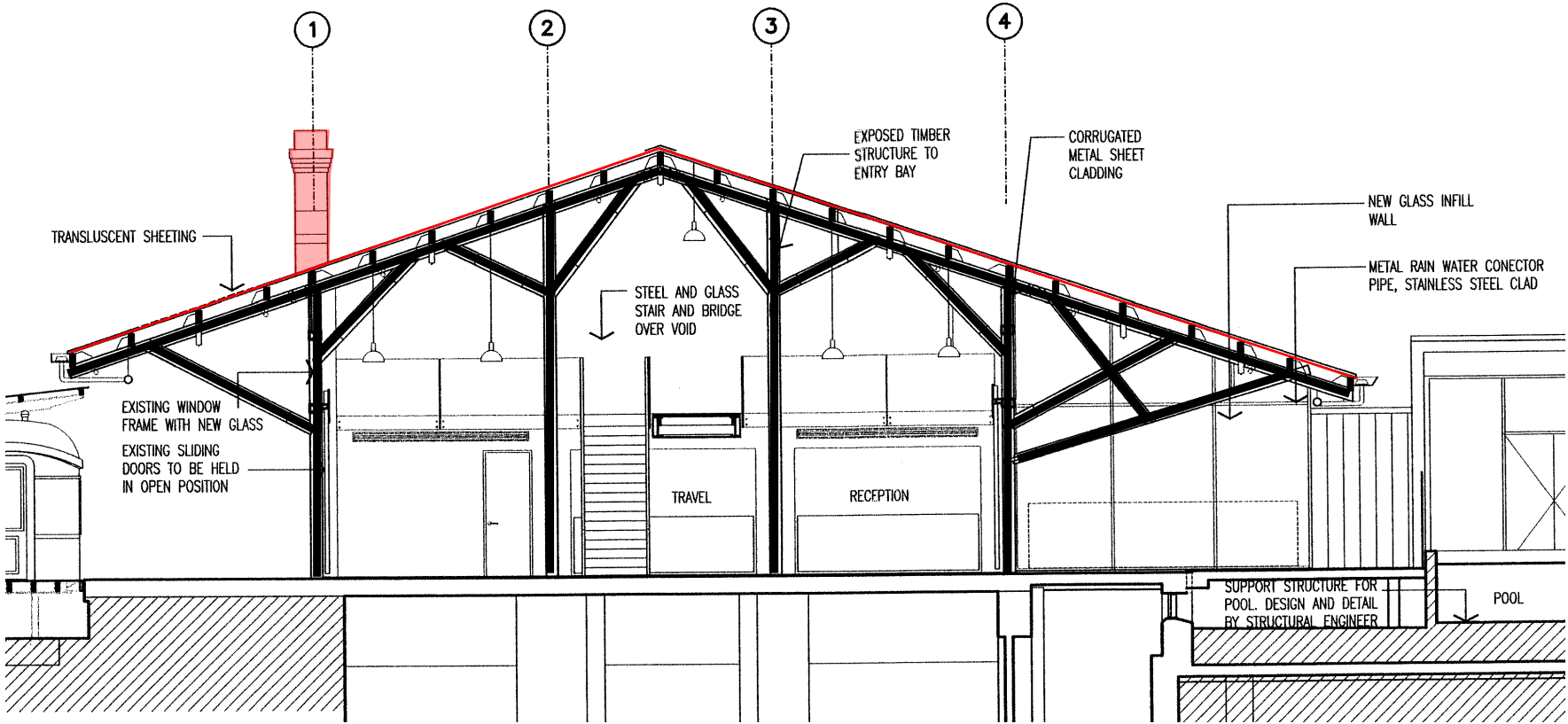
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.

PRELIMINARY - NOT FOR CONSTRUCTION

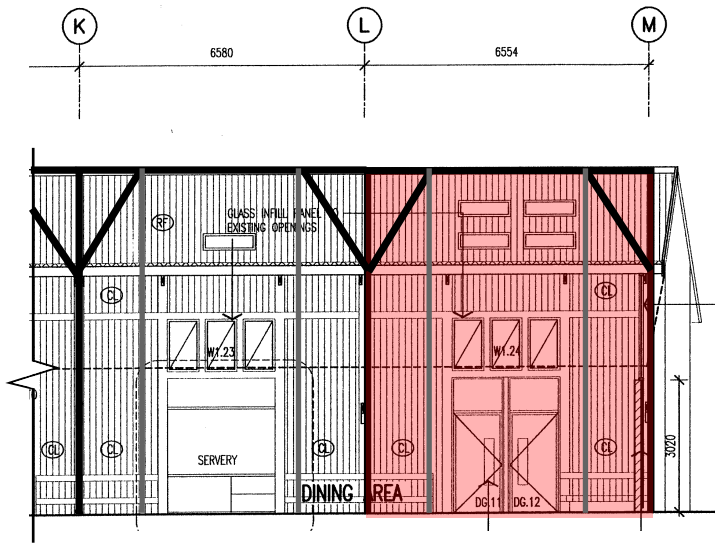
			CLIENT ATLASSIAN	 Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au	PROJECT ATLASSIAN SYDNEY - PARCELS SHED	DRAWN A.B	DESIGNED A.B	CHECKED M.F
			ARCHITECT BVN			DATE 19-08-20	APPROVED M.F	SCALE NTS
			THIS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



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:

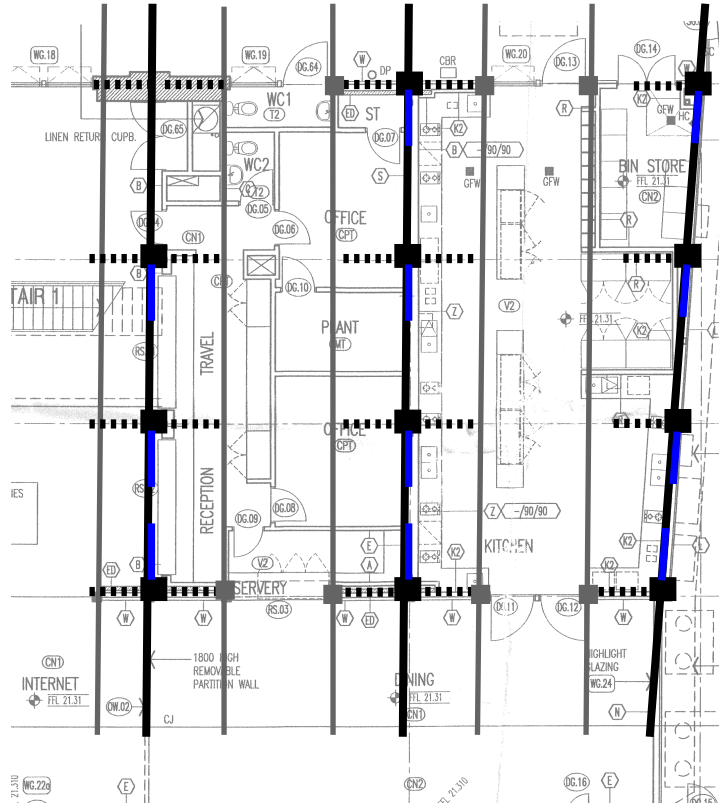
GENERAL: GUTTERING, ROOF PLANT AND OTHER SERVICES ARE TO BE REMOVED PRIOR TO STRUCTURAL REMOVAL.

- 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.
- 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.

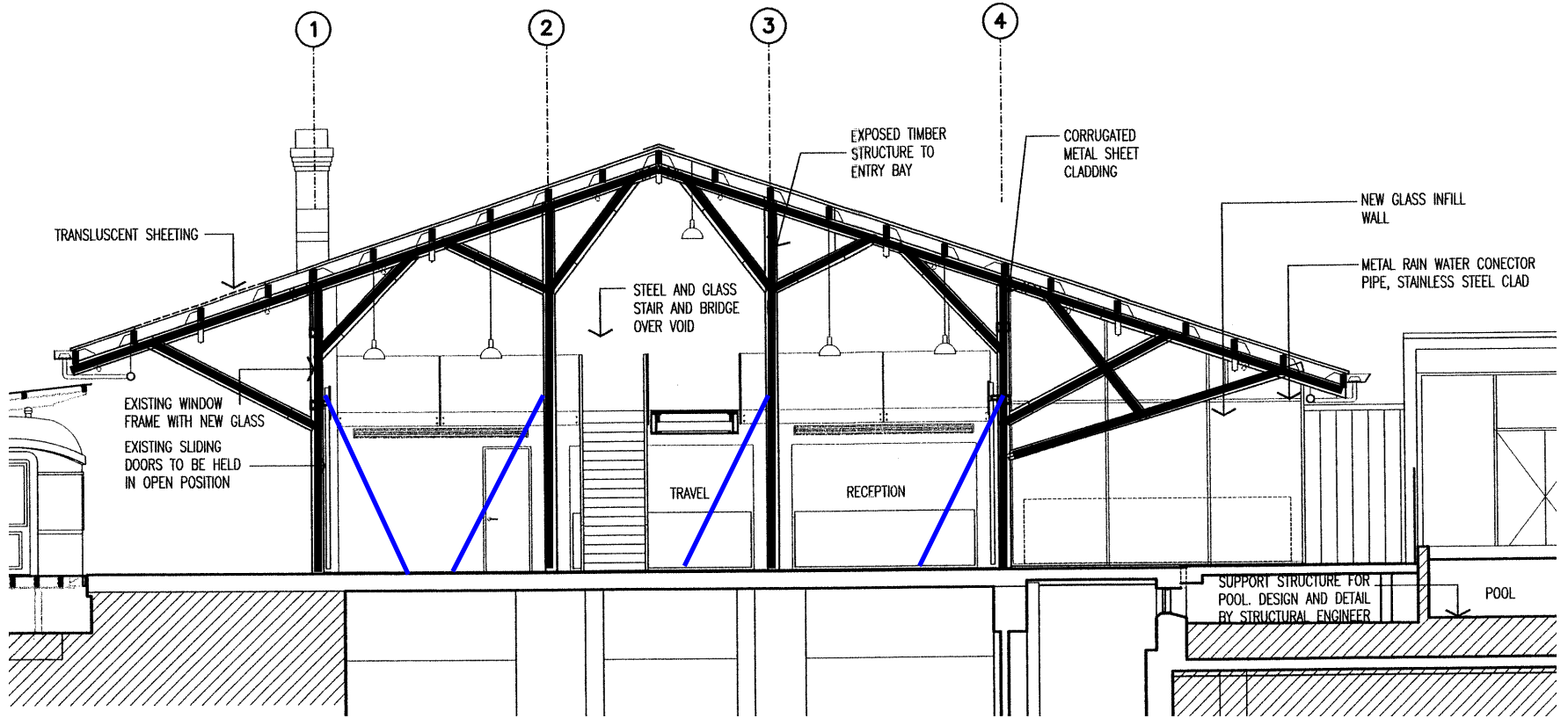
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.

PRELIMINARY - NOT FOR CONSTRUCTION

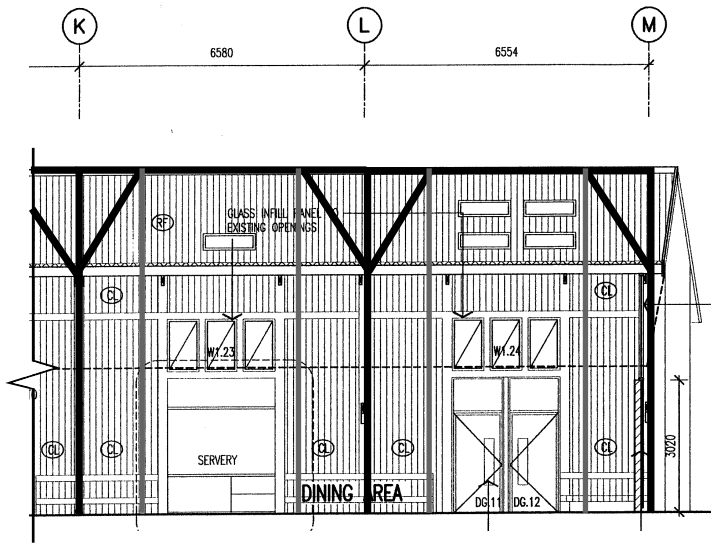
			CLIENT ATLASSIAN	 Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au	PROJECT ATLASSIAN SYDNEY - PARCELS SHED	DRAWN A.B	DESIGNED A.B	CHECKED M.F	
			ARCHITECT BVN			DATE 19-08-20	APPROVED M.F	SCALE NTS	
				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



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:

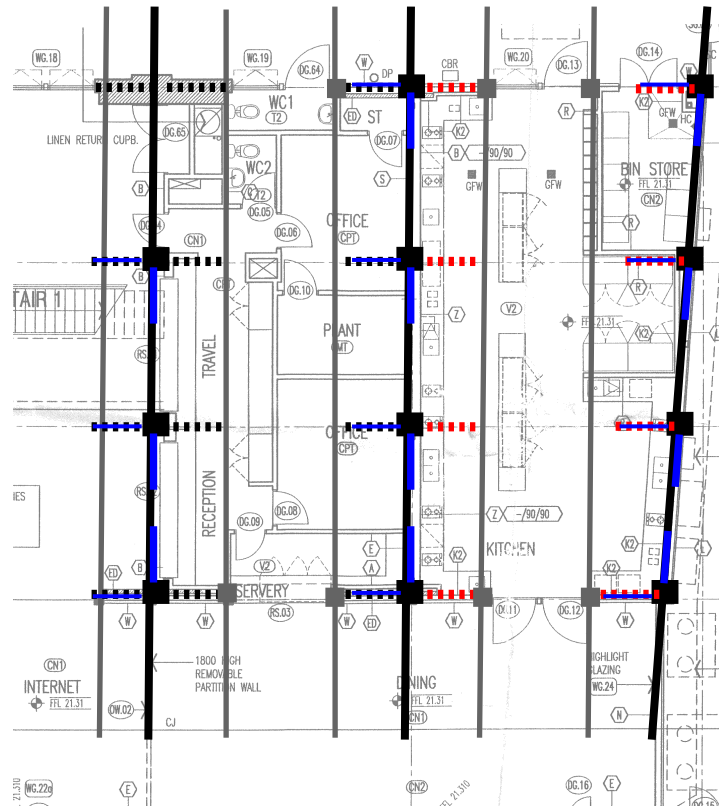
GENERAL: GUTTERING, ROOF PLANT AND OTHER SERVICES ARE TO BE REMOVED PRIOR TO STRUCTURAL REMOVAL.

- 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.
- 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.

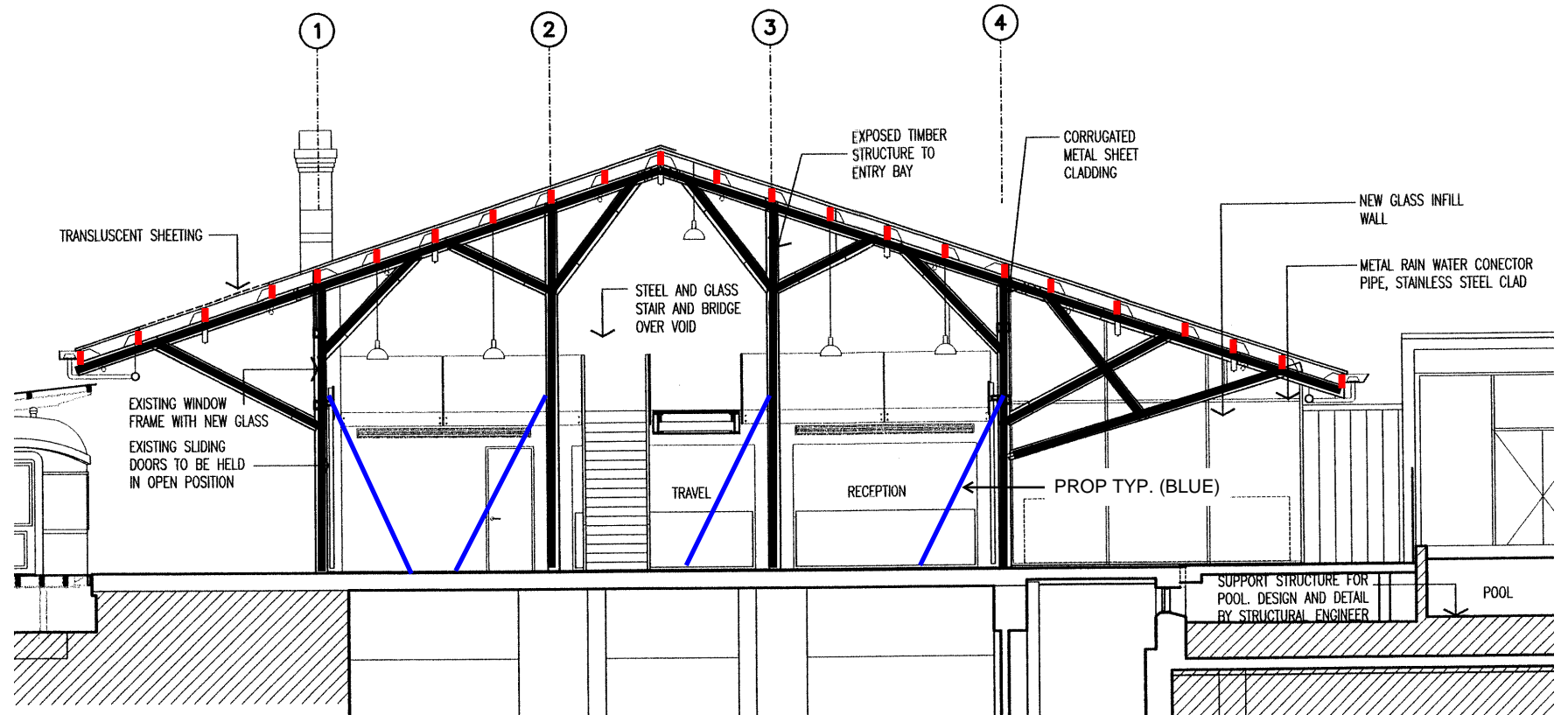
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.

PRELIMINARY - NOT FOR CONSTRUCTION

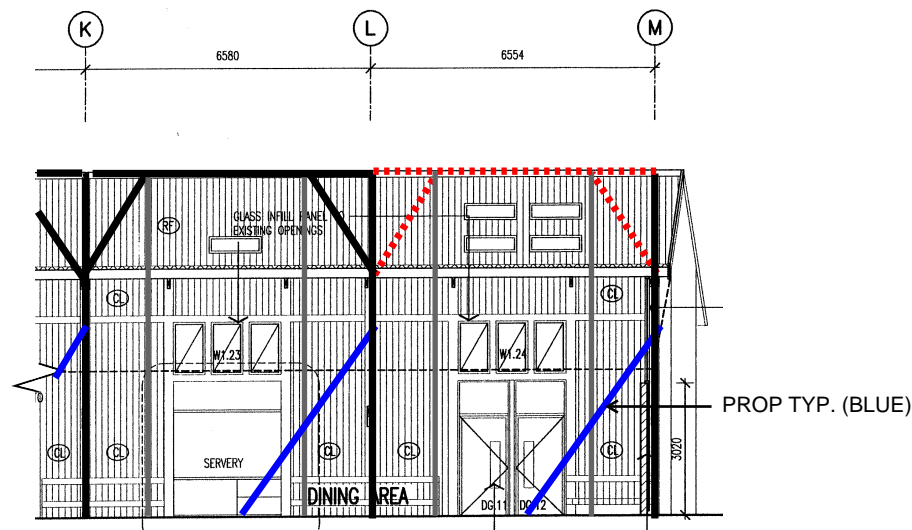
			CLIENT ATLASSIAN	 Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au	PROJECT ATLASSIAN SYDNEY - PARCELS SHED	DRAWN A.B	DESIGNED A.B	CHECKED M.F
			ARCHITECT BVN		DATE 19-08-20	APPROVED M.F	SCALE NTS	
A	FOR INFORMATION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



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.
- 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.

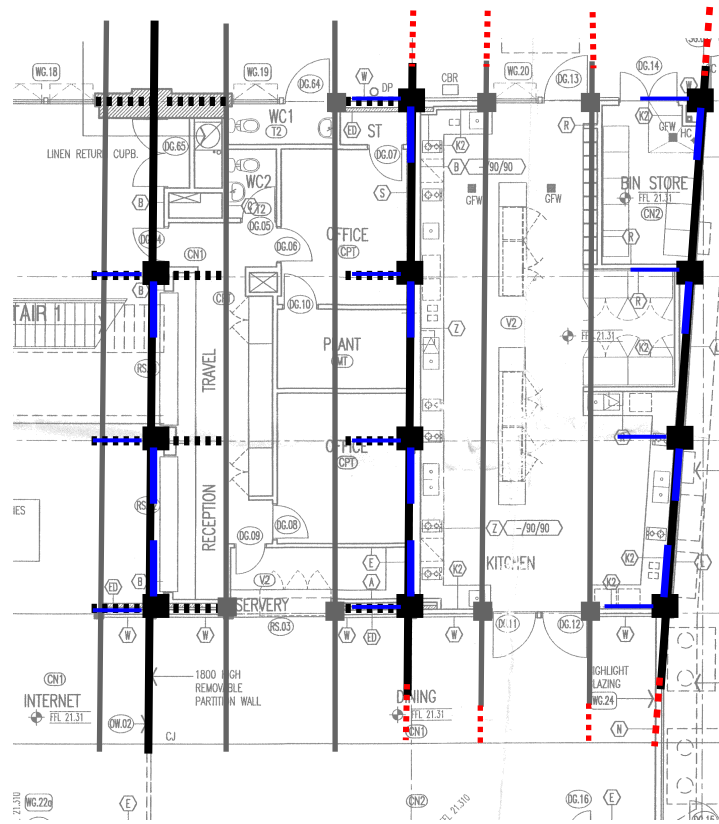
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.



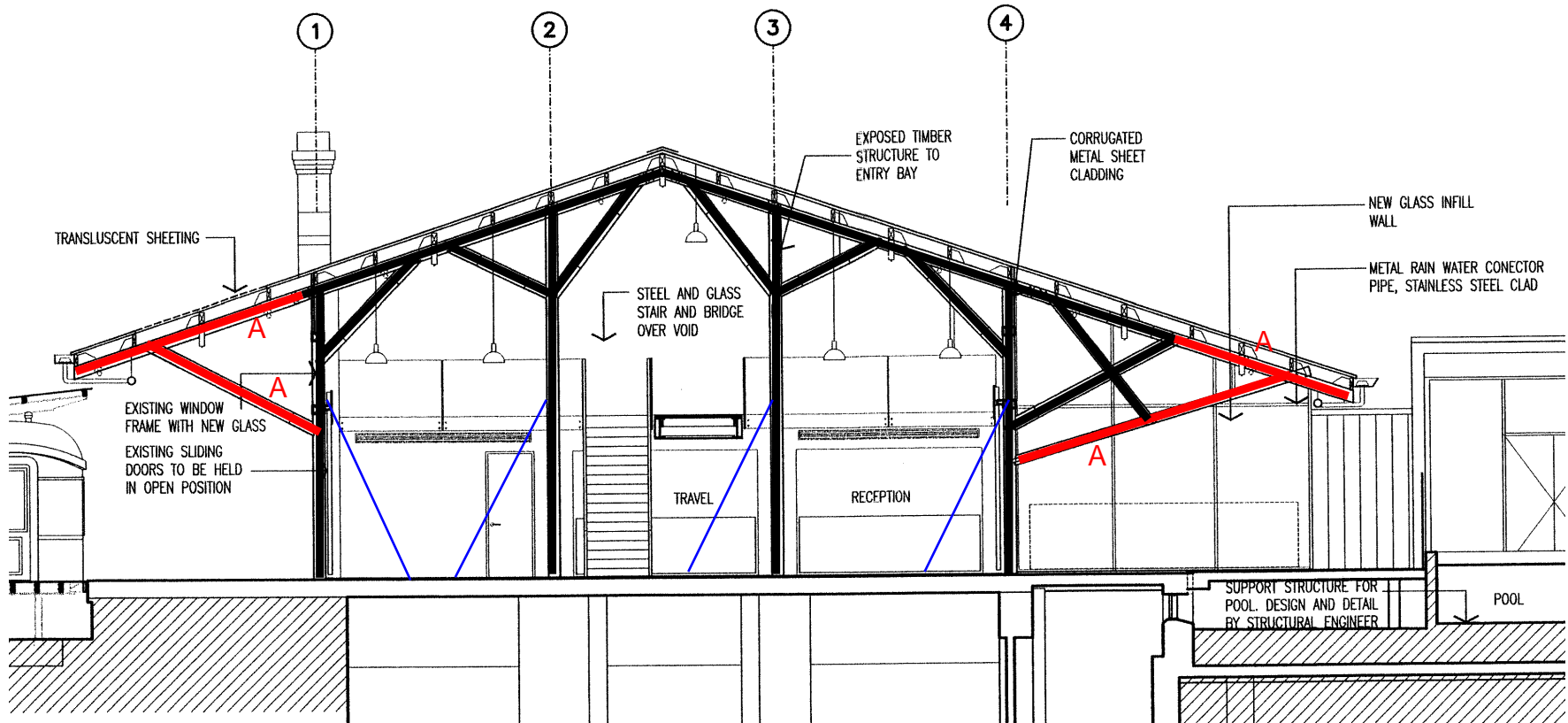
INDICATIVE PHOTO

PRELIMINARY - NOT FOR CONSTRUCTION

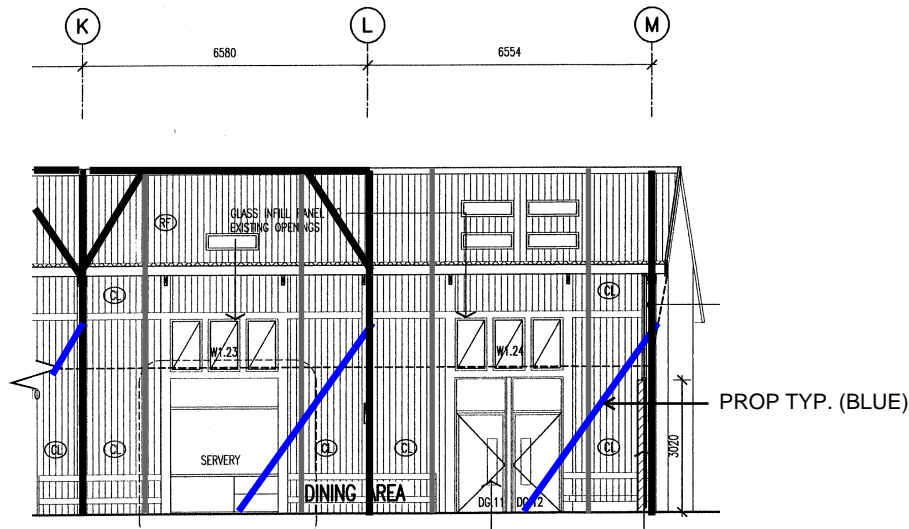
			CLIENT ATLASSIAN	<div><div>TTW</div><div>Taylor Thomson Whitting</div></div> <div>Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au</div>	PROJECT ATLASSIAN SYDNEY - PARCELS SHED	DRAWN A.B	DESIGNED A.B	CHECKED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



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.
- 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.

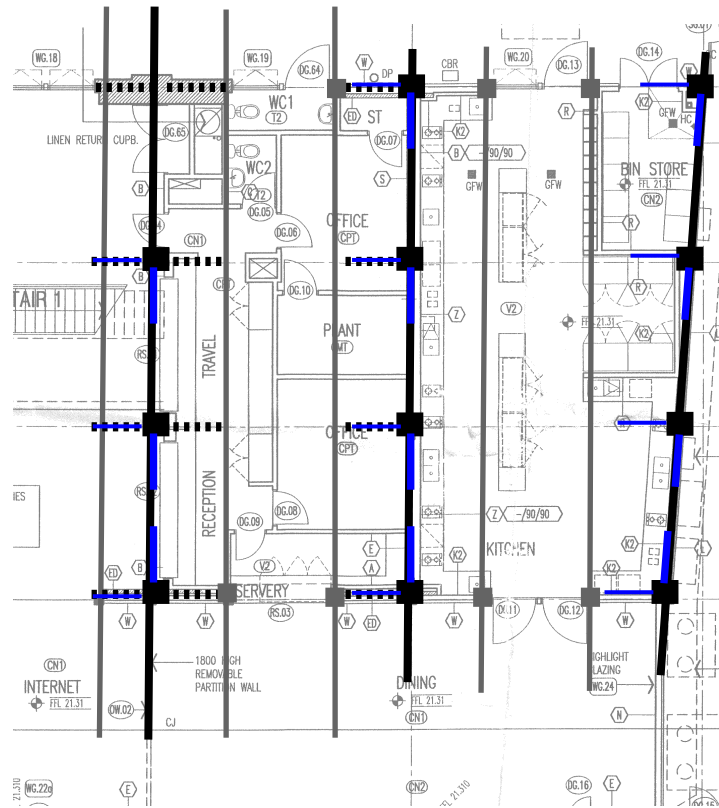
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.



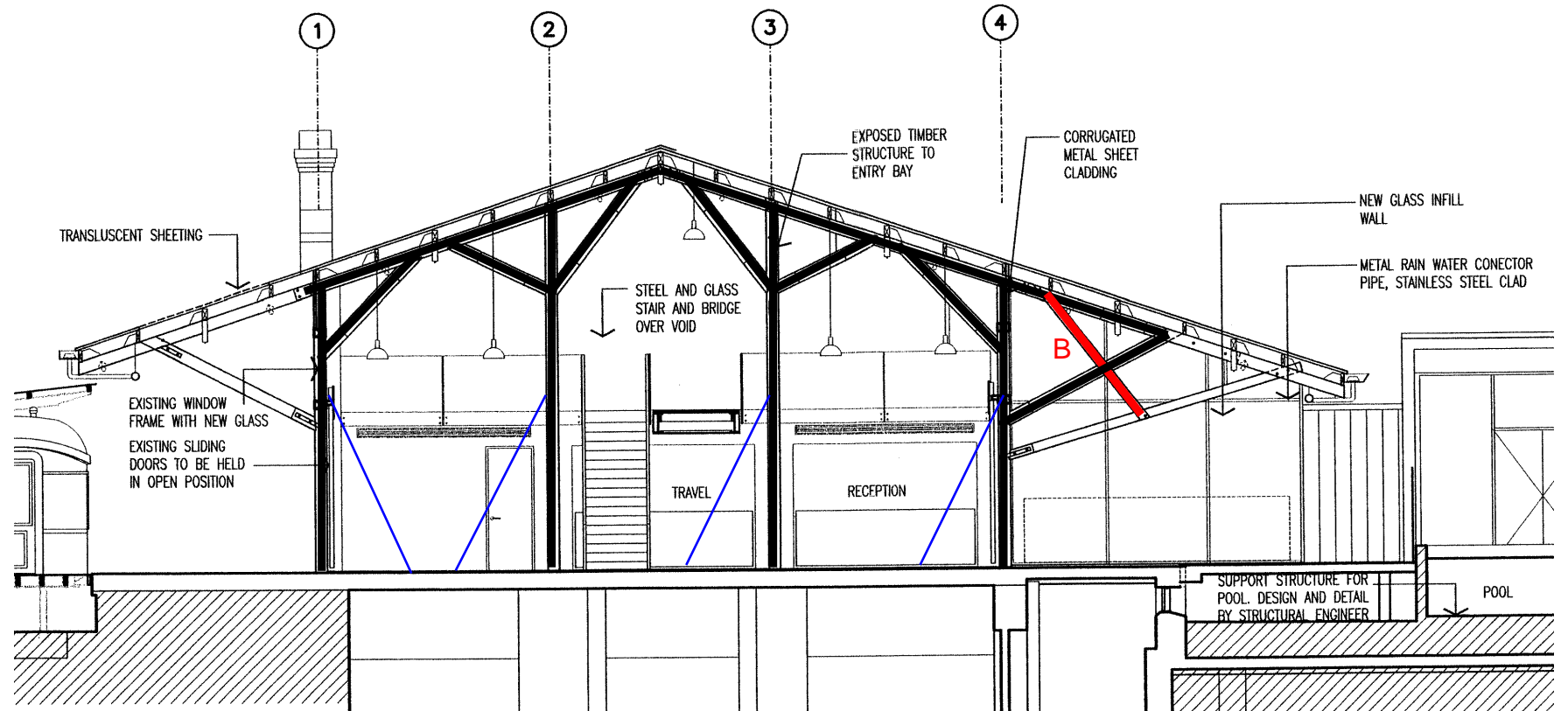
INDICATIVE PHOTO

PRELIMINARY - NOT FOR CONSTRUCTION

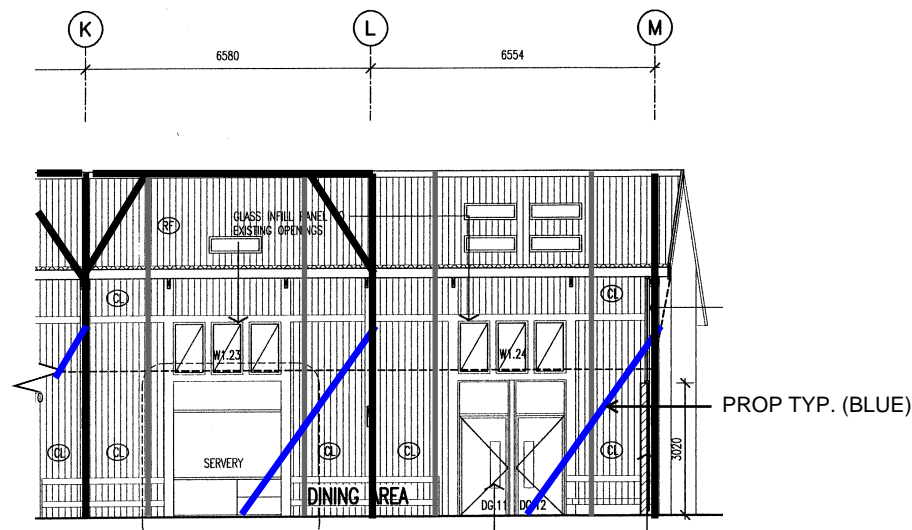
			CLIENT ATLASSIAN	 Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au	PROJECT ATLASSIAN SYDNEY - PARCELS SHED	DRAWN A.B	DESIGNED A.B	CHECKED M.F
			ARCHITECT BVN			DATE 19-08-20	APPROVED M.F	SCALE NTS
A	FOR INFORMATION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



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.
- 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.

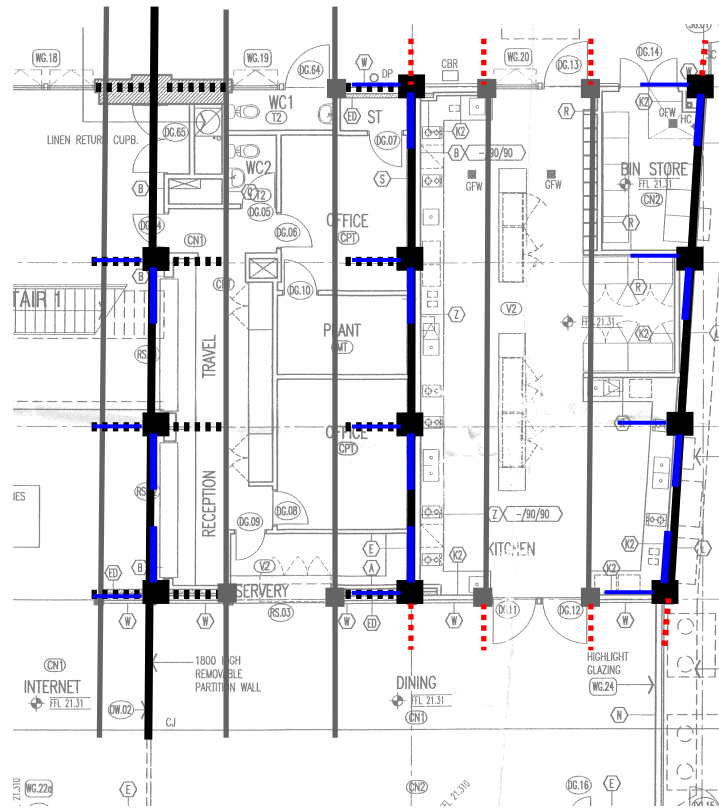
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.



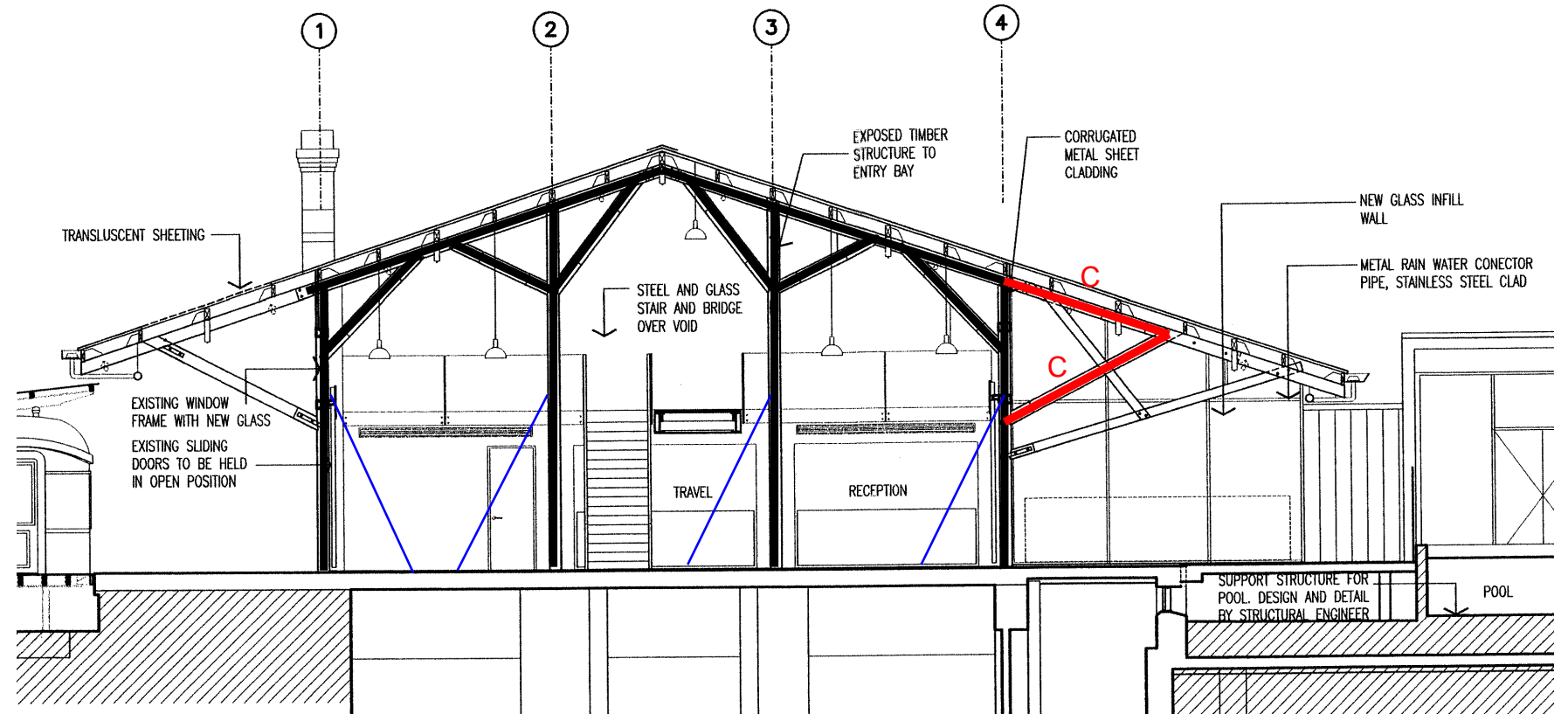
INDICATIVE PHOTO

PRELIMINARY - NOT FOR CONSTRUCTION

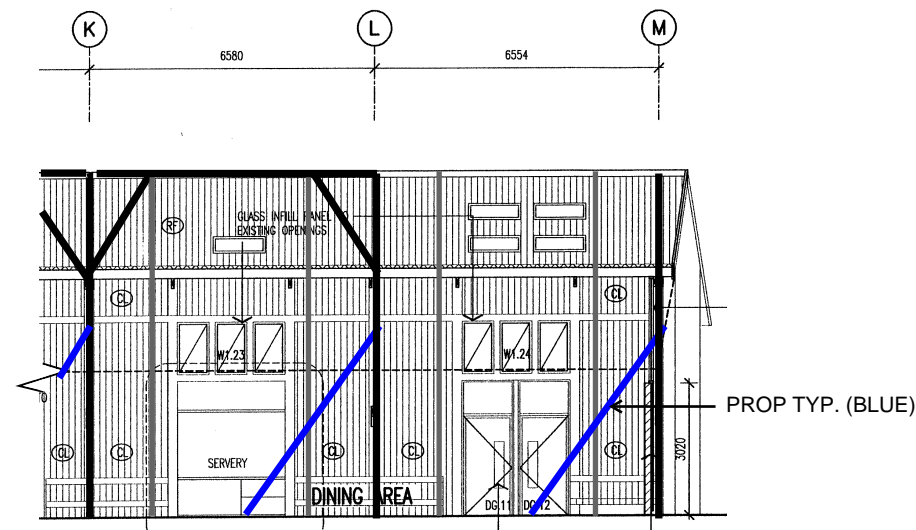
			CLIENT ATLASSIAN	 Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au	PROJECT ATLASSIAN SYDNEY - PARCELS SHED	DRAWN A.B	DESIGNED A.B	CHECKED M.F
			ARCHITECT BVN		DATE 19-08-20	APPROVED M.F	SCALE NTS	
A	FOR INFORMATION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



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.
- 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.

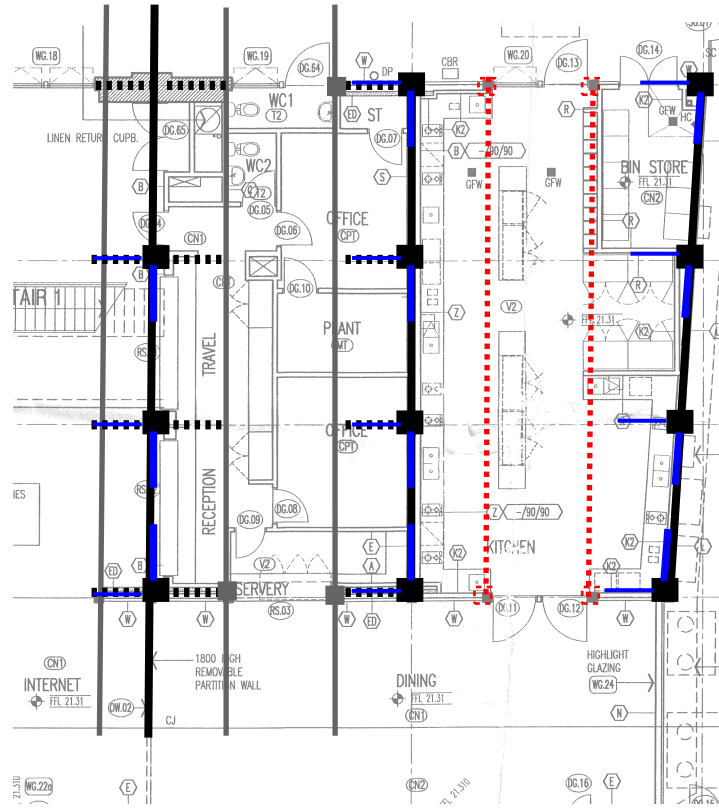
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.



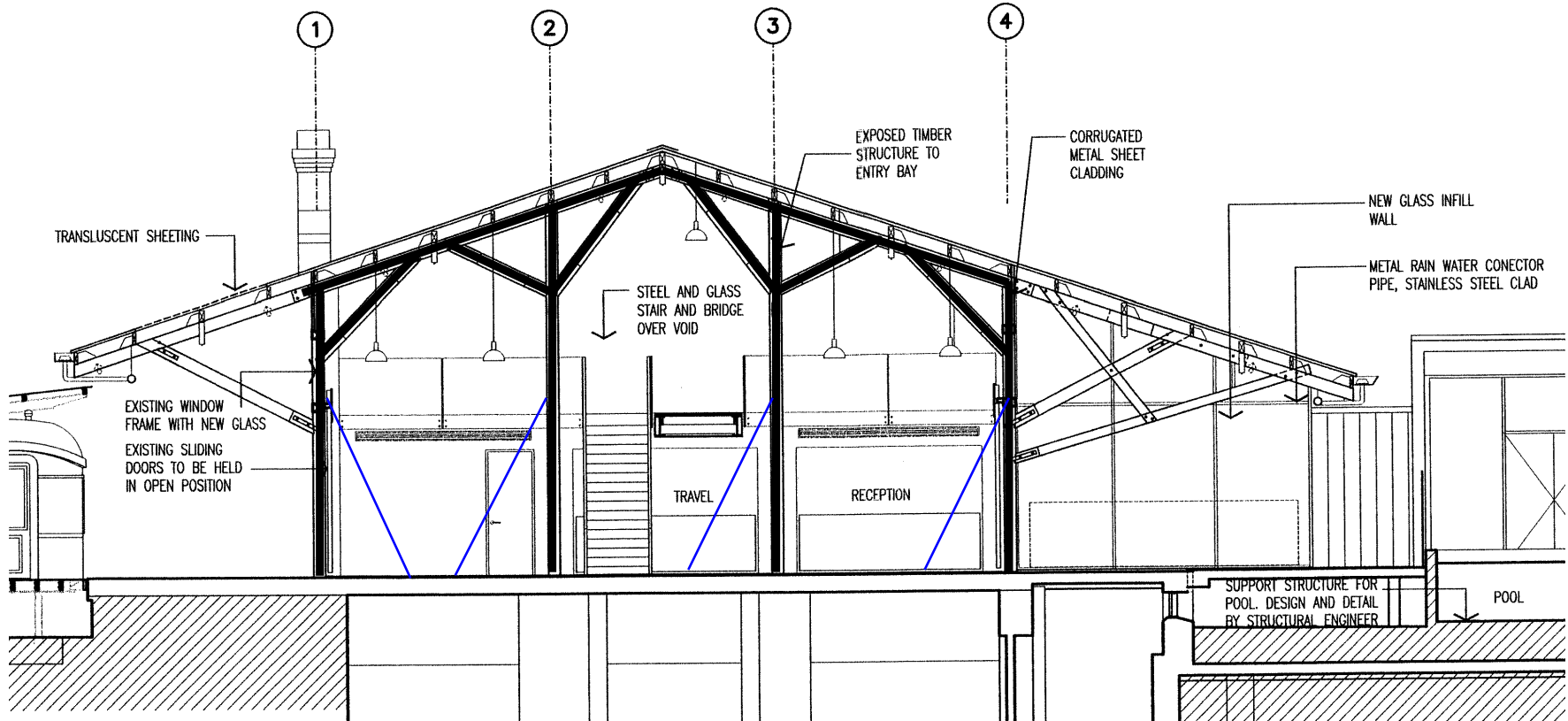
INDICATIVE PHOTO

PRELIMINARY - NOT FOR CONSTRUCTION

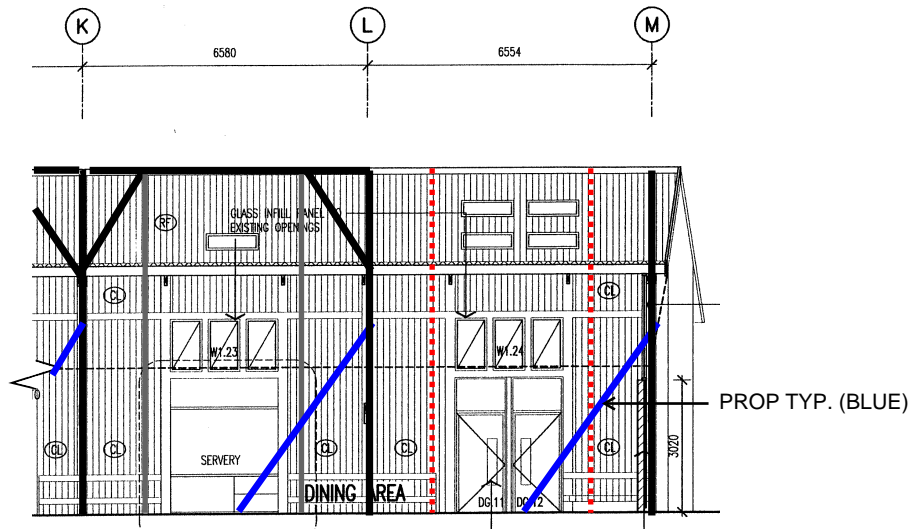
			CLIENT ATLASSIAN	 Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au	PROJECT ATLASSIAN SYDNEY - PARCELS SHED	DRAWN A.B	DESIGNED A.B	CHECKED M.F
			ARCHITECT BVN			DATE 19-08-20	APPROVED M.F	SCALE NTS
					TITLE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



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.
- 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.

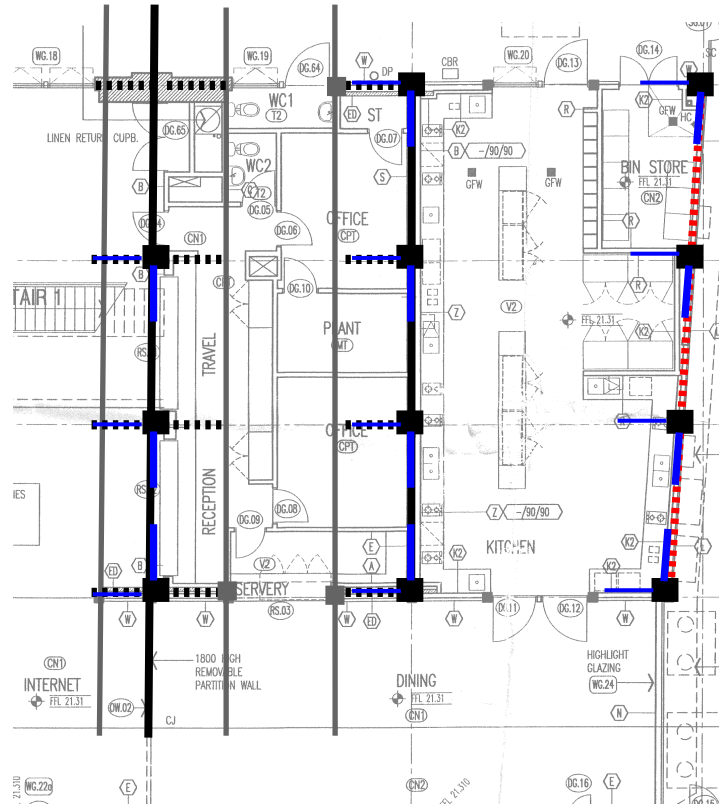
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.



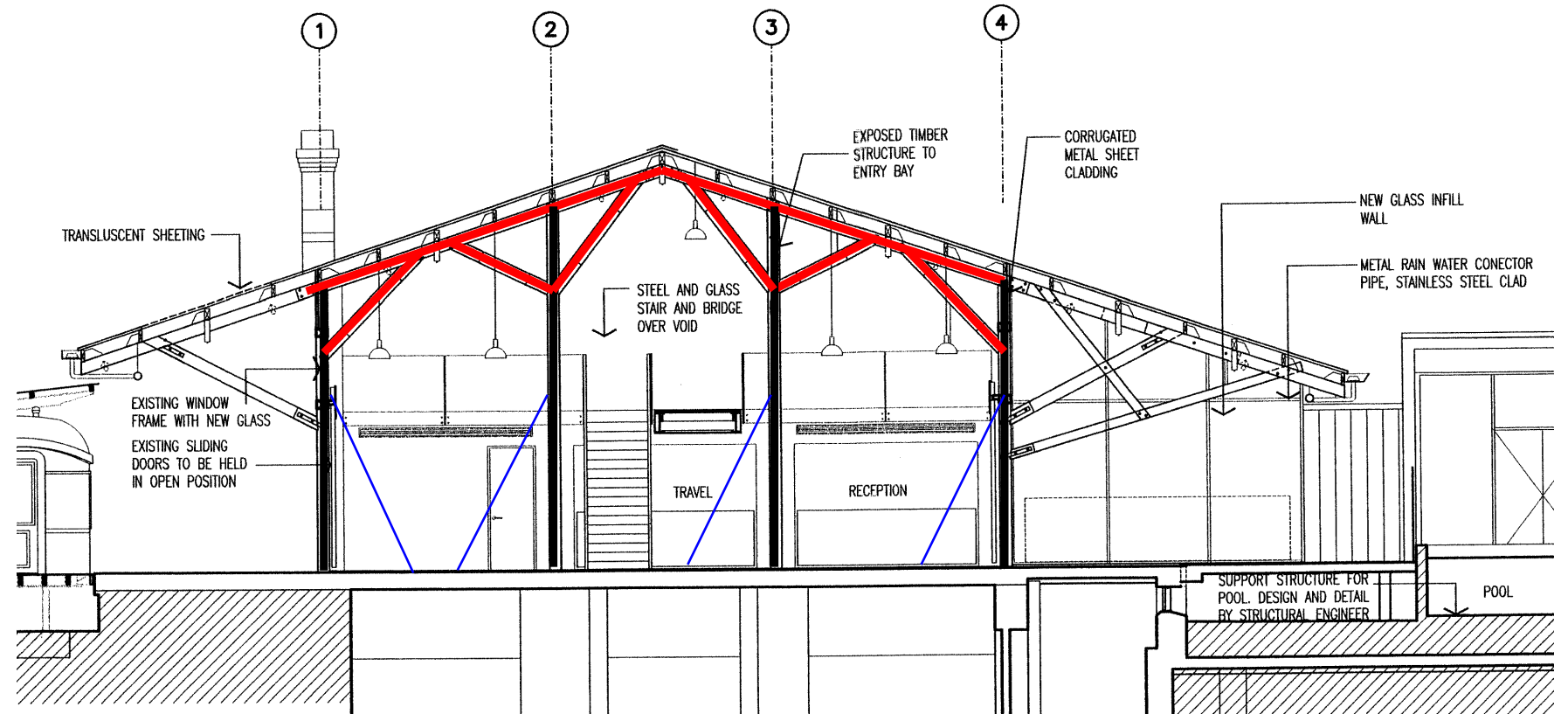
INDICATIVE PHOTO

PRELIMINARY - NOT FOR CONSTRUCTION

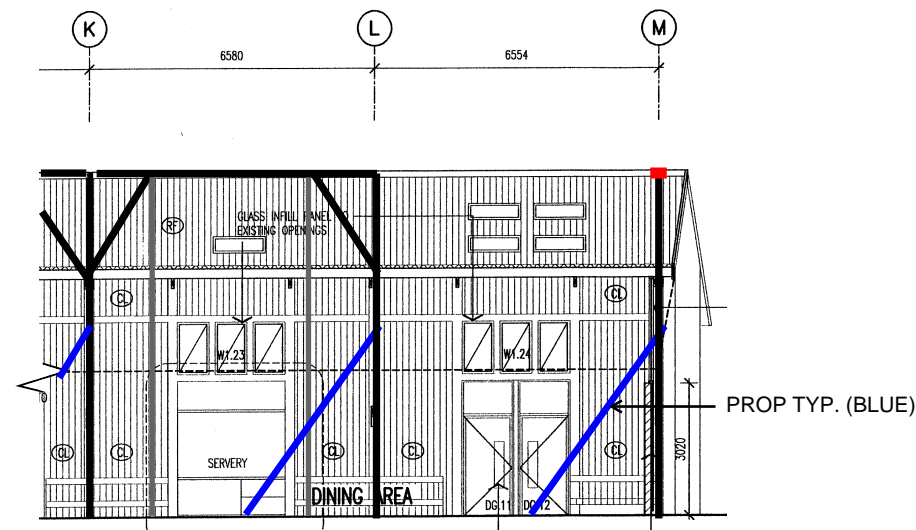
			CLIENT ATLASSIAN	 Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au	PROJECT ATLASSIAN SYDNEY - PARCELS SHED	DRAWN A.B	DESIGNED A.B	CHECKED M.F
			ARCHITECT BVN			DATE 19-08-20	APPROVED M.F	SCALE NTS
			THIS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



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.
- 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.

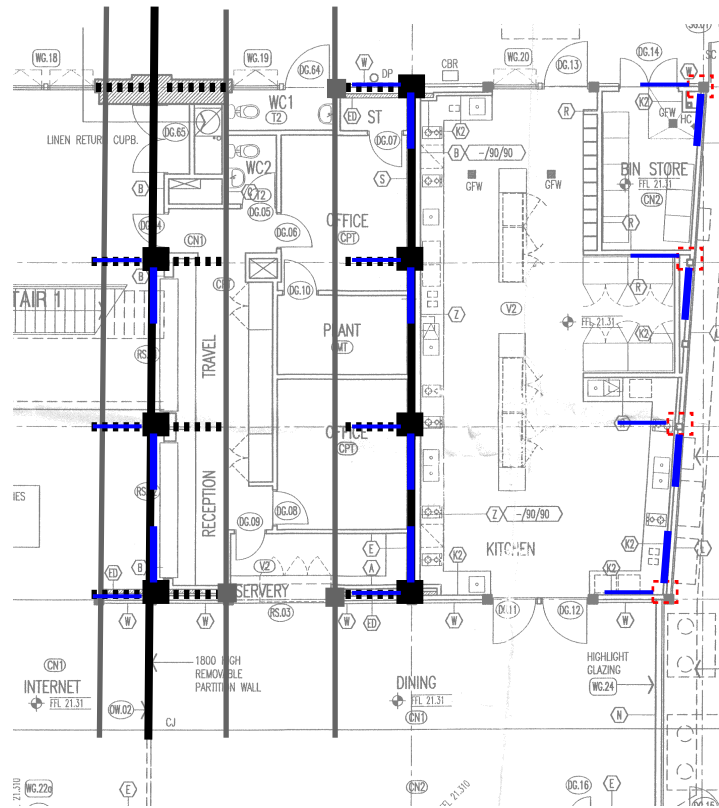
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.



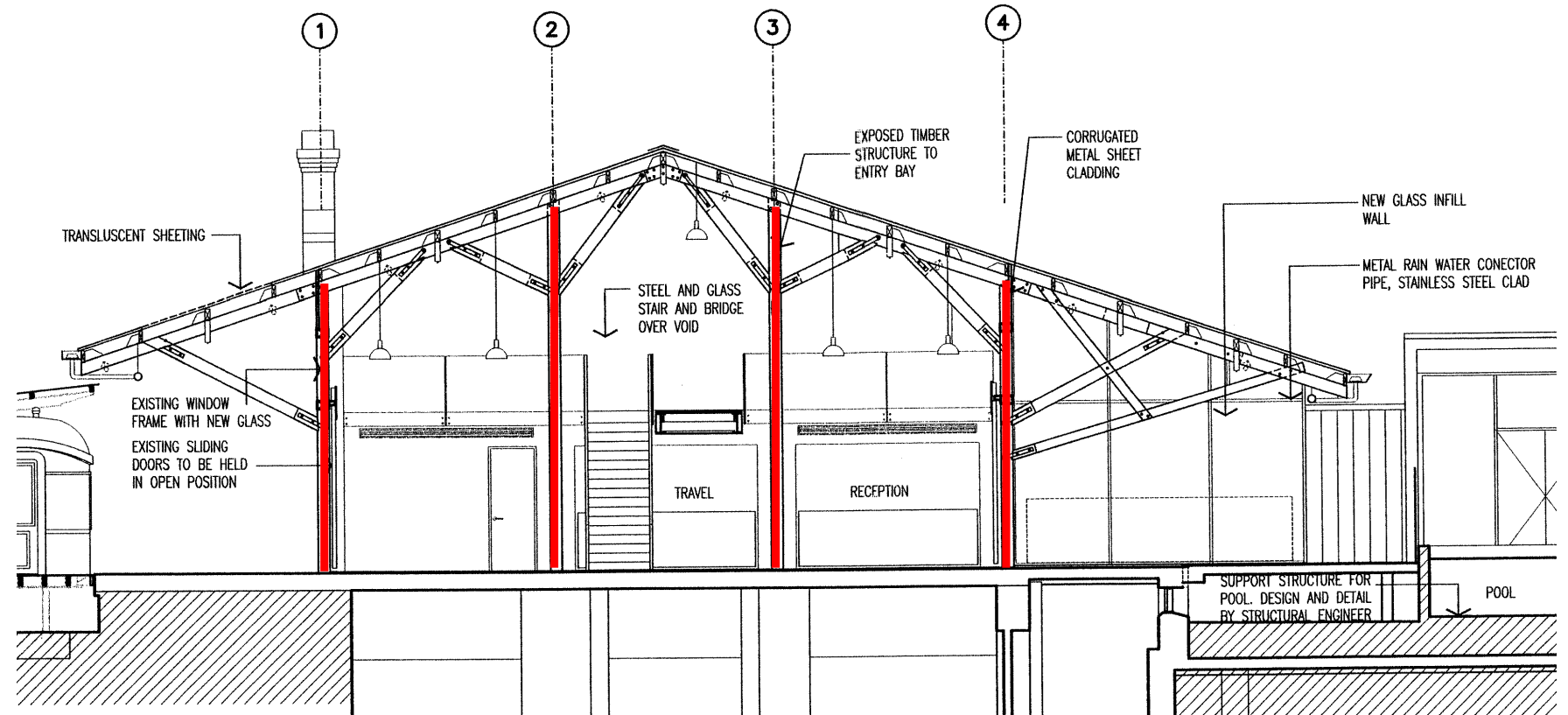
INDICATIVE PHOTO

PRELIMINARY - NOT FOR CONSTRUCTION

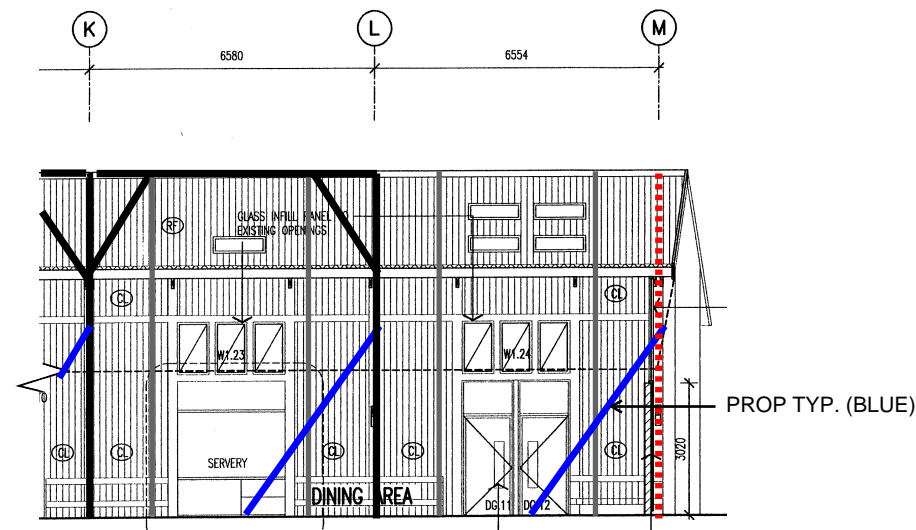
			CLIENT ATLASSIAN	 Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au	PROJECT ATLASSIAN SYDNEY - PARCELS SHED	DRAWN A.B	DESIGNED A.B	CHECKED M.F
			ARCHITECT BVN			DATE 19-08-20	APPROVED M.F	SCALE NTS
			THIS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



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:

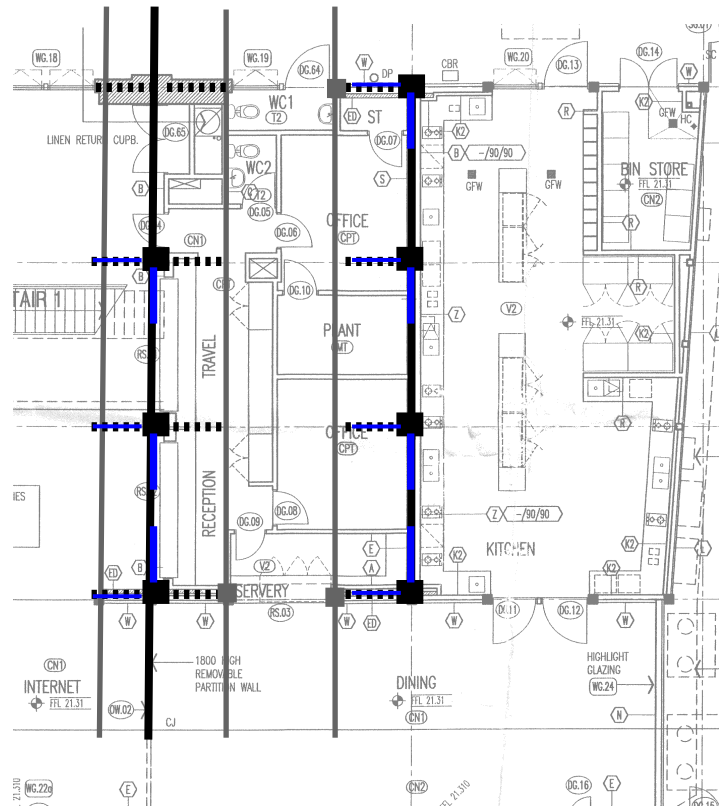
GENERAL: GUTTERING, ROOF PLANT AND OTHER SERVICES ARE TO BE REMOVED PRIOR TO STRUCTURAL REMOVAL.

- 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.
- 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.

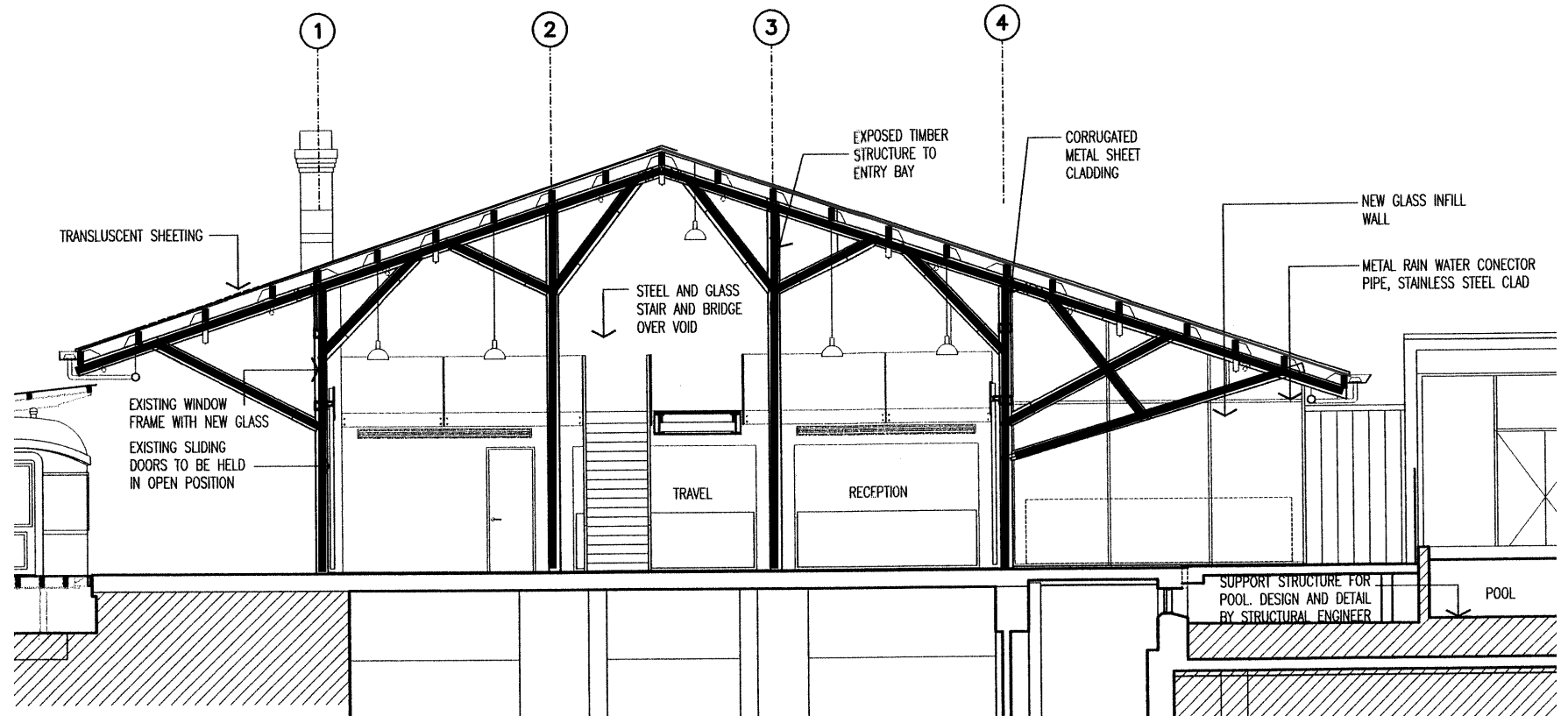
DESIGN HAS BEEN DEVELOPED TO 75% DD. THE PROPOSED DESIGN AND METHODOLOGY MAY REQUIRE SPECIALIST SUBCONTRACT INPUT TO FINALISE STAGING, DESIGN OR METHODS.

PRELIMINARY - NOT FOR CONSTRUCTION

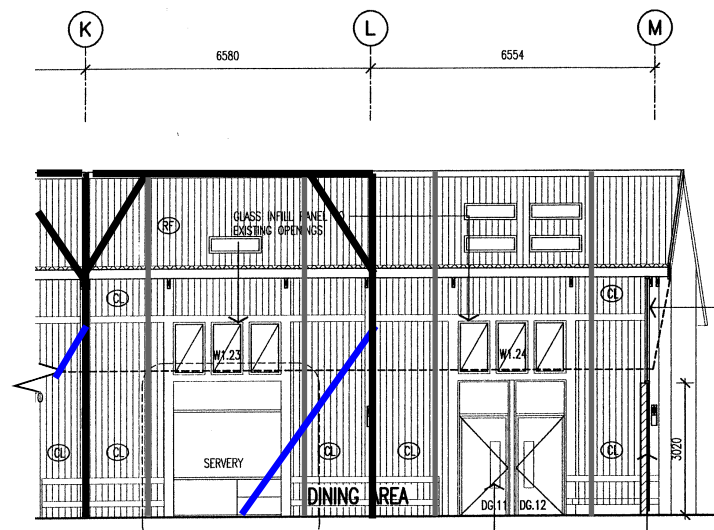
			CLIENT ATLASSIAN	 Taylor Thomson Whitting (NSW) Pty Ltd, Consulting Engineers ABN 81 113 578 377 48 Chandos Street, St Leonards NSW 2065 +612 9439 7288 ttw.com.au	PROJECT ATLASSIAN SYDNEY - PARCELS SHED	DRAWN A.B	DESIGNED A.B	CHECKED M.F
			ARCHITECT BVN			DATE 19-08-20	APPROVED M.F	SCALE NTS
			THIS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



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.
- 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.

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

PRELIMINARY - NOT FOR CONSTRUCTION

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

13.0 Appendix B – Heritage Fabric Salvaging Procedures Report Rev B_JG_210630

Traditional Stonemasonry (Consulting) Pty Ltd

A.B.N. 75 103 944 583

www.traditionalstone.com.au



Factory

69 Forrester Road
ST MARYS NSW 2760
Ph: (02) 9623 3057
Fax: (02) 9623 3305

Head Office

Suite 606, Level 6
75 King St. NSW 2000
Ph: (02) 9299 1072
Fax: (02) 9299 1073

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
Photo identification of undrawn fabric	8
Undrawn Fabric Codes	10
Transportation and Storage.....	11
Salvaged Timber Surface Treatment	14
Appendix A – TTW Deconstruction Methodology	15

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 the 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 be applied to the wedge and not the timber to be salvaged.

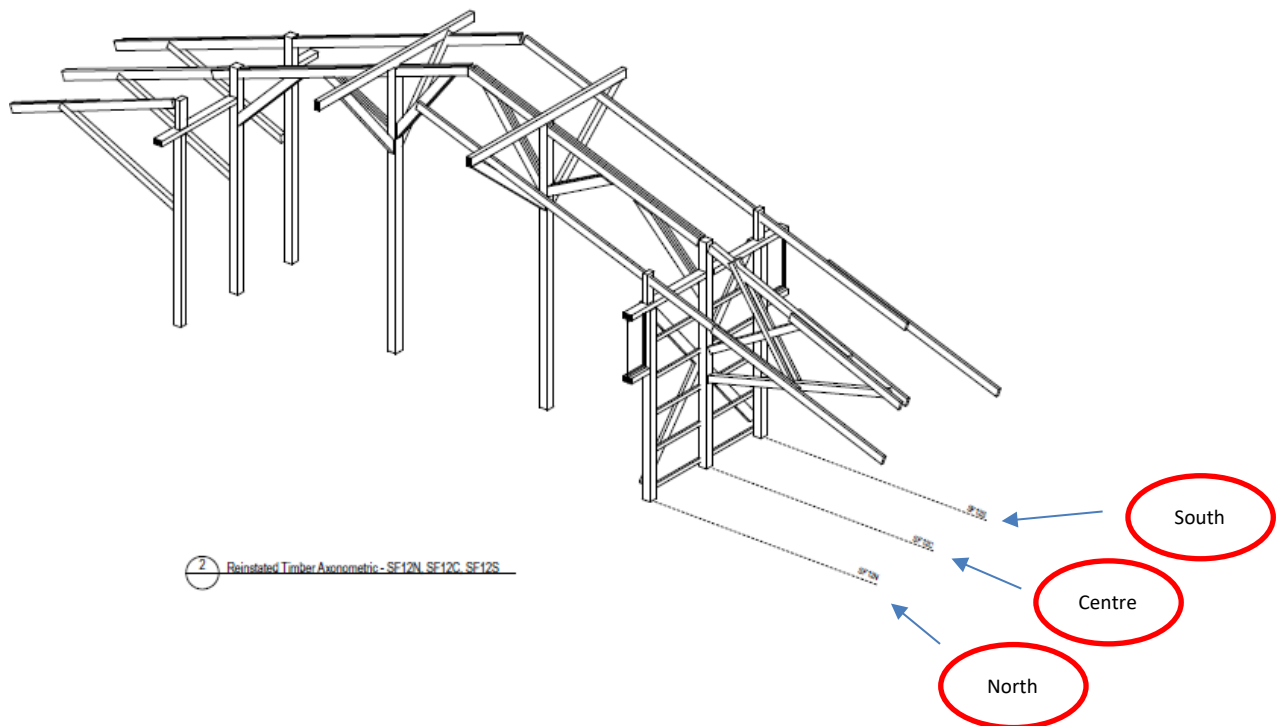
Heritage Fabric Register and Identification

The Parcel 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.

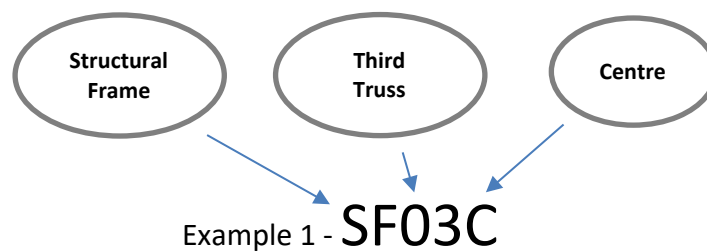
Truss Nomenclature Codes for Truss Groups (Prefix)

Reference Architectural Drawings:

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

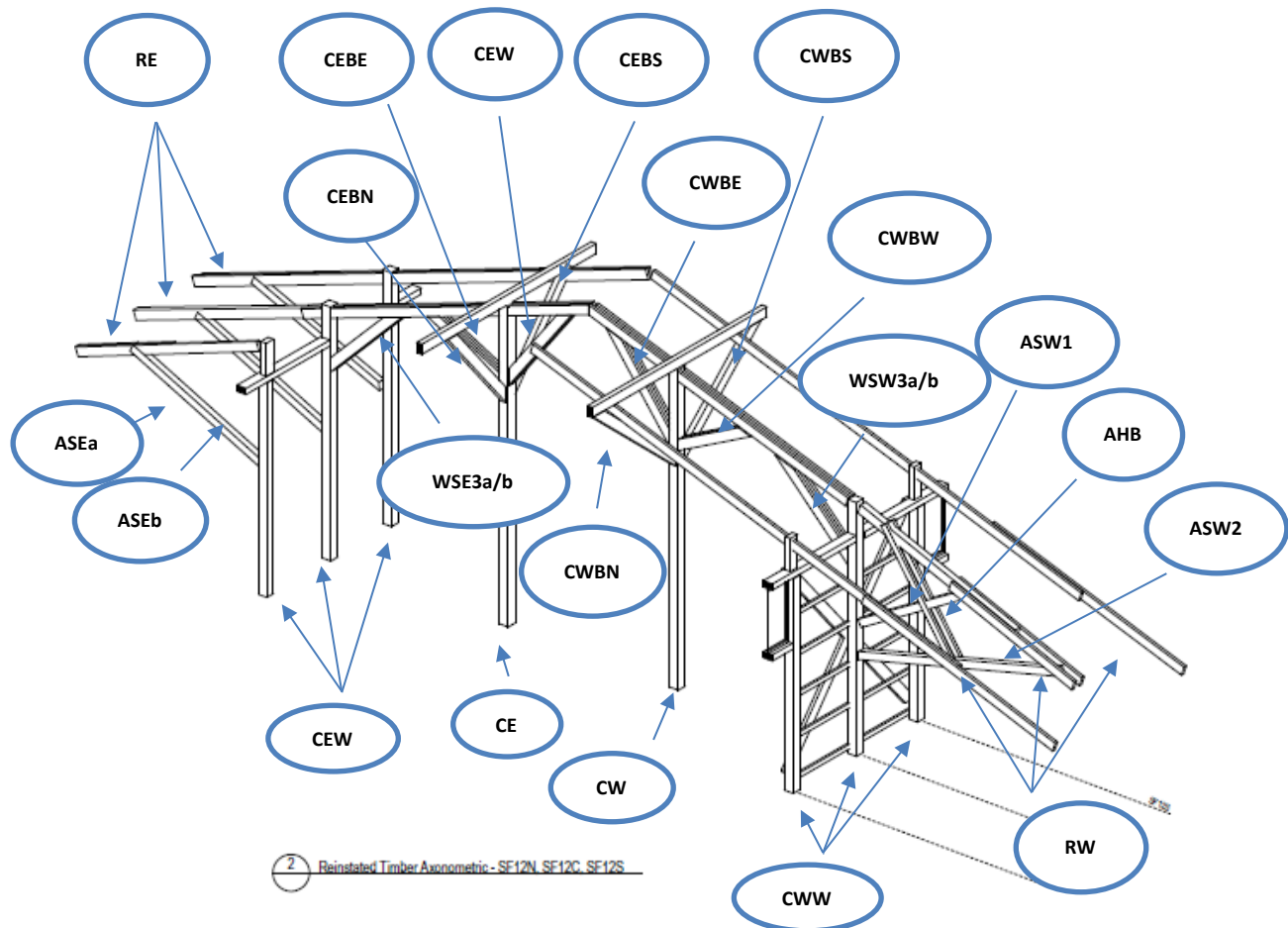


Truss frames are labelled in groups of three (3) as shown above. Each group comprises a central truss, directly supported by columns, with a minor truss on either side. The Heritage Fabric log will use the code labelling of these trusses is as per this typical example:



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

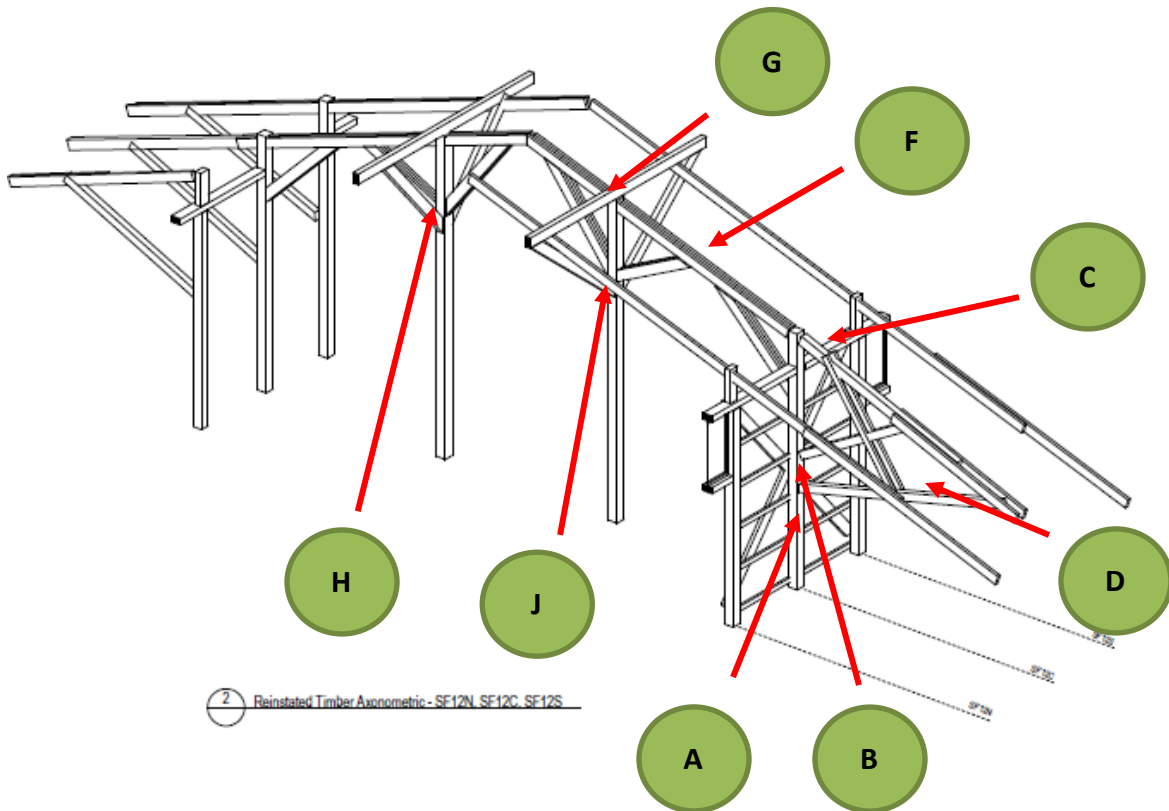
Note these code references are typical to each number truss group and are intended to provide the intent of the coding system to be used.

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 is 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.

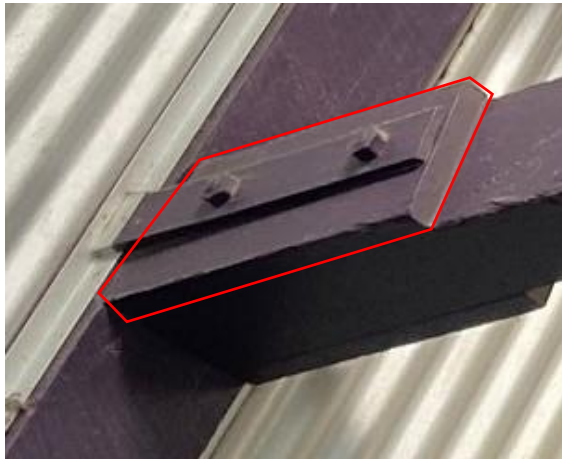
IMPORTANT NOTE:

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.

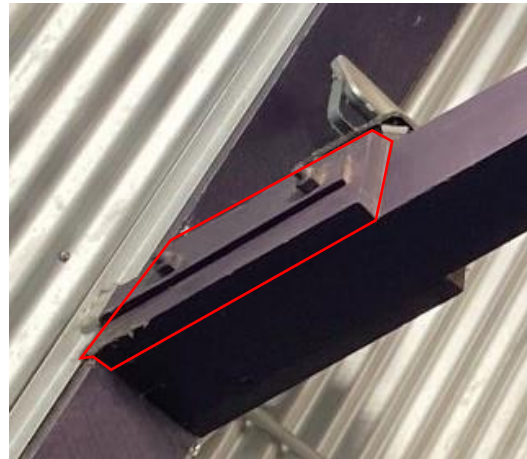


Sketch Extract 1.2

Photo identification of undrawn fabric

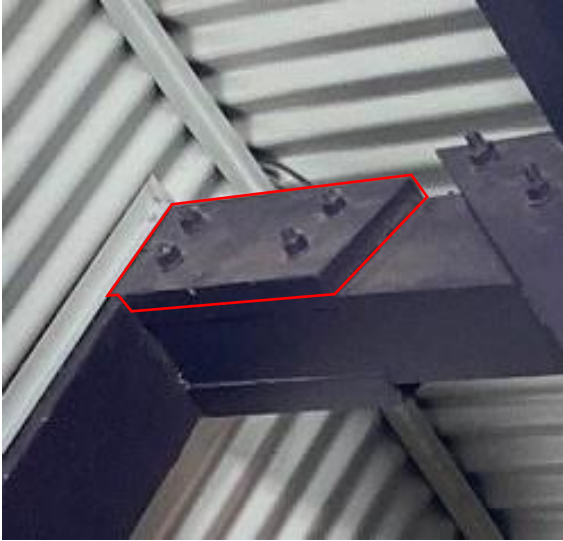


A – Timber Cleat



B – Timber Cleat

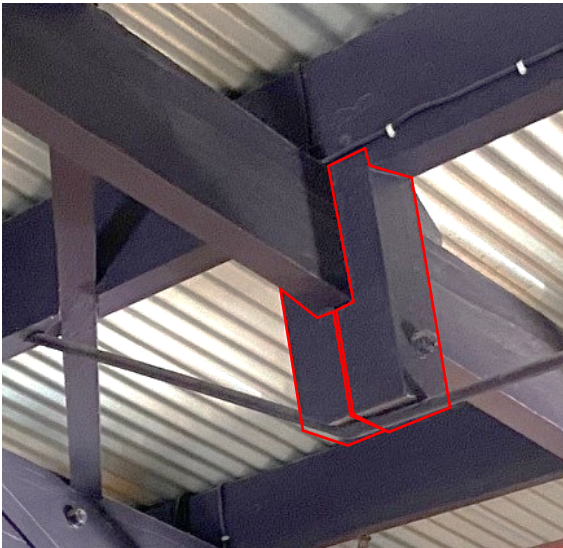
Not all the fabric salvaged is intended for reinstatement (Refer to BVN design drawings). Careful attention should be paid to the evaluation of the fabric as it is dismantled with defects being identified within the fabric register and logging form as any fabric that cannot be reinstated due to defects 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



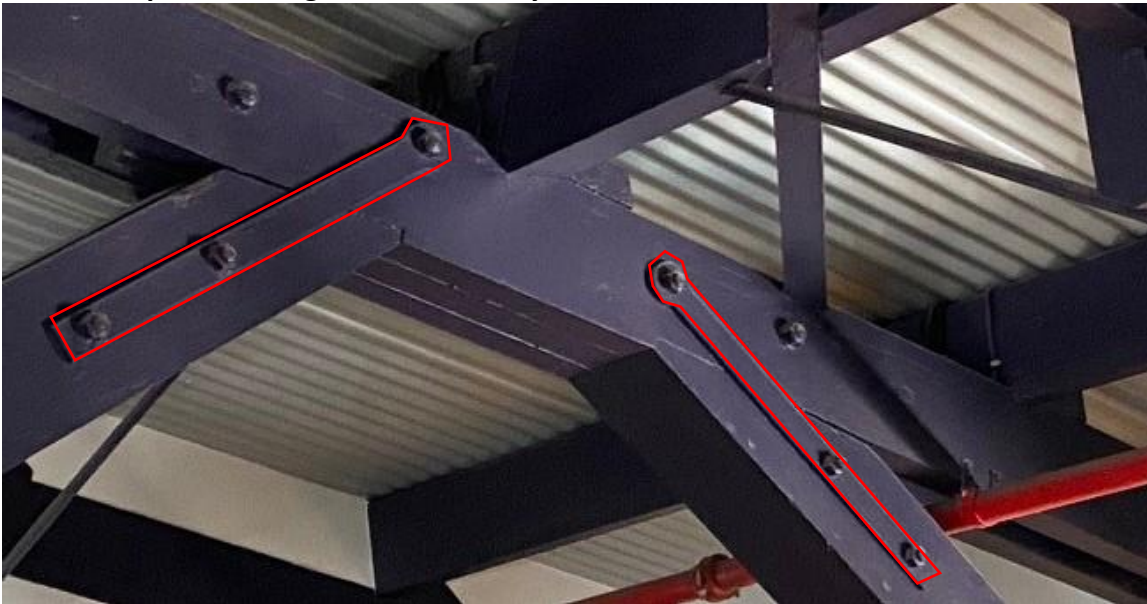
G – Bespoke scarf Joint of a rafter over a post



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.

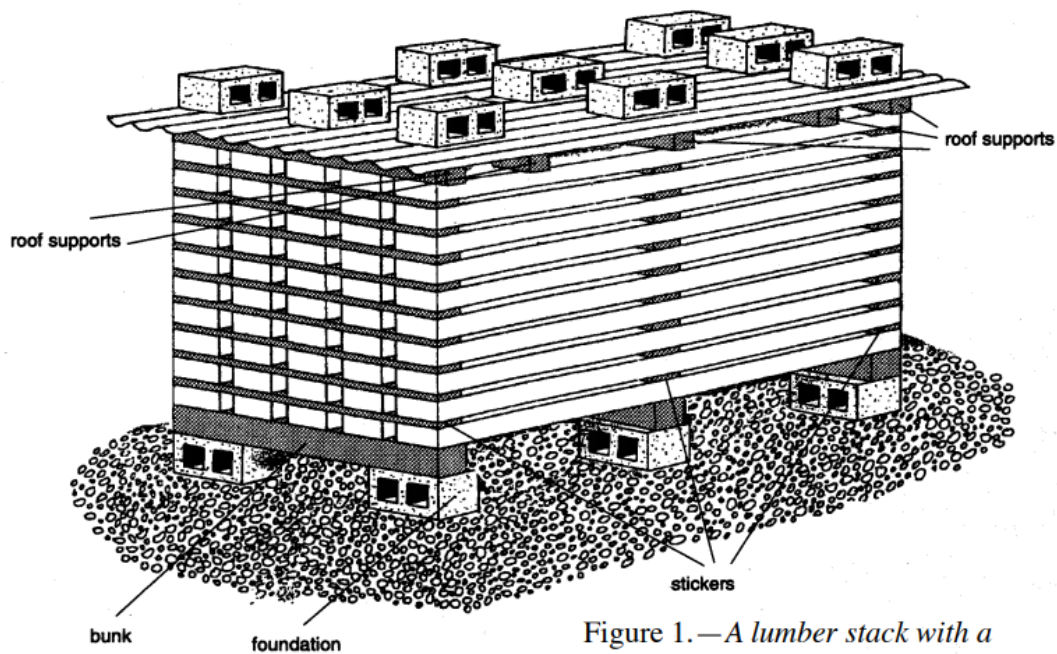


Figure 1.— A lumber stack with a concrete block foundation and correct sticker alignment. A roof protects the lumber from sun and rain.

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.

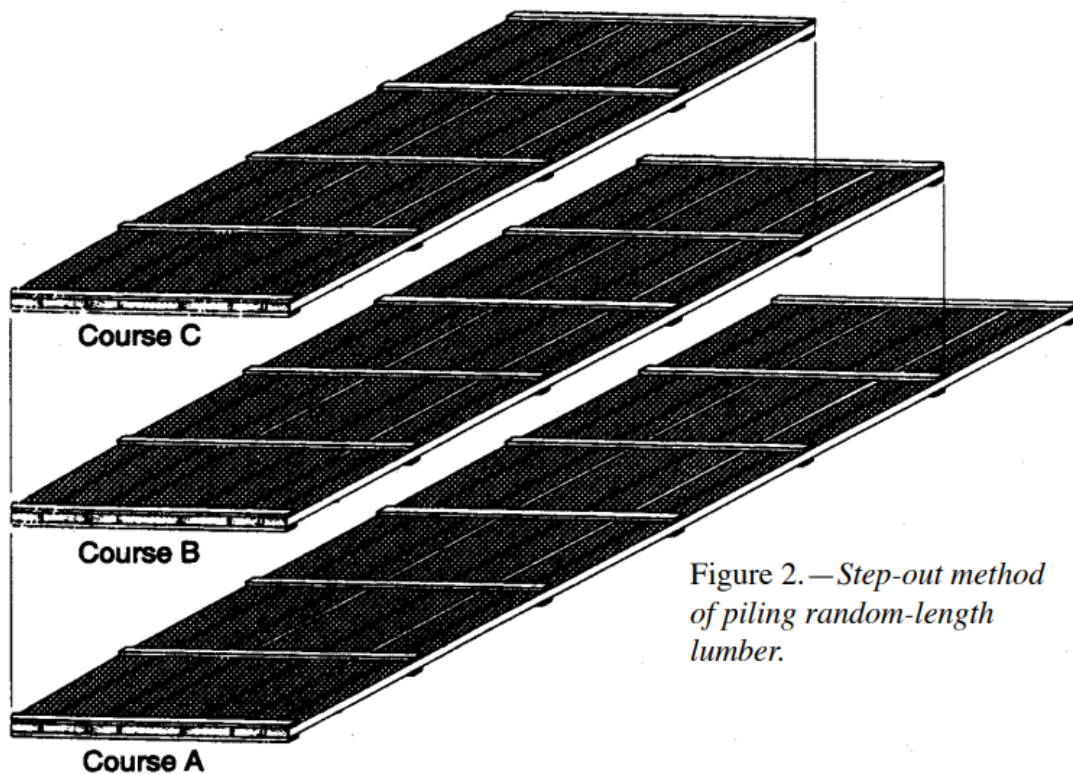


Figure 2.—*Step-out method of piling random-length lumber.*

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.*

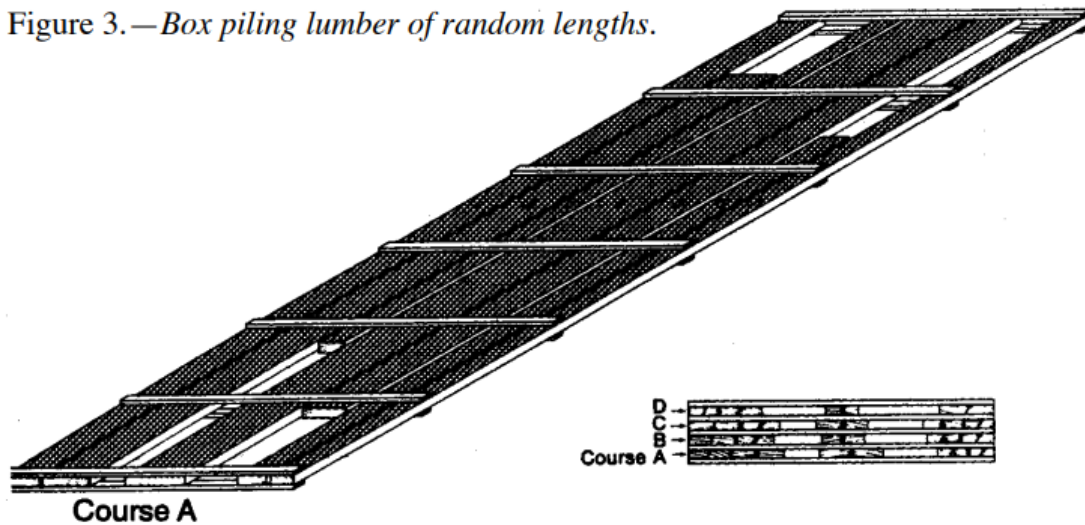


Image courtesy of Oregon State University

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 is 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.

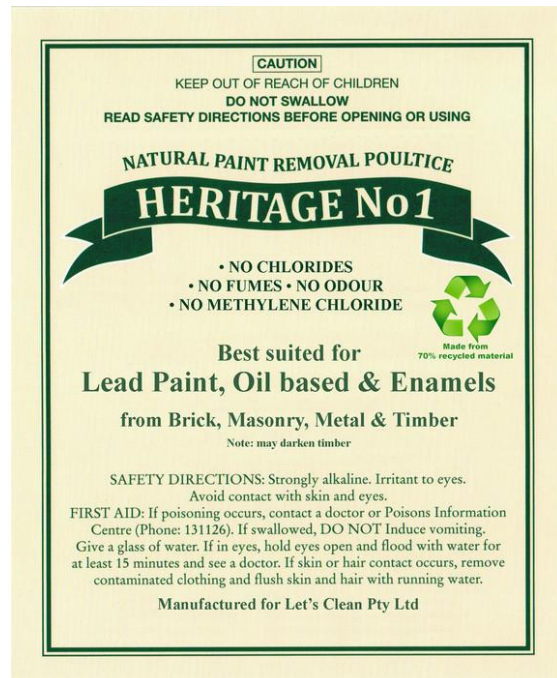
The paint stripper we would recommend is supplied by Heim Surface Technologies

Contact Details

Ph: 9451 8422

Unit 27, 8 Tilley Lane

Frenches Forrest NSW 2086



Appendix A – TTW Deconstruction Methodology

APPENDIX B

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)

Central Station Parcels Shed

Heritage Building Fabric Salvage and Storage

Traditional Stonemasonry (Consulting) P/L

Contents

Aim	3
Report Structure	4
Table of Architectural Nomenclature:	4
Masonry Walls	6
Brick Wall Panels	6
Stonework	7
Timber Frame Work	10
Joinery	10
Timber roof Members	12
Timber Posts	12
Iron Fittings.....	14
Storage & Maintenance of Salvaged Items	15
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 from a stonemason's work bench called a 'Banker'.

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

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

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

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

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

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 a 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 perpendicular 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 perpendicular 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

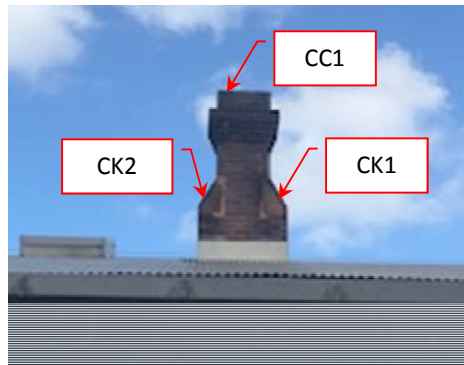


Photo 1.2

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

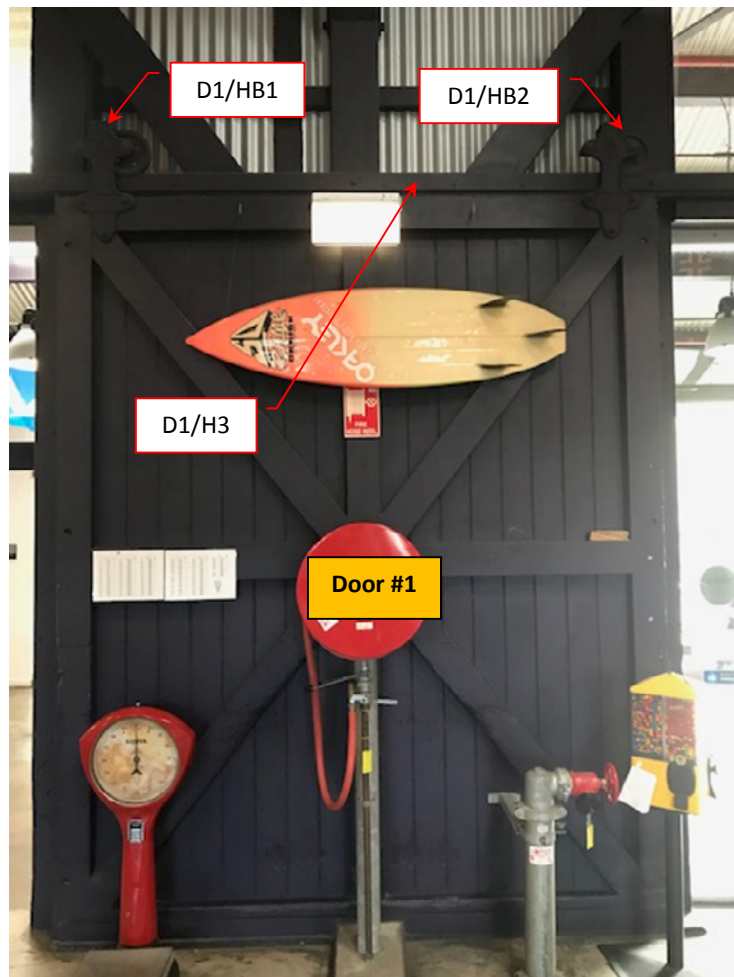


Photo 1.5

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

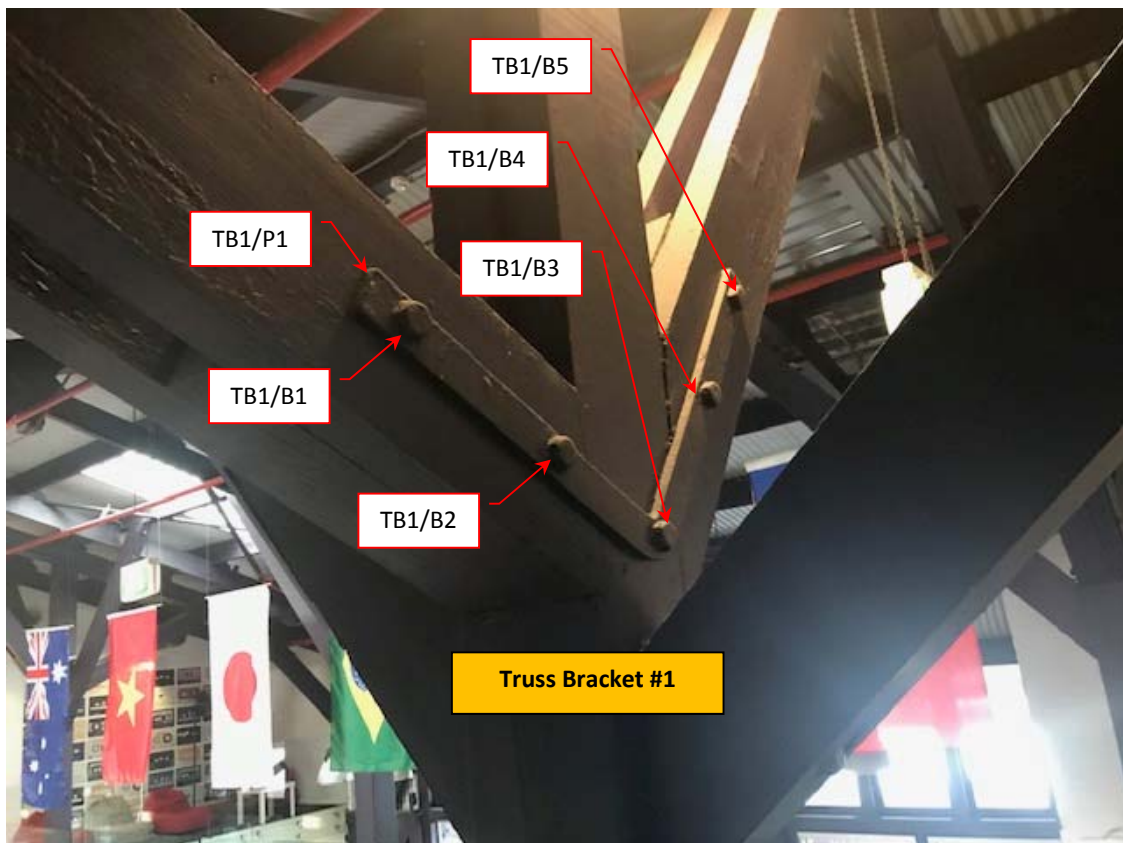
2. Create a post location plan inclusive of elevations and sections in which each of the individual posts is given a unique ID code. 2x Non-perishable tags are to be created for each post and affixed to the posts using stainless steel clouts on an exposed face within 1 meter of the base of the posts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



