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URBIS

# HERITAGE IMPACT STATEMENT

Adina Central, Former  
Parcels Post Office, 2 Lee  
Street, Haymarket

Mixed-Use Redevelopment

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# EXECUTIVE SUMMARY

This Heritage Impact Statement (HIS) has been prepared by Urbis Pty Ltd to accompany a detailed State significant development (SSD) development application (DA) for the mixed-use redevelopment proposal at TOGA Central, located at 2 & 8A Lee Street, Haymarket (the site). The site is legally described as Lot 30 in Deposited Plan 880518 and Lot 13 in Deposited Plan 1062447. The site is also described as 'Site C' within the Western Gateway sub-precinct at the Central Precinct.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the SSD DA (SSD 33258337).

This report concludes that the proposed mixed-use redevelopment is suitable and warrants approval subject to the implementation of the mitigation measures set out in Section 5.11 of this report.

The proposal is the result of a detailed design competition which was driven in part by an objective to reconcile the heritage values of the site and surrounding heritage items with the broader strategic vision for the Western Gateway Sub Precinct. The proposal will result in substantial change to the immediate setting of the former Parcel Post Building and it will contribute to a substantial densification of development in the setting of Central Station. However, this impact is considered to be acceptable for the reasons outlined in this report and in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government's ambitions for a tech precinct at the Western Gateway.

The following elements summarise the mitigation measures taken to minimise or avoid heritage impacts.

Taller built form located in the Central Precinct will be visible in the context of the Central Precinct Tower cluster and as such will contribute to the contemporary visual landmark that is intended for Haymarket and the wider visual setting.

- Urbis has been providing continuous heritage design advice for this site for several years, from the Planning Proposal which was approved in 2022 through to the Design Competition and the detailed development of the current proposal. The works proposed under this application are the result of collaborative input from a number of consultants and the Design Competition winning architects, Bates Smart.
- Urbis was engaged to prepare the Conservation Management Plan (CMP) for the site to supplement the Central Station CMP prepared by Artefact Heritage Services in 2022. This site specific CMP focuses on the fPPb only and does not include other areas within the Central Station heritage item curtilage. The CMP outlines the significance of the place, includes a detailed fabric analysis and provides policies for the management of the heritage values of the place. The CMP was prepared in consultation with Artefact Heritage Services. Particular regard has been had to this proposal of appropriate conservation policies for the protection, conservation and interpretation of significant elements throughout the site. The policies in the Conservation Management Plan have provided heritage principles to guide the design development of the proposal to ensure that the heritage significance of the place is recognised and conserved.
- The structural design has been subject to rigorous testing and assessment to develop a solution which minimises structure in the vertical separation zone between the tower and the fPPb while ensuring the viability of the tower and the usability of the surrounding public domain. The new tower will be supported by a core (east) and 'pod' (south) with structural beams rising through the former Parcels Post building to support a cantilevered area above. The columns will be internally placed and no further intervention to significant fabric or the grid-like floor space layout will be impacted. The interior to the former Parcels Post is utilitarian in character and the proposal provides opportunity to introduce supporting structure without impacting significant architectural detail.
- Numerous alterations and additions have been undertaken to the former Parcels Post building previously. Some examples include modifications undertaken to facilitate the operation of the Adina Hotel and to accommodate later, contemporary lift cores and services as outlined in Sections 3.8 and 3.9. Notably the original lift and stair locations from the operating days of the Parcels Post have been removed and infilled. Remaining internal original fabric is therefore confined to the essential structure including grid structure. There is therefore an opportunity to introduce supports for the tower without impacting significant fabric including the structural column grid which will be entirely respected.



- The proposed tower, incorporating substantial setbacks from the northwest corner and adoption of a splayed form (approx. 13m minimum setback) and minimum 12.6m vertical separation above the heritage item, serves to mitigate impacts of scale and further enables the heritage item to be read independently (particularly in primary views from the north on George and Pitt Streets) and to create a sense of visual separation between the heritage item and the tower.
- The modifications to the eastern façade of the former Parcels Post building to allow space for the tower core will be relegated to later fabric modified in the 1990s to reinstate the character of the eastern facades following intensive alterations throughout the 20<sup>th</sup> century. It is entirely appropriate that the circulation core is located to this highly modified façade. Minimal intervention will be undertaken to the north or west facades with views toward the former Parcels Post building maintained.
- The proponent and its consultants have consulted with the relevant heritage-related Government agencies to ensure that feedback on the heritage aspects of the design was received and integrated into the proposal as the design progressed. Throughout the design development phase of this project, we have collaboratively engaged with the Heritage Council of NSW and the Heritage NSW team. Feedback has been iteratively received and integrated into the proposal.
- Detailed analysis of the historical archaeological and Aboriginal archaeological values of the place have been undertaken in a separate Historical Archaeological Assessment and Aboriginal Cultural Heritage Assessment prepared for the proposal prepared under separate cover.
- In recognition of the rich layering of heritage values associated with the site and in anticipation of the conditions of consent, and in response to the Design Guide for the Western Gateway Sub Precinct (2021) Freeman Ryan Design has been engaged as a key member of the consultant team for the project to provide a comprehensive heritage interpretation strategy for the place. Freeman Ryan are similarly developing interpretation devices for the Block A site and the precinct generally and their engagement for the subject project will ensure a cohesive, wholistic response to the interpretation of significance values in the precinct. While the strategy is still being developed, site investigations and opportunities for robust interpretation installations are being considered in collaboration with Bates Smart with regard to the final design. The interpretation strategies which will be outlined herein will enable the continued interpretation and celebration of the many and varied layers of history and cultural heritage on the site, and this strategy will be important to ensure the recognition and conservation of the identified heritage values of the place.
- The Urbis visual analysis has demonstrated an acceptable visual impact on the wider Central Station Precinct. It concludes that the proposed development is spatially well separated from immediate surrounding heritage items and is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually documented public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower. The VIA also finds that the contemporary architectural detailing, façade treatment, materials and colours proposed for the tower highly contrast with the predominant colours and materials which characterise the visual setting of the items.
- The heritage impacts of the proposal must be considered in the context of the broader strategic vision for the precinct. The improvement to the site interface Henry Dean Plaza and the broader Central Station precinct demonstrates a public benefit that will contribute to the ongoing vitality and vibrancy of the Western Gateway Sub-precinct and broader Central Station precinct.

In addition to the above, Urbis Pty Ltd makes the following recommendations for additional mitigation measures to conserve the heritage significance of the former Parcels Post building:

- A comprehensive archival recording must be undertaken prior to any works being undertaken. The archival recording should include all elements of the building, the site, the retaining wall and Upper Carriage Lane, significant views and the setting of the place. Copies of the archival recording should be retained on site and provided to the relevant consent authorities (City of Sydney and Heritage NSW). This should include photography and / or measured drawings as deemed necessary. Archival recordings should be undertaken in accordance with the former NSW OEH Heritage Division's Guidelines for Photographic Recording of Heritage Items Using Film or Digital Capture'.
- The Schedules of Conservation Works prepared by Apex Diagnostics and Urbis (2022) which accompany this application are to be implemented as part of the project. The documents may require

updates throughout the construction process as demolition works may reveal additional conservation issues. Conservation works are to be undertaken by a specialist conservator with demonstrated experience in heritage fabric and should be undertaken.

- The interpretation strategy being prepared by Freeman Ryan Design should be developed into a heritage interpretation plan prior to Construction Certificate to identify preferred interpretation media and content in conjunction with the finalised approved design for the proposal. Interpretation must be implemented as per the plan prior to obtaining an Occupation Certificate.
- The archaeological management recommendations outlined in both the Historical Archaeological Assessment and the Aboriginal Cultural Heritage Assessment Report must be implemented to appropriately manage the potential archaeological values of the place. A suitably qualified heritage consultant should be engaged to provide ongoing advice throughout the design development, contract documentation and construction stages of the project.

Following the implementation of the above mitigation measures, the remaining impacts are appropriate.

# 1. INTRODUCTION

## 1.1. BACKGROUND

This Heritage Impact Statement (HIS) has been prepared by Urbis Pty Ltd to accompany a State Significant development application (SSDA) for the mixed-use redevelopment proposal at TOGA Central, located at 2 & 8A Lee Street, Haymarket (subject site).

The Minister for Planning, or their delegate, is the consent authority for the SSDA and this application is to be lodged with the NSW Department of Planning and Environment (DPE) for assessment.

The purpose of the SSDA is to complete the restoration of the heritage-listed building on the site, delivery of new commercial floorspace and public realm improvements that will contribute to the realisation of the Government's vision for an iconic technology precinct and transport gateway. The application seeks consent for the conservation, refurbishment and adaptive re-use of the Adina Hotel building (also referred to as the former Parcels Post building (fPPb)), construction of a 45-storey tower above and adjacent to the existing building and delivery of significant public domain improvements at street level, lower ground level and within Henry Deane Plaza. Specifically, the SSDA seeks development consent for:

- Site establishment and removal of landscaping within Henry Deane Plaza.
- Demolition of contemporary additions to the fPPb and public domain elements within Henry Deane Plaza.
- Conservation work and alterations to the fPPb for retail premises, commercial premises, and hotel and motel accommodation. The adaptive reuse of the building will seek to accommodate:
  - Commercial lobby and hotel concierge facilities,
  - Retail tenancies, a food and drink tenancies and convenience retail with back of house areas.
  - 4 levels of co-working space,
  - Function and conference area with access to level 6 outdoor rooftop space, and
  - Reinstatement of the original fPPb roof pitch form in a contemporary terracotta materiality.
- Provision of retail floor space including a supermarket tenancy, smaller retail tenancies, and back of house areas below Henry Deane Plaza (at basement level 1 (RL12.10) and lower ground (RL 16)).
- Construction of a 45-storey hotel and commercial office tower above and adjacent to the fPPb to a maximum building height of RL 202.108m, and comprise:
  - 10 levels of hotel facilities between level 10 – level 19 of the tower including 204 hotel keys and 2 levels of amenities including a pool, gymnasium and day spa to operate ancillary to the hotel premises. A glazed atrium and hotel arrival is accommodated adjacent to the fPPb, accessible from Lee Street.
  - 22 levels of commercial office space between level 23 – level 44 of the tower accommodated within a connected floor plate with a consolidated side core.
  - – Rooftop plant, lift overrun, servicing and AHU.
- Provision of vehicular access into the site via a shared basement, with connection points provided to both Block A (at RL 5) and Block B (RL5.5) basements. Primary access will be accommodated from the adjacent Atlassian site at 8-10 Lee Street, Haymarket, into 4 basement levels in a split-level arrangement. The basement will accommodate:
  - Car parking for 106 vehicles, 4 car share spaces and 5 loading bays.
  - Hotel, commercial and retail waste storage areas.
  - Plant, utilities and servicing.
- Provision of end of trip facilities and 165 employee bicycle spaces within the fPPb basement, and an additional 71 visitor bicycle spaces within the public realm.

- Delivery of a revitalised public realm across the site that is coordinated with adjacent development, including an improved public plaza linking Railway Square (Lee Street), and Block B (known as ‘Central Place Sydney’). The proposal includes the delivery of a significant area of new publicly accessible open space at street level, lower ground level, and at Henry Deane Plaza, including the following proposed elements: – Provision of equitable access within Henry Deane Plaza including stairways, ramp access and a publicly accessible lift.
  - Construction of an elevated pavilion within Henry Deane Plaza at RL21.
  - Landscaping works within Henry Deane Plaza and along Lee Street.
- Utilities and service provision.
- Realignment of lot boundaries.

This report has been prepared in response to the requirements contained within the Secretary’s Environmental Assessment Requirements (SEARs) dated 17 December 2021 and issued for the SSDA. Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Item	Description of requirement	Section reference (this report)
<b>21 Environmental Heritage</b>	<ul style="list-style-type: none"> <li>• <i>Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated.</i></li> <li>• <i>Detail all proposed alterations to the Former Parcels Post Building (Adina hotel) and how the proposal has been designed to minimise and mitigate impacts to the heritage item.</i></li> <li>• <i>Provide a Heritage Conservation Management Plan (CMP) for the Former Parcels Post Building (Adina hotel) as part of the State heritage listed Central Railway Station and associated buildings.</i></li> <li>• <i>Address compliance with any relevant Conservation Management Plan, particularly the Central Railway Station CMP addressing any proposed adaptive reuse and measures to minimise impacts on the building demonstrate attempts to avoid and/or mitigate the impact on the heritage significance or cultural heritage values of the site and the surrounding heritage items heritage conservation areas and provide an evaluation of the effectiveness of the proposed mitigation measures.</i></li> </ul>	Sections 4 and 5  Note: The Archaeological Assessment and CMP are beyond the scope of this HIS and will be submitted as separate reports.

## 1.2. THE SITE

The site is located within the City of Sydney Local Government Area (LGA). The site is situated 1.5km south of the Sydney CBD and 6.9km north-east of the Sydney International Airport within the suburb of Haymarket.

The site is located within the Western Gateway sub-precinct, an area of approximately 1.65ha that is located immediately west of Central Station within Haymarket on the southern fringe of the Sydney CBD. Immediately north of Central Station is Belmore Park, to the west is Haymarket (including the University of Technology, Sydney and Chinatown), to the south and east is rail lines and services and Prince Alfred Park and to the east is Elizabeth Street and Surry Hills.

Central Station is a public landmark, heritage building, and the largest transport interchange in NSW. With regional and suburban train services, connections to light rail, bus networks and to Sydney Airport, the area around Central Station is one of the most-connected destinations in Australia.

The site is located at 2 & 8A Lee Street, Haymarket and is legally described as Lot 30 in Deposited Plan 880518 and Lot 13 in Deposited Plan 1062447. The land that comprises the site under the Proponent's control (either wholly or limited in either height or depth) comprises a total area of approximately 5,450sqm.

The location of the TOGA Central site is illustrated in Figure 1.

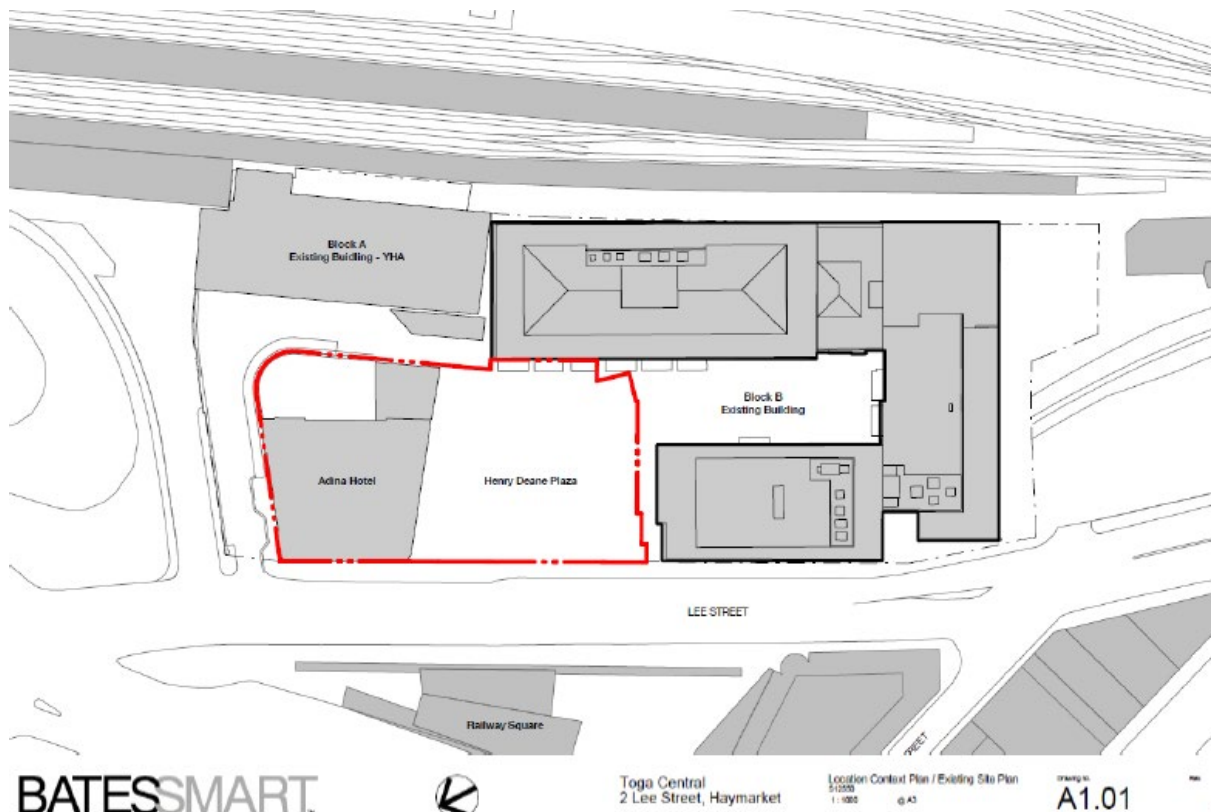


Figure 1 – Site Identification Plan

Source: Bates Smart, 2022

The site currently comprises the following existing development:

- Lot 30 in Deposited Plan 880518 (Adina Hotel building): the north-western lot within the Western Gateway sub-precinct accommodates a heritage-listed building which was originally developed as the Parcels Post Office building. The building has been adaptively re-used and is currently occupied by the Adina Hotel Sydney Central. The eight-storey building provides 98 short-stay visitor apartments and studio rooms with ancillary facilities including a swimming pool and outdoor seating at the rear of the site.
- Lot 13 in Deposited Plan 1062447 (Henry Deane Plaza): the central lot within the Western Gateway sub-precinct adjoins Lot 30 to the south. It accommodates 22 specialty food and beverage, convenience retail and commercial service tenancies. The lot also includes publicly accessible space which is used for pop-up events and a pedestrian thoroughfare from Central Station via the Devonshire Street Tunnel. At the entrance to Devonshire Street Tunnel is a large public sculpture and a glazed structure covers the



walkway leading into Railway Square. This area forms part of the busy pedestrian connection from Central Station to Railway Square and on to George and Pitt Streets, and pedestrian subways.

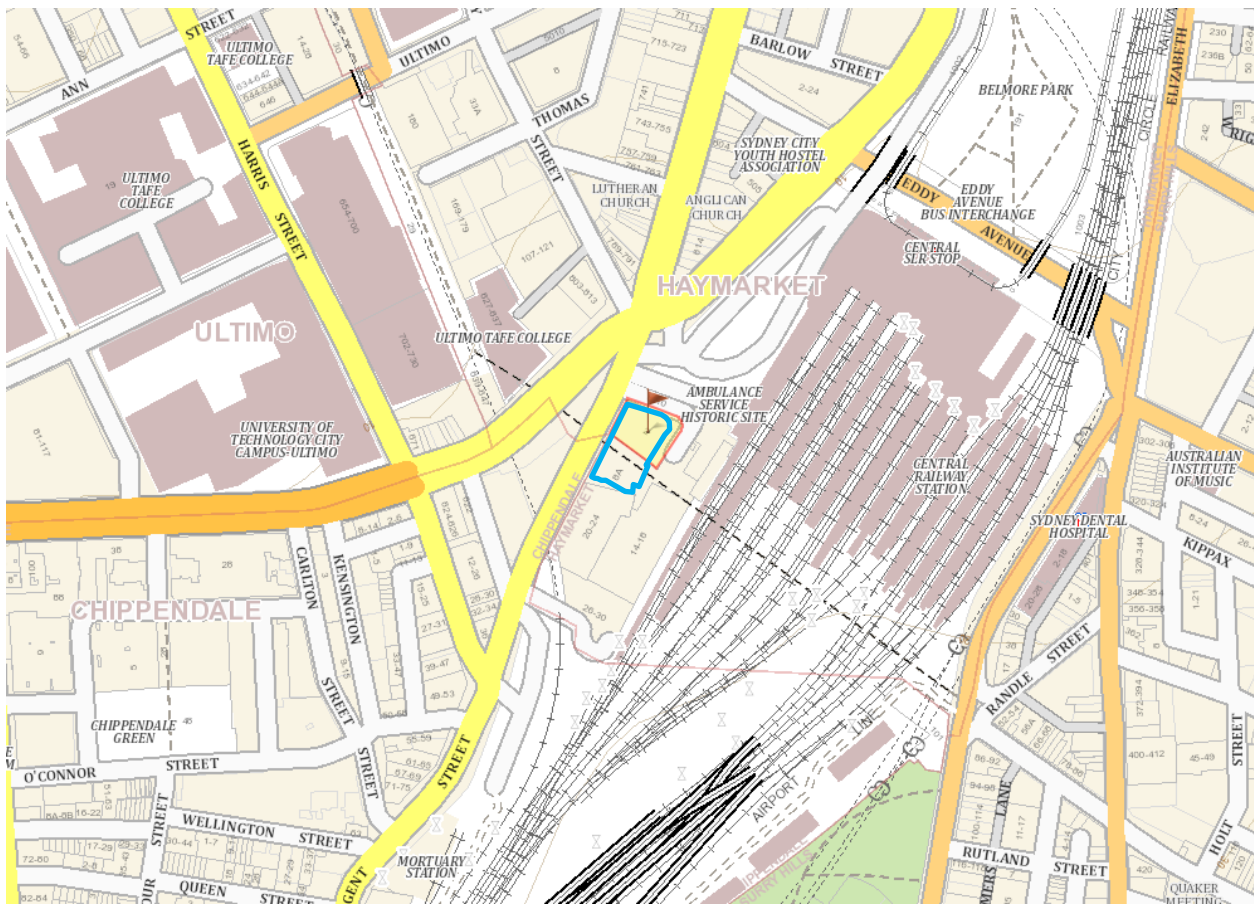


Figure 2 – Locality map with approximate location of subject site outlined in blue. Note: the former Parcels Post building is indicated by highlight

Source: NSW LRS, SIX Maps 2019

## 1.3. HERITAGE LISTING

### 1.3.1. Statutory Listings

The site is listed as an item of local significance under Schedule 5 of the *Sydney Local Environmental Plan 2012* 'Former Parcels Post Office including retaining wall, early lamp post and building interior', Item 855 (refer to Figure 2).

The site is also included within the Central Railway Station State heritage listing. This is listed on the State Heritage Register 'Sydney Terminal and Central Railway Station Group', Item SHR 01255, and in Schedule 5 of the *Sydney Local Environmental Plan 2012* 'Central Railway Station group including buildings, station yard, viaducts and building interiors' Item 824 (refer to Figure 3).

The site is not however listed independently on the State Heritage Register. There is an array of built forms that constitute Central Station, however the Main Terminal Building (particularly the western frontage) and associated clocktower constitute key components in the visual setting of the Parcel Post building.

The site is located in proximity to a number of heritage items as listed in Table 1 below.

Table 1 – Heritage items in proximity to site

Item Name	Address	Significance	Item No.
Central Railway Station group including buildings, station yard, viaducts and building interiors	-	State	I824*
Former warehouse "Canada House" including interior	822 George Street	Local	I181
Former Bank of NSW including interior	824–826 George Street	Local	I182
Railway Square road overbridge	George Street	State	I180
Marcus Clark Building, Sydney Technical College (Building W) including interior	827–837 George Street	Local	I850*
Former commercial building "Orchard's Chambers" including interior	793–795 George Street	Local	I847*
Commercial building group including interiors	767–791 George Street	Local	I844*
Former Lottery Office including interior	814 George Street	Local	I848*
Commercial building (851–855 George Street) including interior	732 Harris Street	Local	I2038

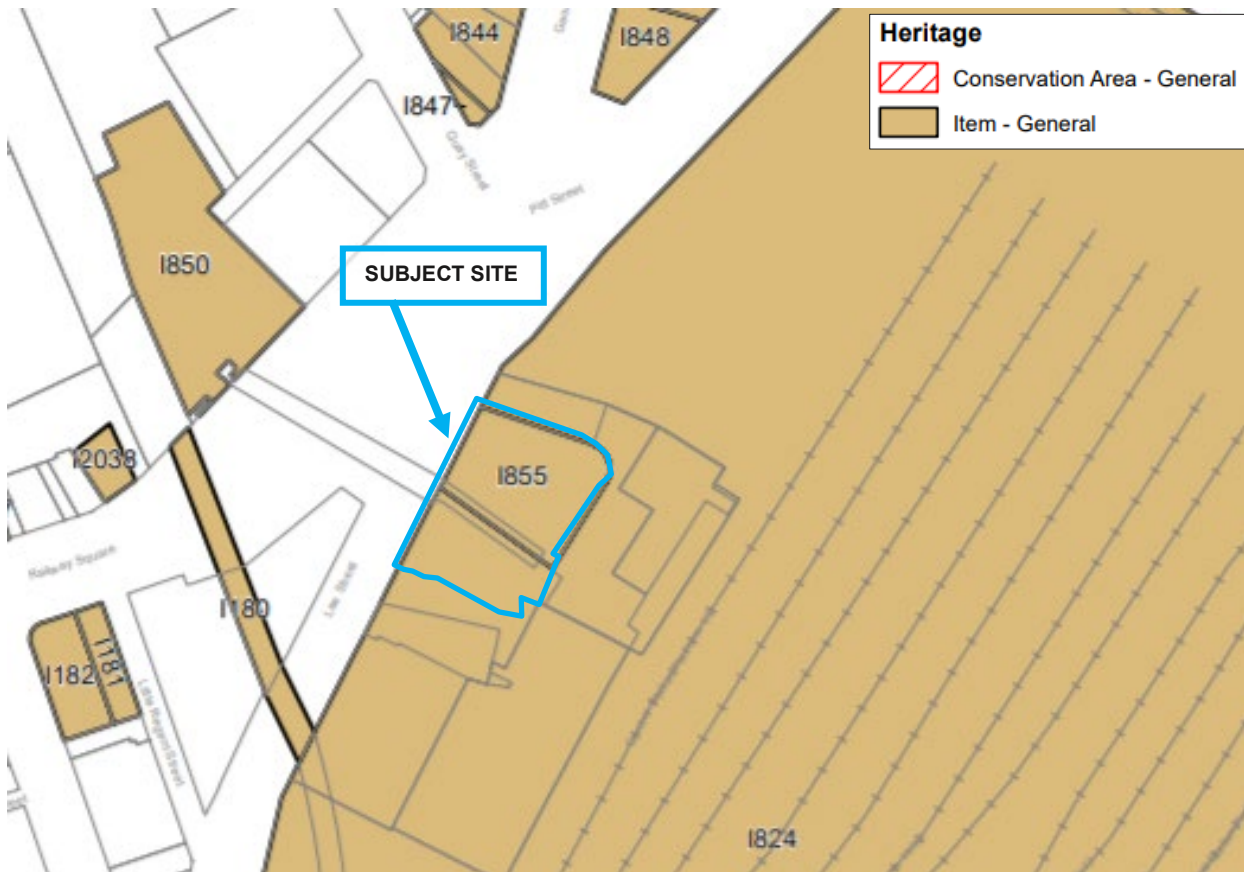
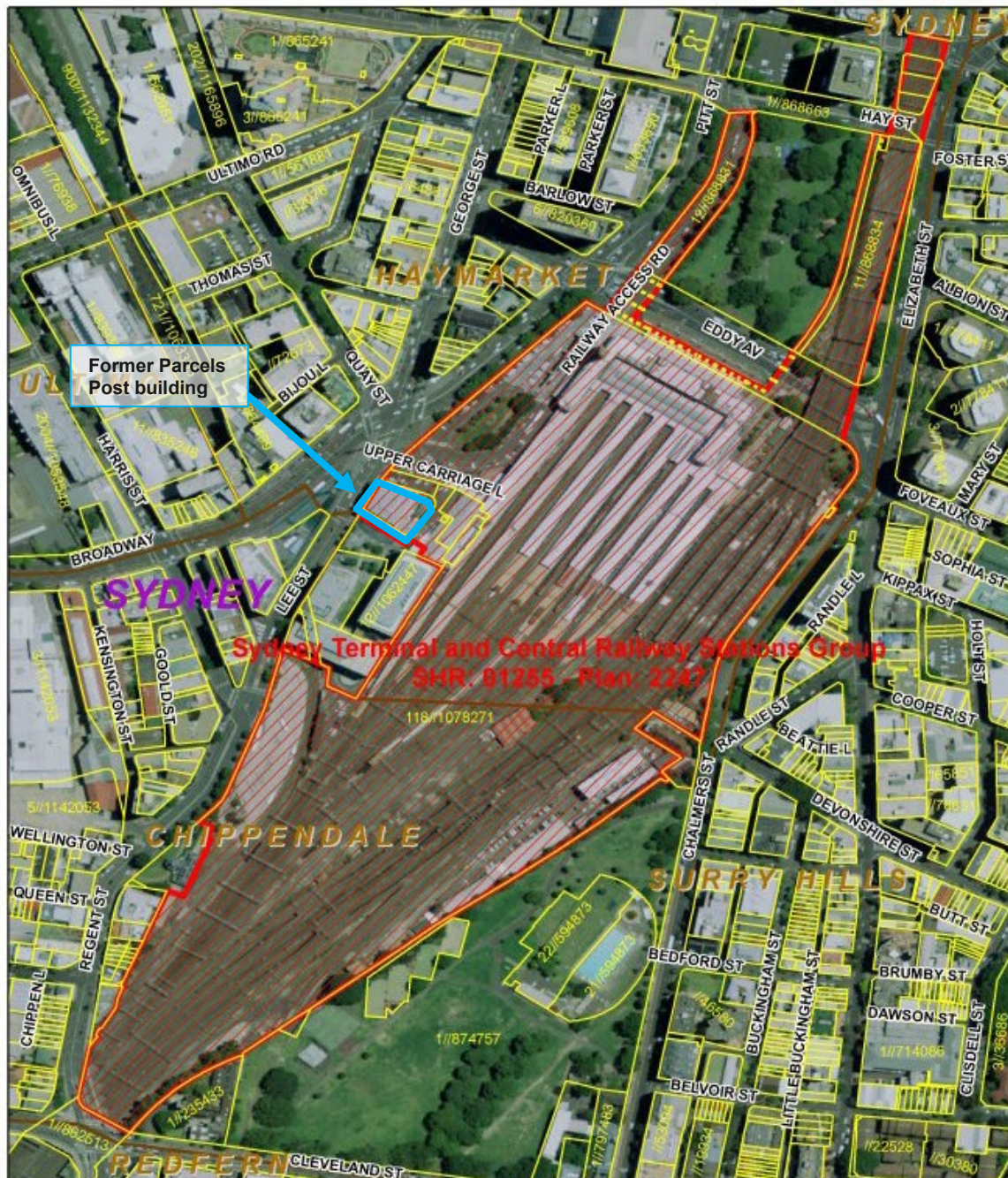


Figure 3 – Extract of heritage map HER\_016 with location of subject site indicated

Source: Sydney Local Environment Plan 2012, Heritage Map HER\_016





## State Heritage Register

Gazettal Date: 2 April 1999

0 25 50 100 150 200  
Metres

Scale: 1:5,000

Produced by: Michelle Galea

### Legend

- SHR Curtilage
- Land Parcels
- LGAs
- Suburbs

Figure 4 – Curtilage of the state heritage listing of Sydney Terminal and Central Railway Stations Group, approximate location of the former Parcels Post indicated by blue outline

Source: Heritage Council of NSW, Sydney Terminal and Central Railway Stations Group SHR 01255



### 1.3.2. Railway Square/ Central Station Special Character Area

The site is partially located within the Railway Square/ Central Station Special Character Area as shown in Figure 4. The special character area is not a statutory listing; however, it is an identified locality as in *Sydney Development Control Plan 2012*.

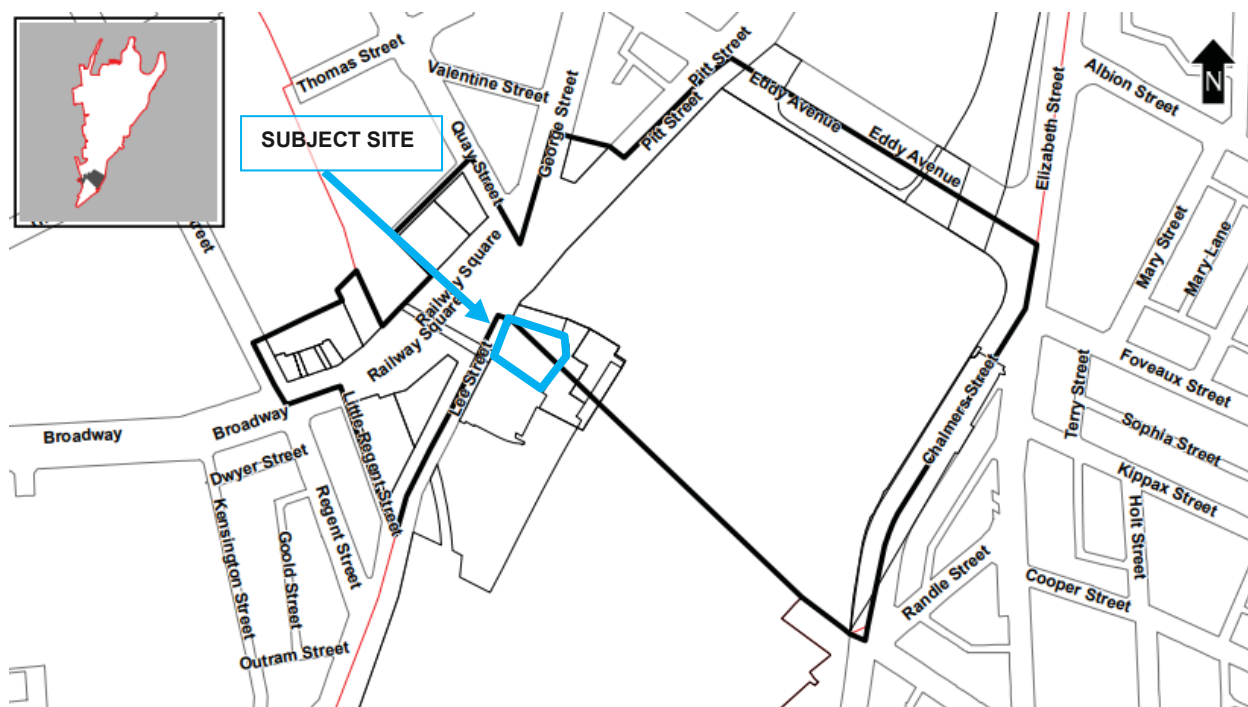


Figure 5 – Location of subject site (partly) within the Railway Square/ Central Station Special Character Area

Source: *Sydney Development Control Plan 2012, Railway Square/ Central Station Special Character Area*

The Railway Square/ Central Station Special Character Area character statement is reproduced in full:<sup>1</sup>

*Railway Square is the major visual and functional gateway to the city from west and south. The intersection of George and Pitt Streets is one of Sydney's busiest and largest intersections, which has traditionally dispersed traffic and pedestrians into and out of the city. The original intersection was of a Y shape and was formed in 1807 by the junction of the old and new connection between George Street and Parramatta Road. The continuation of George Street to the south (Lee Street) in 1843 created the existing X shape of the Square.*

*The Square has functioned for over 150 years as a railway station and still acts as a major transport interchange node, allowing change between buses, and heavy and light rail. Historically, it has an association with the first railway line and terminal opened further south in 1855 and also has symbolic importance as the focus of a rail system, which has had a great influence on the development of NSW.*

*The Central Railway Station was opened in 1902, but was not in a complete form at that time. The station was fully completed in 1921 by the addition of the clock tower, which today acts as a landmark contributing strongly to the visual prominence of the Square. The civic heritage of the Central Railway precinct provides historic continuity and physical links to the precinct's past.*

*The area is typified by a concentration of low-medium scale (3–7 storeys) heritage buildings and streetscapes, a series of varied interrelated open spaces and a rich mix of uses and activities, including commercial, industrial, institutional, residential and hotels. The predominant built form is the multi-storey warehouse typology, as opposed to the tower form, which prevails in the City centre to the north of the area.*

<sup>1</sup> Sydney Development Control Plan 2012, *Railway Square/ Central Special Character Area*



## 1.4. METHODOLOGY

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

The proposed works have been assessed in this report against the relevant objectives, policies and provisions of the following:

- Former Parcel Post Building, Conservation Management Plan (Urbis 2022)
- Central Station Conservation Management Plan, specifically Precinct Inventories – Precinct 3 (Artefact Heritage Services in June 2022)
- Design Guide for the Western Gateway Sub-precinct (September 2021)

## 1.5. AUTHOR IDENTIFICATION

The following report has been prepared by Samara Allen (Senior Consultant) and Alexandria Cornish (Associate Director). Stephen Davies (Director) has reviewed and endorsed its content.

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

## 1.6. THE PROPOSAL

As noted in Section 1.1, the purpose of the SSDA is to complete the restoration of the heritage-listed building on the site delivery of new commercial floorspace and public realm improvements that will contribute to the realisation of the Government's vision for an iconic technology precinct and transport gateway. The application seeks consent for the conservation, refurbishment and adaptive re-use of the Adina Hotel building (also referred to as the former Parcels Post building (fPPb)), construction of a 42-storey tower above and adjacent to the existing building and delivery of significant public domain improvements at street level, lower ground level and within Henry Deane Plaza.

The following figures provide an overview of the proposal. Refer also to the full set of plans which accompany this application.

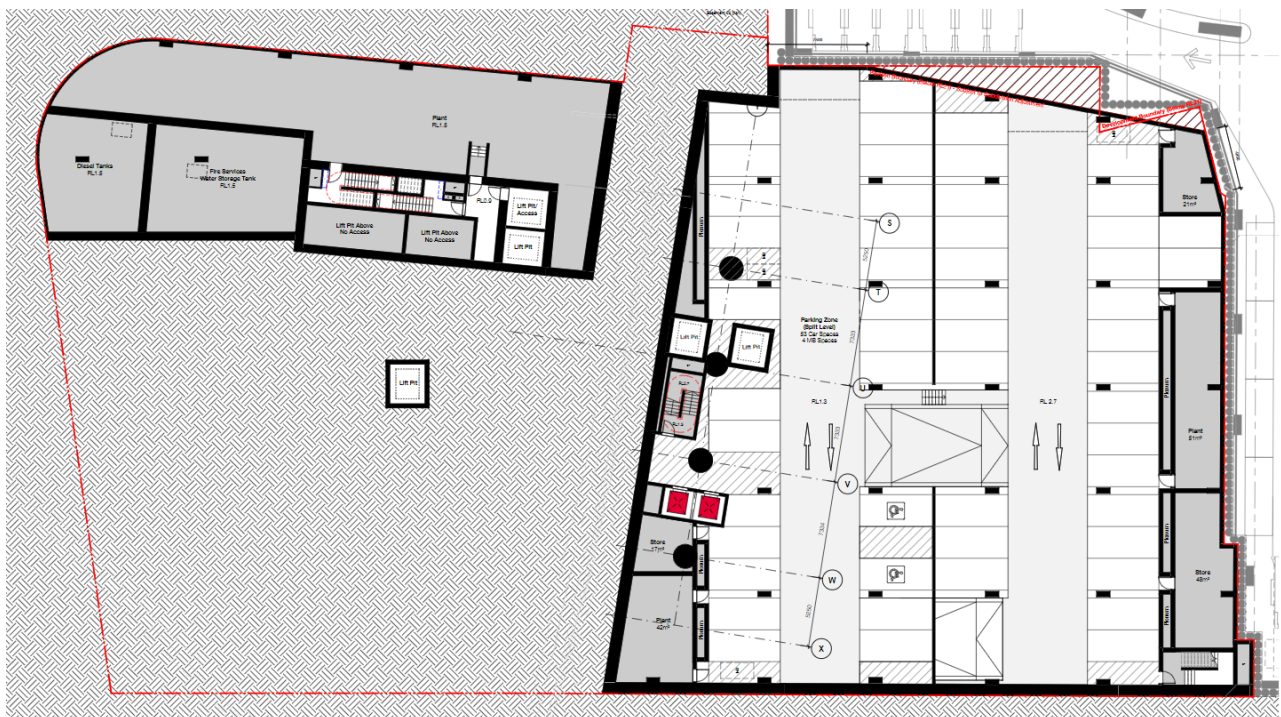


Figure 6 – General Arrangement Plan, Basement Level 04

Source: Bates Smart, 26.07.2022

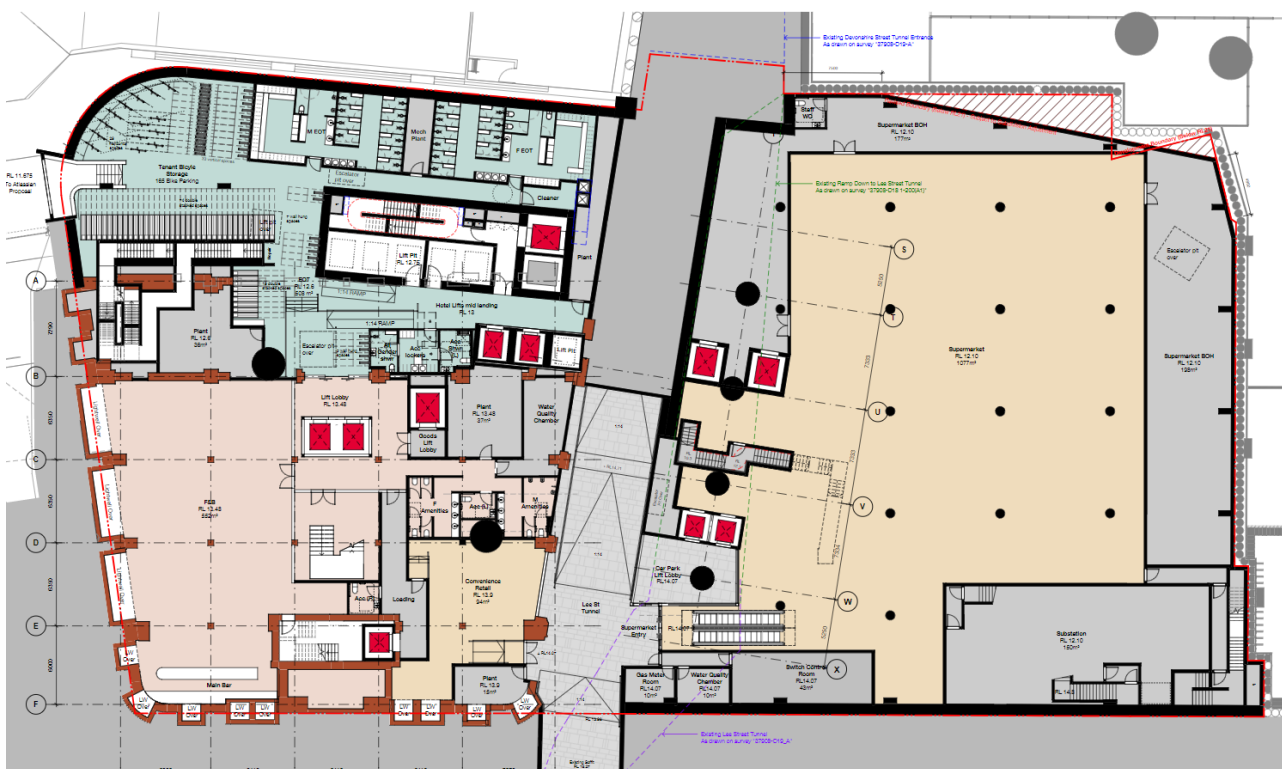


Figure 7 – General Arrangement Plan, Basement Level 01

Source: Bates Smart, 26.07.2022

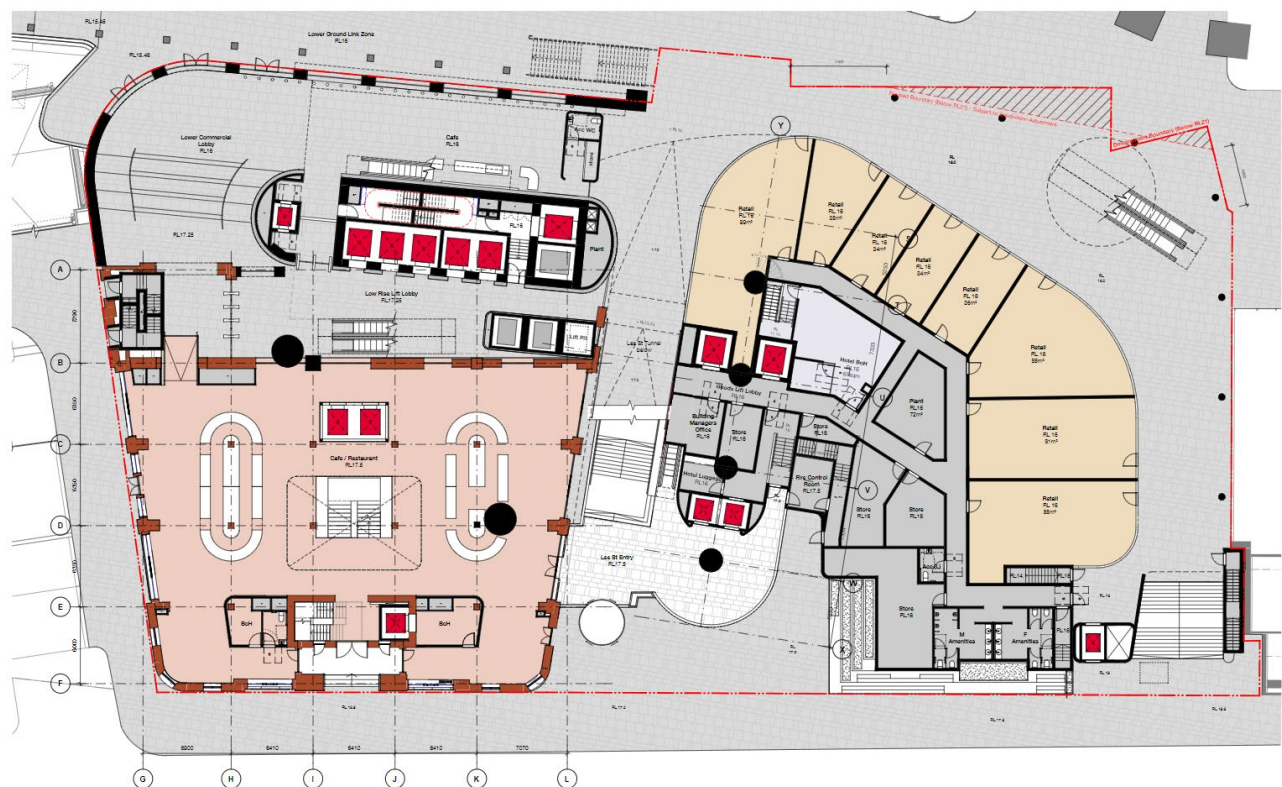


Figure 8 – General Arrangement Plan, Lower Ground Level

Source: Bates Smart, 26.07.2022



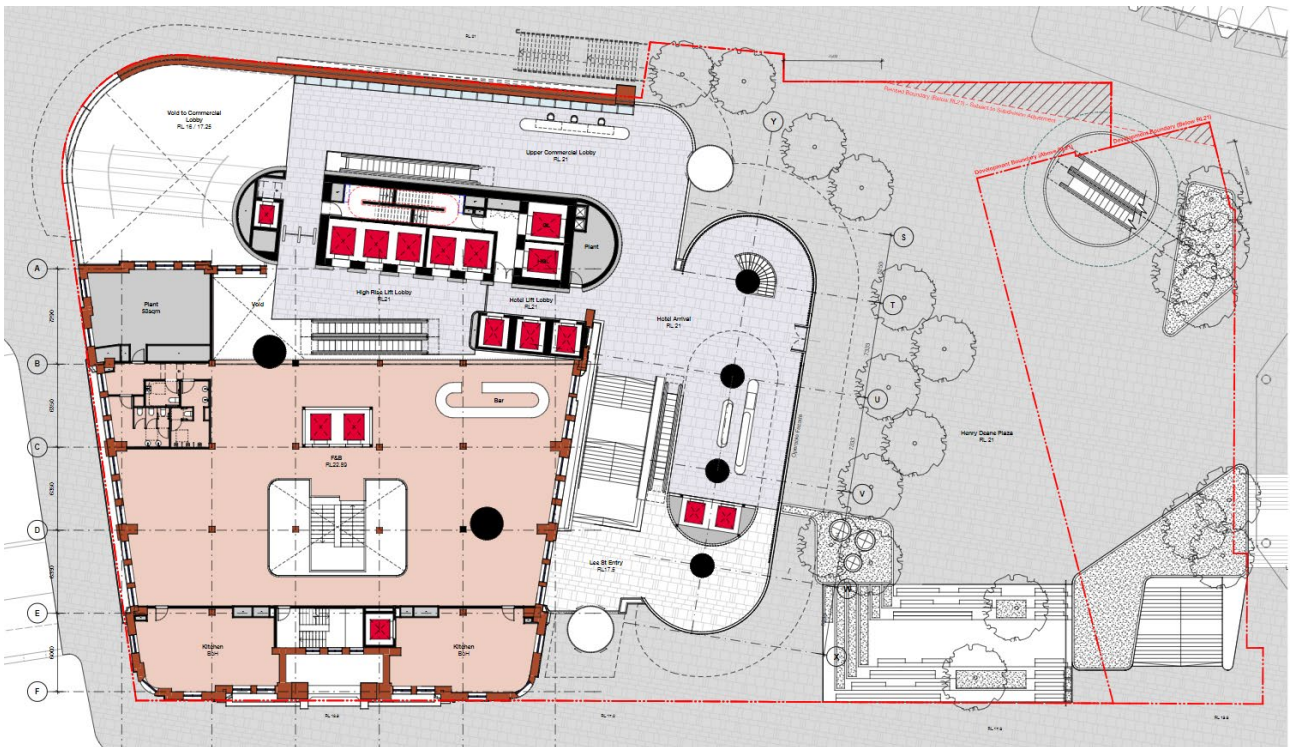


Figure 9 – General Arrangement Plan, Ground Level

Source: Bates Smart, 26.07.2022

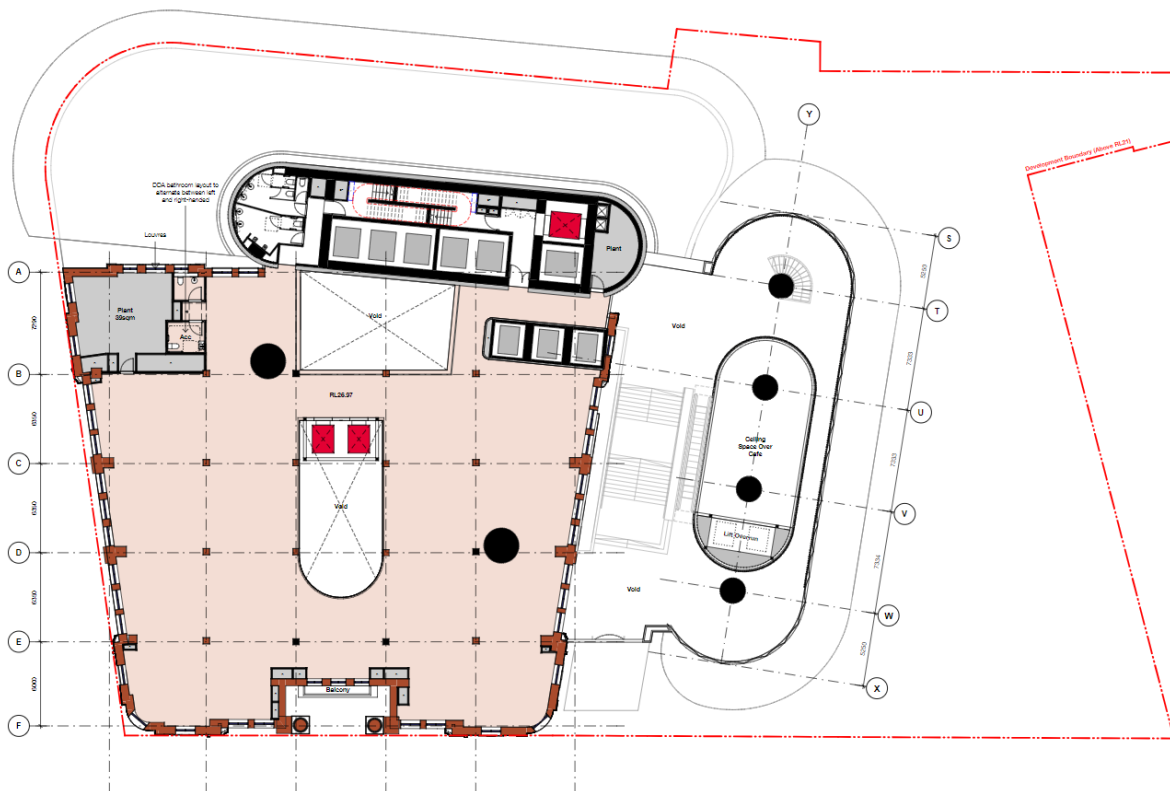


Figure 10 – General Arrangement Plan, Level 02

Source: Bates Smart, 26.07.2022



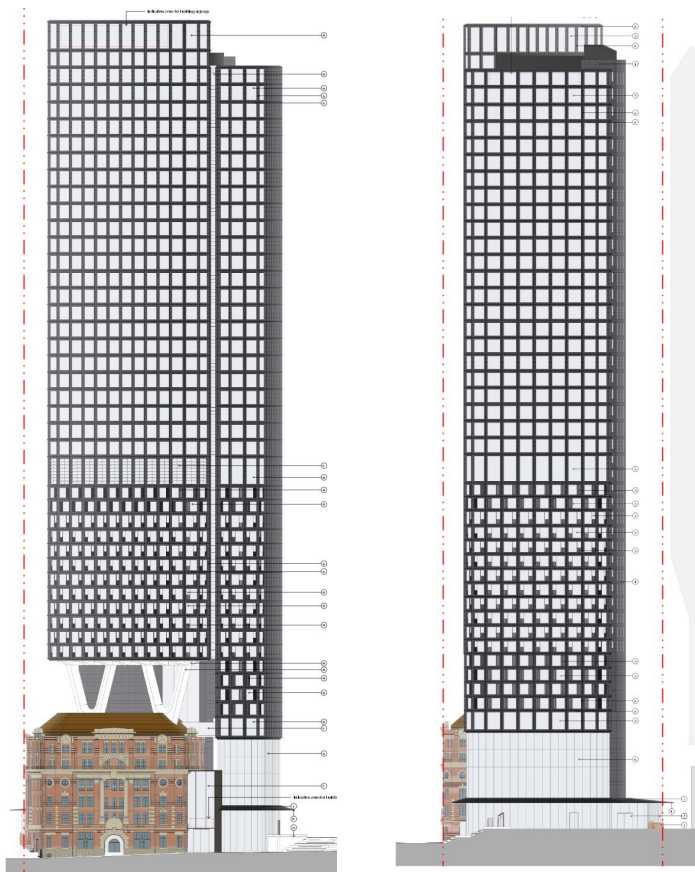


Figure 12 – West (left) and South (right) Elevations

Source: Bates Smart, 29.07.2022



## 2. SITE DESCRIPTION

### 2.1. SUBJECT SITE

The site is located at 2 & 8A Lee Street, Haymarket and is legally described as Lot 30 in Deposited Plan 880518 and Lot 13 in Deposited Plan 1062447. The site excludes the ramp/ elevated road to the YHA, which is not within the legal lot boundaries (refer to Figure 6 and Figure 7). The site is owned by Toga Pty Ltd in association with other land holdings, including the majority of the Henry Deane Plaza (refer to Figure 5), and partial basement beneath the YHA.

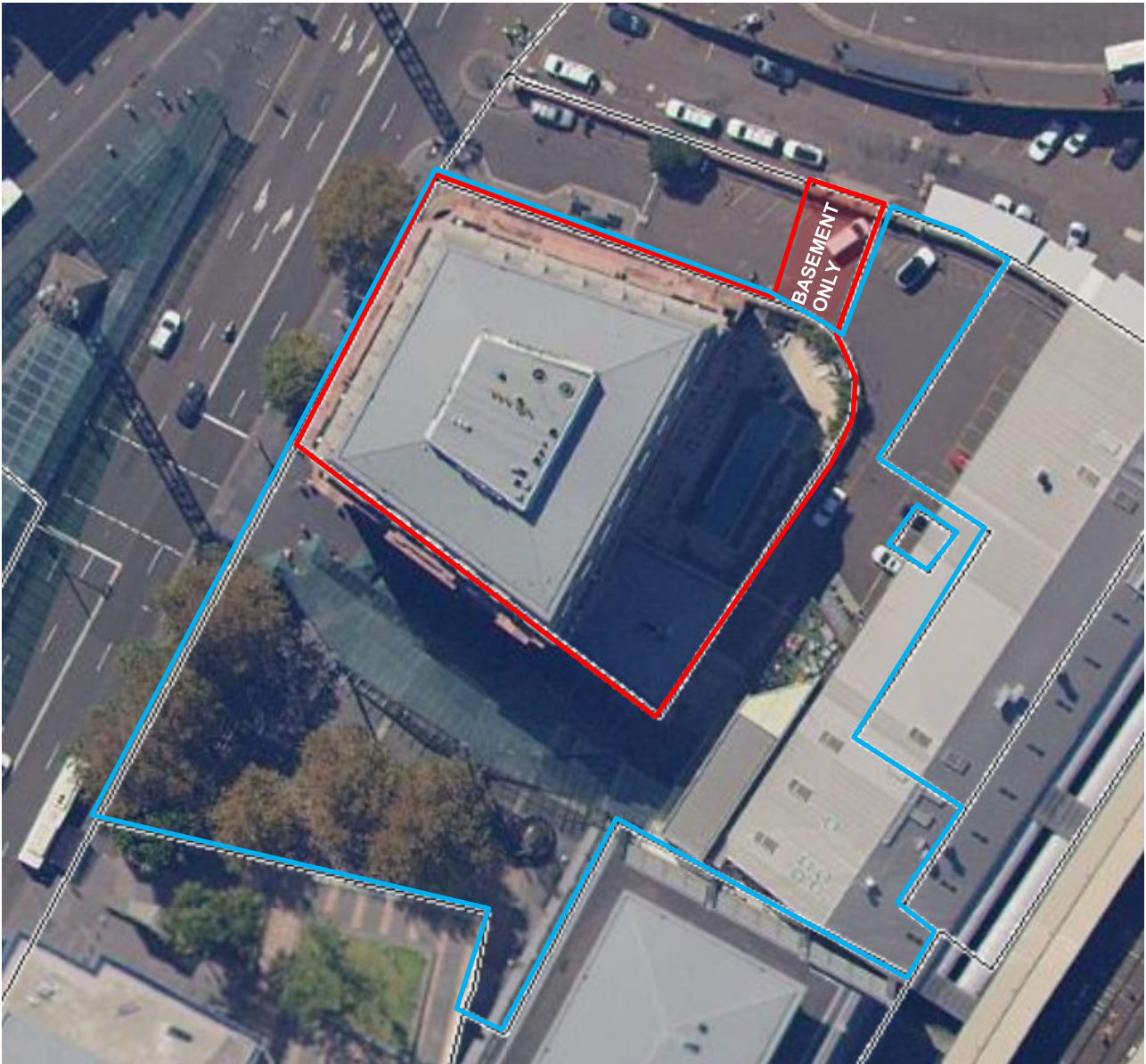


Figure 13 – Subject site for purposes of this report outlined in red and approximate legal boundaries of site outlined in blue

Source: Six Maps with Urbis overlay, 2019

### 2.1.1. Central Station

Central Station is the key rail terminus for Sydney and NSW. The approximate boundaries of the complex are Eddy Avenue to the north, Chalmers Street to the east, Devonshire Street Tunnel to the south, and Pitt and Lee Streets to the west. There is an array of built forms that constitute Central Station, however the Main Terminal Building (particularly the western frontage) and associated clocktower constitute key components in the visual setting of Parcel Post. The Main Terminal Building and clocktower are landmarks within the locality on account of their elevated position, grand sandstone form and prominence. The Main Terminal Building is the central core of the site listed in 1999 on the State Heritage Register, under Sydney Terminal and Central Railway Stations Group (including the subject former Parcels Post building). Central Station is the site of the first Sydney Terminal and is the starting point from which the NSW rail network grew. The site has continually been in use as a railway since 1855 and its development has been undertaken in phases reflecting the continuous and ongoing use of the station. The construction of the Parcel Post building in proximity to Central Station reflects the historic importance of rail in the delivery of parcels.



Figure 14 – Sydney Terminal and clocktower as viewed from Western Forecourt

Source: Urbis, 2019



Figure 15 – Sydney Terminal and clocktower as viewed from Pitt Street

Source: Urbis, 2019



## 2.1.2. Western Forecourt

The Western Forecourt refers to the open space with a large central garden located to the north of the subject site, and to the west of the Central Station Main Terminal. The forecourt is bounded to the south by Lower Carriage Lane and the Parcels Area of the station and abuts the intersection (north-west corner) with the porte cochère of Central Station. The forecourt mainly comprises of a bitumen surface as it carries vehicular traffic around the central garden either northward over the western approach ramp or southwards out of the Railway Square entrance (and vice versa). There are car parks around the perimeter of the forecourt. Archaeological testing in the Western Forecourt in 2009 confirmed the presence of the 1820s Benevolent Asylum and Christ Church Parsonage. The archaeological potential of the western forecourt, particularly the gardens is high. The open space of the forecourt facilitates the visual connection between the subject site and the Main Terminal Building and clocktower that has been identified as a significant view.



Figure 16 – Western Forecourt hard landscaping and parking

Source: Urbis, 2019



Figure 17 – Western Forecourt facing south, central landscaped element obstructed by barricade

Source: Urbis, 2019



Figure 18 – Western Forecourt with view to YHA Railway square and Adina Central

Source: Urbis 2019



Figure 19 – Gradient of ramp access to Western Forecourt as viewed from Pitt Street

Source: Urbis, 2019

### 2.1.3. The Devonshire Street Tunnel

The Devonshire Street Tunnel was the first subway in Australia and an integral part of Henry Deane's overall plan for the development of the Central Station site. The pedestrian tunnel was built during the main construction phase of the Central Terminal between 1903 and 1906, and followed the alignment of former Devonshire Street, running in an east-west direction. The tunnel provides an unimpeded pedestrian link underneath the railway lines at Central Station, connecting the Ibero-American Plaza (on Chalmers Street) and the Henry Deane Plaza (on Lee Street). The western point of the tunnel converges within a covered public space containing a number of retail tenancies and take-away food outlets within Henry Deane Plaza, south of the former Parcels Post Office. Since its inception, the tunnel interior has been constantly modified. The pedestrian link was extended in the 1970s. Currently the pedestrian link continues below railway square, terminating on the western side of George Street where the thoroughfare connects with the Goods Line.

Historic images of the extension of the Devonshire Street Tunnel and are available - refer to Figure 100 and Figure 101.



Figure 20 – View to Devonshire Street tunnel from within Henry Deane Plaza

Source: Urbis, 2019

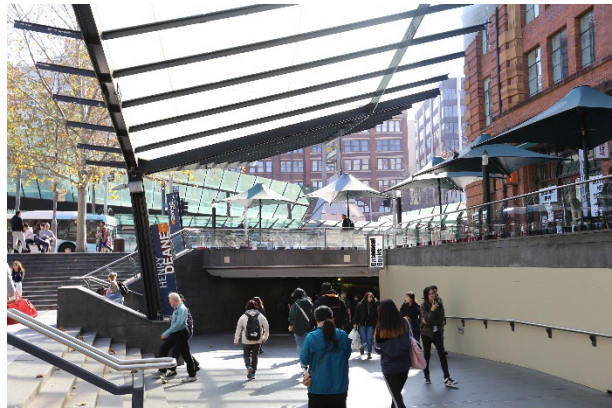


Figure 21 – View to later extension of Devonshire Street tunnel viewed from within Henry Deane Plaza

Source: Urbis, 2019



## 2.1.4. Henry Deane Plaza

Henry Deane Plaza, named after Henry Deane, a prominent engineer for the NSW railways and Engineer in Chief from 1891 - 1906 and during the development of the first phase of the Station, was historically the site of the Western Yard (former Parcels precinct). That part of the yard immediately south of the Devonshire Street Tunnel and the subject Parcels Post building, now occupied by the Henry Deane Plaza, contained for most of the twentieth century a number of structures including the West Carriage Shed, support offices, demountable workshops; and a store. These buildings and features were demolished for the construction of Henry Deane Plaza which was constructed between 1998 and 2000. At the entrance to Devonshire Street Tunnel is a large public sculpture and a glazed structure covers the walkway leading into Railway Square. This area forms part of the busy pedestrian connection from Central Station to Railway Square and on to George and Pitt Streets, and pedestrian subways.

Refer to Figure 84 for a historic aerial view of the site that indicates the relationship between the subject building, former Inwards Parcels Shed (now YHA Railway Square), Central Station, and Western Forecourt.



Figure 22 – View of Henry Deane Plaza from the entry to the Devonshire Street tunnel

Source: Urbis, 2019



Figure 23 – Henry Deane Plaza, note the level changes

Source: Urbis, 2019



Figure 24 – Henry Deane Plaza

Source: Urbis, 2019



Figure 25 – Henry Deane Plaza sculpture with view of Adina Central in background

Source: Urbis, 2019



### 2.1.5. YHA Railway Square (former Inwards Parcels Shed)

The Inwards Parcels Shed was built in c. 1906 as part of the development of the new Sydney Terminus and served as a clearing shed for parcels which were dispatched all over NSW. The shed was located towards the end of Platform 1, on the western side, and was a corrugated metal building designed by Gorrie Blair of the Government Architect's Office (Blair also designed the subject Parcels Post building). The design used iron trusses and columns recycled from the demolished Redfern Station.<sup>1</sup> A loading dock and yard were situated on the western side of the building. The former inwards parcels shed is accessed by a ramp/ road from Lee Street (refer to Figure 36 and Figure 37), which encloses the subject Parcels Post building on the northern side. At the lower ground level, the two sites were historically connected by a tunnel opening in the curved section of the rear yard wall, at the northeast corner of the site.

In the 1996 CMP the shed was noted as being configured into three sections: The Inwards Parcels Office; a large lift lobby; and a cashiers' office. It is not clear when the shed was abandoned, but the site was sold in 2004 to TOGA group which also purchased the former Parcels Post Office. SJB Architects were subsequently commissioned to convert the shed into backpackers' accommodation with a brief to retain the overall structure. The site is now readapted for use as the Railway Square YHA.

The former Inwards Parcels Shed is located within the curtilage of Central Station, of which the following heritage listing apply:

- 'Central Railway Station group including buildings, station yard, viaducts and building interiors' – Sydney LEP 2012, State Significance Item 824
- 'Sydney Terminal Group and Central Railway Stations Group' – State Heritage Register 01255



Figure 26 – View west towards Lee Street from the forecourt of the Inwards Parcels shed

Source: Urbis, 2019



Figure 27 – YHA Railway Square and associated hard landscaping and carparking

Source: Urbis, 2019



Figure 28 – View east towards the Inwards Parcels shed from Lee Street with the Parcels Post at right

Source: Urbis, 2019



Figure 29 – Sandstone element marking the entrance to the YHA Railway Square

Source: Urbis, 2019



Figure 30 – The northern façade of the subject Parcels Post building and the ramp/ vehicle access to upper level of the neighbouring Inwards Parcels building

Source: Urbis, 2019



Figure 31 – View towards central station and the vehicle access to the rear yard of the parcels post building, and showing the ramp to the Inwards Parcels building on the far right

Source: Urbis, 2019



Figure 32 – Lower ground level of the former Parcels area – off Ambulance Lane

Source: Urbis, 2019

## 2.2. BUILT ELEMENTS

### 2.2.1. Construction/ Structure

The parcels Post Office has a steel and concrete structure which facilitated wide column spacings and the use of large windows. The structure consists of steel stanchions with primary and secondary beams all encased in concrete, with a concrete floor. The structural drawings show no external steel stanchions thus the external brick columns take vertical loads, with steel channels performing as lintels. The exterior of the building is masonry, yet the large glazed panels used in the centre of each façade would indicate that the walls between piers were not designed to be sheer walls and are infill only. The more solid corners of the building and the solid stair core may have been used as stiffening elements. The semi rigid frame would thus transfer lateral loads to the more solid corners and the solid stair core which act as stiffening elements.

### 2.2.2. Exterior

The former Parcel Post was designed in the Government Architects office by Gorrie McLeish Blair under the supervision of Walter Liberty Vernon, in the Federation Free Classical architectural style. It was initially designed in 1910 as a four storey building, (plus basement), with a further 2 storeys added in revisions to the plans in 1912. It was constructed in a single phase and opened in 1913. It was expanded in the late 1990s with a contemporary two storey roof addition, in conjunction with its adaptation for the Medina Hotel (now

known as the Adina). The building footprint of the former Parcel Post building now Adina Central, is a quadrilateral form with the east (rear) elevation being wider than the west (primary) elevation.

As noted above, the primary form of building was designed in two stages, the first stage finished with the cornice above the third level, the second stage, designed before completion of stage one, completed the building with two more storeys and a concealed hipped roof behind a parapet. The addition of the contemporary mansard roof addition removed the historic hipped roof form and roof lantern. The mansard addition has a grey clad finish and internally is a single storey with loft.

The building is constructed of red face brick in an English bond, with trachyte base and sandstone detailing. The roughly square plan shape has convex corners up to the third floor on the Lee Street façade, with concave corners to the upper floors on all sides. The ground floor is treated as the base to the building with a rusticated trachyte stone plinth. A bold sandstone entablature wraps around the building between the third and fourth floors, with stone balusters and heavy dentilled cornice. The top of the building is finished with a parapet that is broken through by sandstone pediments above the corner and central windows to each façade.

The main entry is via the western Lee Street façade. The entrance is marked by a semi-circular arch of rusticated trachyte with a sandstone coat of arms above. The recessed entry vestibule originally had three sets of double entry doors which have been replaced with contemporary sliding doors. Above the entry, the principal western façade is dominated by a recessed three storey porch flanked by giant order Ionic columns (2.5 storeys in scale) and surmounted by the sandstone entablature and decorated with a royal monogram 'G/R' and a high relief garland. A series of three flag poles are positioned on the primary (west elevation) above the entablature. The fourth floor features a central recessed balcony, with stone semi-arched opening.

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

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

At the ground level, the basement was lit by glazed tiles in the pavement which remain in-situ on the northern and western frontages although some have been covered over with paving. Ground floor windows also incorporated stallboard lights in the stone plinth which also allowed light into the basement and were protected by a wrought iron balustrade.

Minor modifications have been made to the ground floor. A secondary access has been added to the northern façade in conjunction with the Hotel conversion for a level access (c.1999). This included modifications to the central window for a new door entry. The ground floor of the southern façade originally comprised an entry at the eastern most bay, with two additional window bays. The two bays have been converted to shopfronts consistent with the eastern bay (modified), with the addition of a central doorway. The southern portion of the ground floor is utilised by various retail premises that have been modified throughout the years in accordance with the changing requirements of respective tenants. The shopfronts assist to activate the plaza. The ground floor of the eastern façade originally incorporated large open vehicle docks. The original arched openings have been retained and infilled with glazing.

'Post Office' signage is extant on the north and west elevations however, contemporary illuminated 'Adina' signage has also been installed on these elevations. Additional signage including horizontal projecting wall signs, window signs, and top hamper signage has been installed on the west and south elevations to advertise the various retail tenancies.

Fabric awnings have been installed on the north and south elevations of the site. On the north elevation the awning is a semicircular fixed form, in a dark green fabric finish that projects from the central accessible entrance. On the south elevation, the awnings are dark green fabric, retractable and function to shield the retail tenancies from the elements.





Figure 33 – Primary (west) elevation of the site as viewed from Railway Square

Source: Urbis, 2019



Figure 34 – Primary (west) elevation of the site as viewed from Railway Square

Source: Urbis, 2019



Figure 35 – North and west elevations as viewed from Railway Square

Source: Urbis, 2019



Figure 36 – Entrance to the site from the west elevation (Lee Street). The entry has been modified.

Source: Urbis, 2019





Figure 37 – North elevation of subject building as viewed from Ambulance Avenue. Note the sandstone piers and brick wall defining the level changes and ramps

Source: Urbis, 2019



Figure 38 – Awning and accessible entrance of the north elevation. Note the extant stallboard and pavement lights.

Source: Urbis, 2019



Figure 39 – Corner of west and south elevation.

Source: Urbis, 2019



Figure 40 – Shopfronts on south elevation.

Source: Urbis, 2019

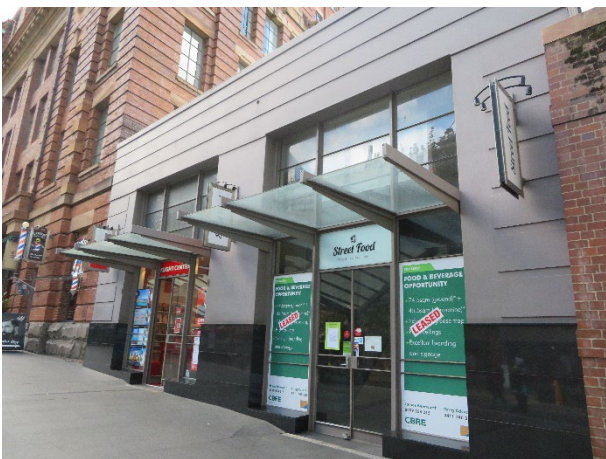


Figure 41 – Contemporary addition on south elevation. This element operates as retail tenancies to the south (as shown) and as the gym for Adina Central to the north.

Source: Urbis, 2019

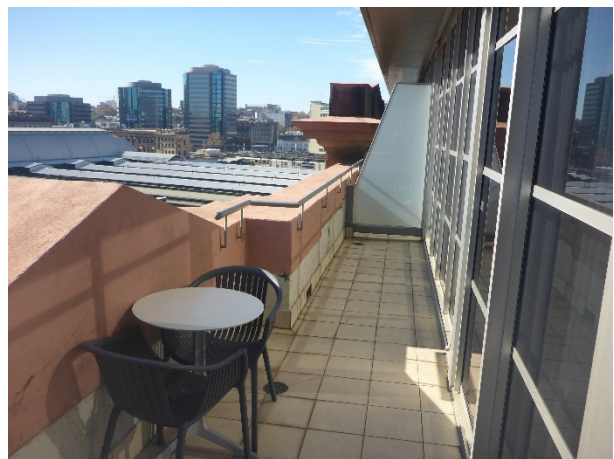


Figure 42 – Roof space utilised as balcony

Source: Urbis, 2019



Figure 43 – Façade glazing to the c.1999 mansard addition

Source: Urbis, 2019



Figure 44 – View from the rooftop to Central Station and Western Forecourt

Source: Urbis, 2019

### 2.2.3. Interior

The 1999 adaptive reuse of the subject site transformed the former Parcels Post Office to a contemporary hotel. Hotel facilities include a heated swimming pool, gym, spa and sauna, as well as two event/ conference rooms.

Documentation suggests that in its original form, the building had a simple interior. The ground floor public facing area was known to feature a terrazzo and mosaic floor and cedar joinery. The upper floors were generally open plan, with the structural grid expressed. The floors were variously altered to facilitate different uses and some partitioning was incorporated. The current interior of the site provides little indication of the former use of the site and internally minimal significant fabric remains extant. Within the hotel lobby on the ground floor the columns that were an integral part of the original structural system of the building remain in situ, albeit clad in marble with the splayed capitals obscured by dropped ceilings. The retention of the columns does allow for the original grid like formation to be interpreted, although some appear to have been removed with the insertion of the new lift core and fire stair (potentially two on each floor). The original western stair was removed. The addition of various partition walls to form offices, conference rooms, and facilities has disrupted what would have largely been an open space. A visual inspection of the building does not indicate that there are any original or early finishes extant however, more intrusive investigation may reveal features including ceiling mouldings, column capitals, and terrazzo flooring to the west of the ground floor.

The upper floors of the site function as hotel rooms. A new lift core has been constructed in the centre of the building to provide access. Little early or original fabric was observed on the upper levels which present as contemporary hotel rooms through the addition of partition walls and contemporary finishes and fitout. It is considered that there is the potential for remnant fabric to be present following intrusive investigation. Columns are present on the upper levels however some may have been removed or may be encased in contemporary fitout/ partitions.

The internal images included within this report present a visual survey of the ground floor lobby of the subject site and representative examples of the accommodation rooms located on the upper floors. All rooms were not inspected on account of occupancy and the site being a functional hotel. The rooms inspected and images included provide an indicative representation on the internal fabric and condition of the site.



## Lobby: Ground Floor



Figure 45 – Lobby with view to arched doorway that forms the entrance to the building via the west elevation

Source: Urbis, 2019



Figure 46 – Reception desk and lobby with view to accessible entrance via the north elevation

Source: Urbis, 2019



Figure 47 – Lift core and view of extant columns

Source: Urbis, 2019



Figure 48 – View of the lobby showing some of the remnant columns (later finishes)

Source: Urbis, 2019



Figure 49 – View from lobby to lift core

Source: Urbis, 2019



Figure 50 – Office located behind reception (with mezzanine above)

Source: Urbis, 2019



Figure 51 – The rear of the ground floor in the area of the former vehicle dock

Source: Urbis, 2019



Figure 52 – The rear of the ground floor in the area of the former vehicle dock

Source: Urbis, 2019



Figure 53 – View east showing the former vehicle dock opening and yard beyond

Source: Urbis, 2019



Figure 54 – Kitchen to service conference rooms

Source: Urbis, 2019





Figure 55 – Bathroom facilities

Source: Urbis, 2019



Figure 56 – Storage space

Source: Urbis, 2019

### Rear Yard

The rear yard is located to the east of the site and is defined by the brick boundary wall. The wall in turn is defined by the ramp access and boundary of the adjoining elevated former Inwards Parcels Shed (now YHA) to the east of the subject site, which pre-dated the construction of the subject building. Within the yard the wall presents as double height while at the upper deck of the YHA, it presents as a low height wall enclosing the deck. The wall is constructed in masonry, of a similar dark brick as the Parcel Post Building, also of English bond, with a moulded brick stringcourse and sandstone capping. Arc lamps are located atop the wall.

The rear yard comprises a pool and contemporary landscaping. The yard is set at ground level (although the level was modified with the addition of the pool). Access to the yard has been modified. It was originally accessed via the driveway from Ambulance Lane (refer to section 2.3.5), below the access ramp (on the north side), this has been modified to provide vehicle access to the basement and the former opening infilled in the yard. Similarly, the former opening at the northwest corner in the curved wall, which accessed the inland parcels area and tunnels to the station may have been infilled or obscured by plant.

The southern side of the yard is enclosed by a 1-2 storey contemporary extension, which houses the hotel gym and a retail tenancy (fronting onto the Henry Deane Plaza to the south). The masonry addition attaches to the eastern façade of the Parcels Post building and partly infills one of the arches to the former vehicle dock.



Figure 57 – View within the rear yard of the swimming pool and double height wall

Source: Urbis, 2019



Figure 58 – View north showing the yard wall and evidence of the infill of the former access and level changes

Source: Urbis, 2019



Figure 59 – The contemporary addition and interface with the former vehicle dock opening

Source: Urbis, 2019



Figure 60 – The eastern façade and boundary wall as viewed from the YHA

Source: Urbis, 2019

## 3. HISTORICAL OVERVIEW

### 3.1. CONSTRUCTION

With the site chosen and the lease agreement in process, in August 1909, the Postmaster-General announced that plans were being prepared for the erection of a parcels post office on the subject site; they were completed the following month.<sup>2</sup>

The Minister of Home Affairs announced in January 1911 that tenders were to be called immediately for the construction of a new parcels post office building near Sydney Central Railway Station.<sup>3</sup> Three months later, the Department of Public Works announced that seven tenders were received for the erection of the new parcels post office, however all were above the departmental estimate. The tender was awarded in May to Conrad Harris of Burwood for the price of £50,000.<sup>4</sup> Work commenced on the site before August (Figure 124), but progress on erecting the building suffered a setback two months later when the extensive scaffolding/gantry on the site collapsed during a gale.<sup>5</sup> By mid-December, the basement and light area walls were almost complete and the builders had commenced the setting of the trachyte parts of walls of the ground floor.<sup>6</sup>

The building was originally designed in 1910 by G M Blair under the supervision of W L Vernon to consist of a basement and three floors (refer to Figure 115 – Figure 120). In 1912, plans for an additional two storeys were prepared by G M Blair and E L Drew under Government Architect, George McRae. The first stage terminated at the cornice above the oeil-de-boeuf or porthole windows. Conrad Harris, the contractor for the first six floors, was awarded the tender in November for the addition of two extra floors for the sum of £18,234/13/11. It was simultaneously decided to construct a subway.<sup>7</sup>

Designed by Blair in two stages under the supervision of two Government Architects, the building was erected in one construction phase. The building was officially opened on 29 November 1913, and on 6 December 1913 the Parcels Post section of the GPO moved into the new premises.

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<sup>2</sup> "Buildings and Works", *Sydney Morning Herald*, 21 February 1911, p4

<sup>3</sup> "Parcels Post Office for Sydney", *Sunday Times*, 8 January 1911, p12

<sup>4</sup> "Government Gazette Tenders and Contracts", *Government Gazette of the State of New South Wales*, 17 May 1911, p2834

<sup>5</sup> "Scaffold blown down", *Daily Telegraph*, 9 October 1911, p6 and "Scaffold wrecked", *The Sun*, 9 October 1911, p2

<sup>6</sup> "The congested GPO", *Sydney Morning Herald*, 11 December 1911, p13

<sup>7</sup> "Postal parcels office", *The Sun*, 22 October 1912, p10 and "Building & Construction parcels post office", *Daily Telegraph*, 19 November 1912, p5



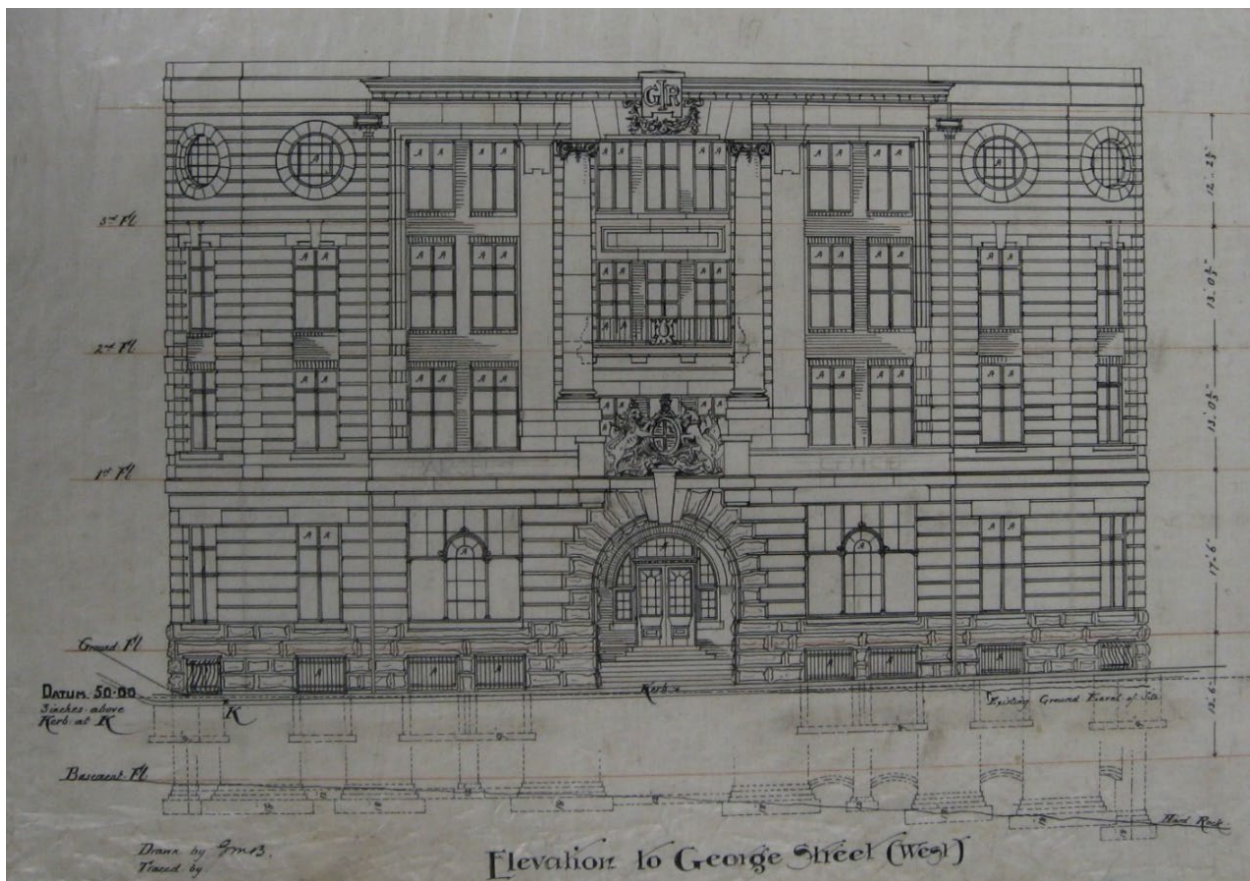


Figure 61 – New Parcels Post Office Premises at the Central Railway Station: Elevation to George Street (west), 1910.

Source: NAA: SP1107/1, 362/4



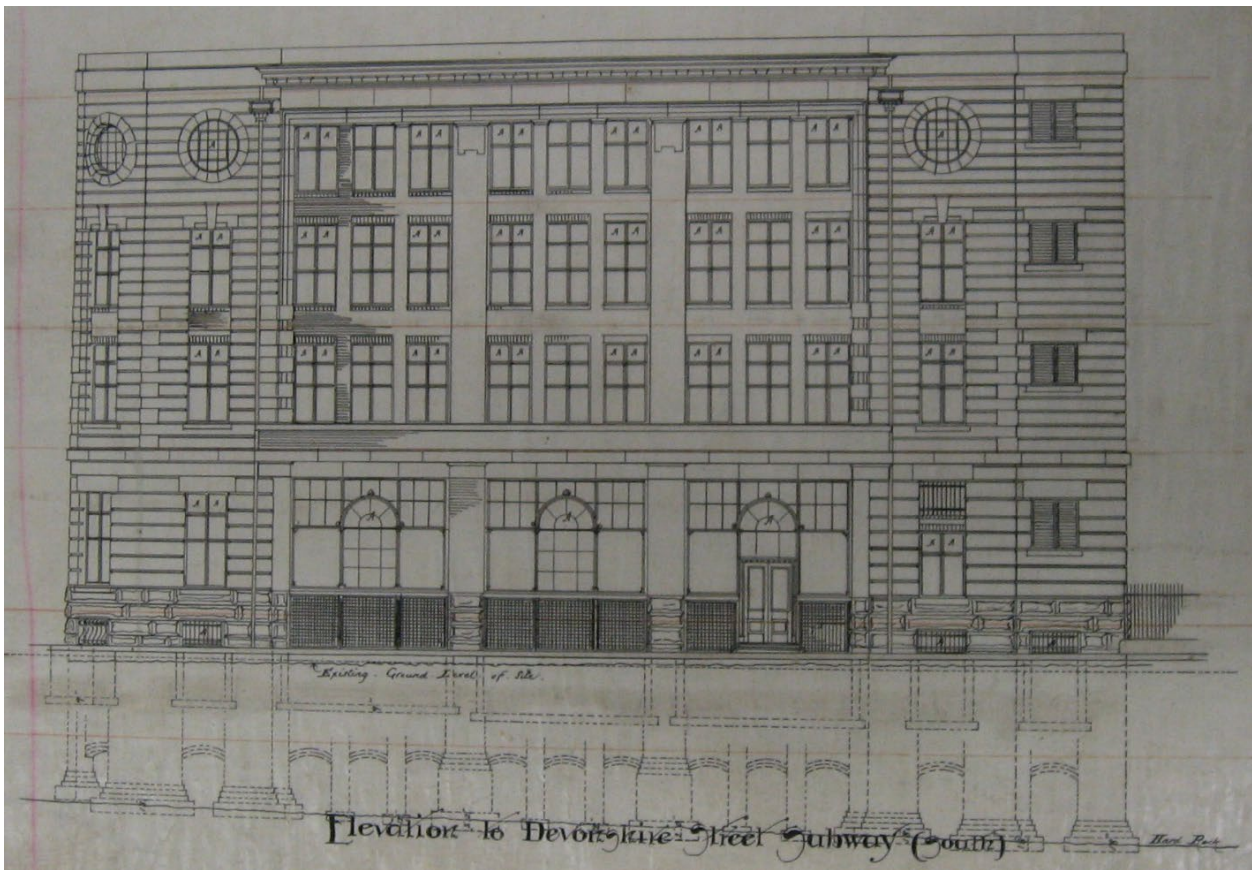


Figure 62 – New Parcels Post Office Premises at the Central Railway Station Sydney: Elevation to Devonshire Street Subway (south), 1910.

Source: NAA: SP1107/1, 362/4

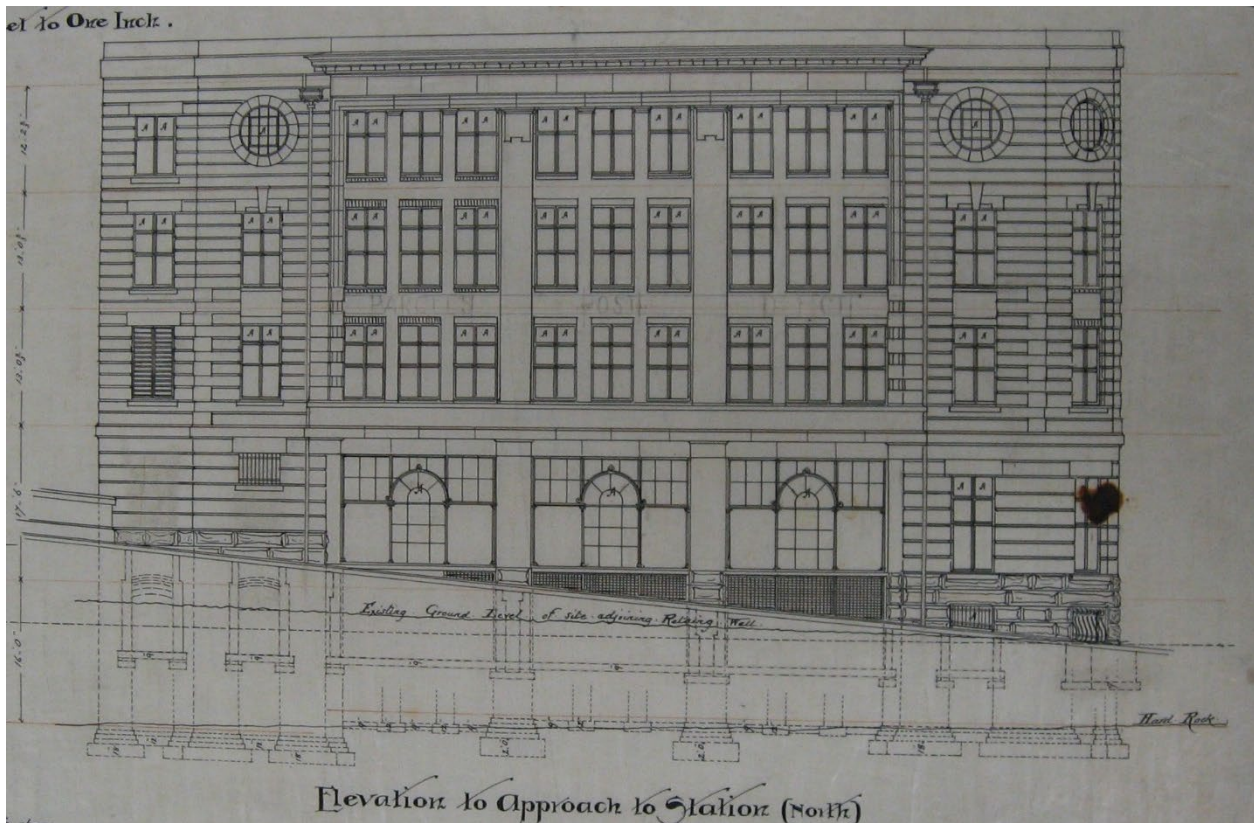


Figure 63 - New Parcels Post Office Premises at the Central Railway Station Sydney: Elevation to Devonshire Street Subway (north), 1910.

Source: NAA: SP1107/1, 362/4

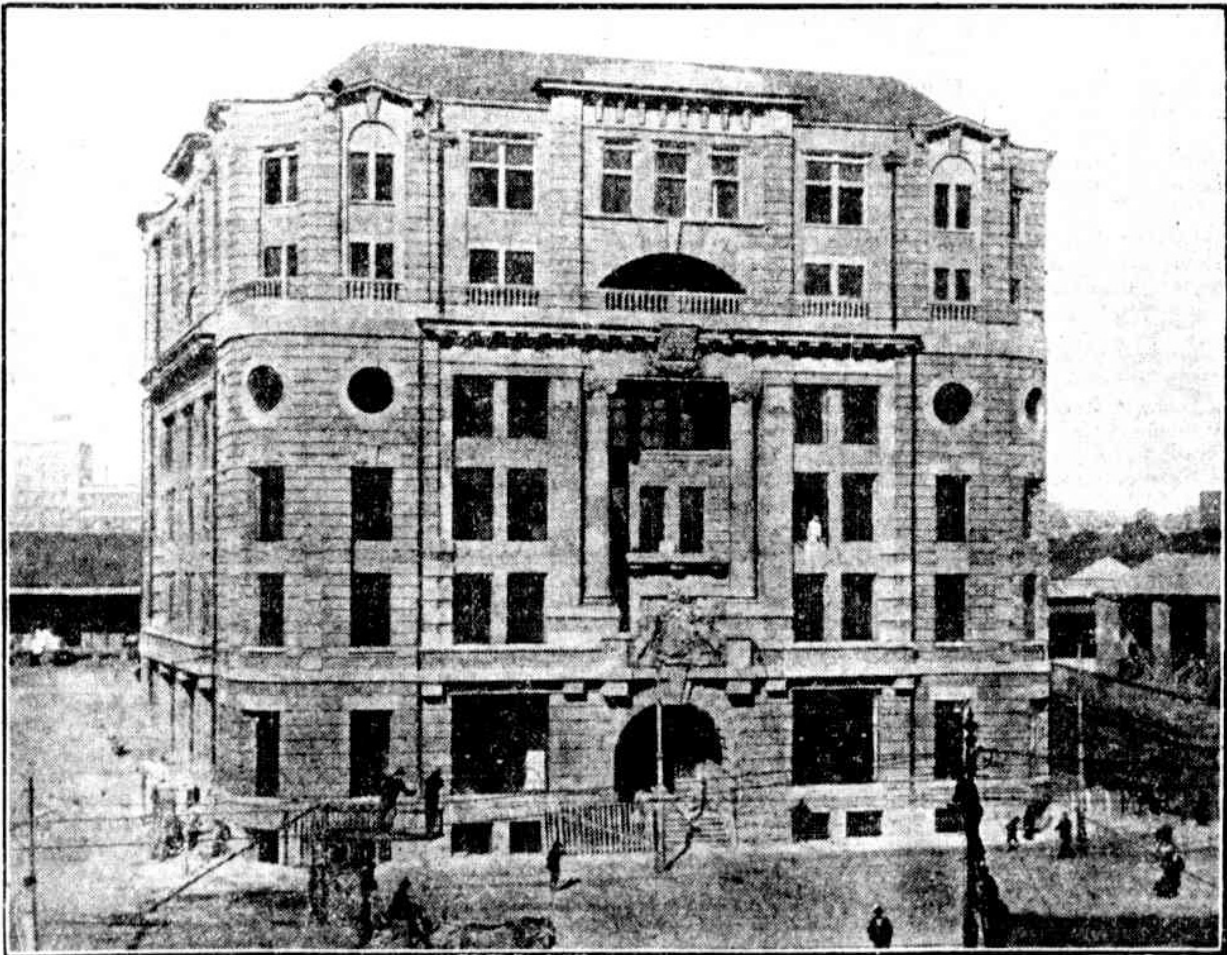


Figure 64 - The New Parcels Post Office.

Source: *The Sun*, 18 August 1913, p5

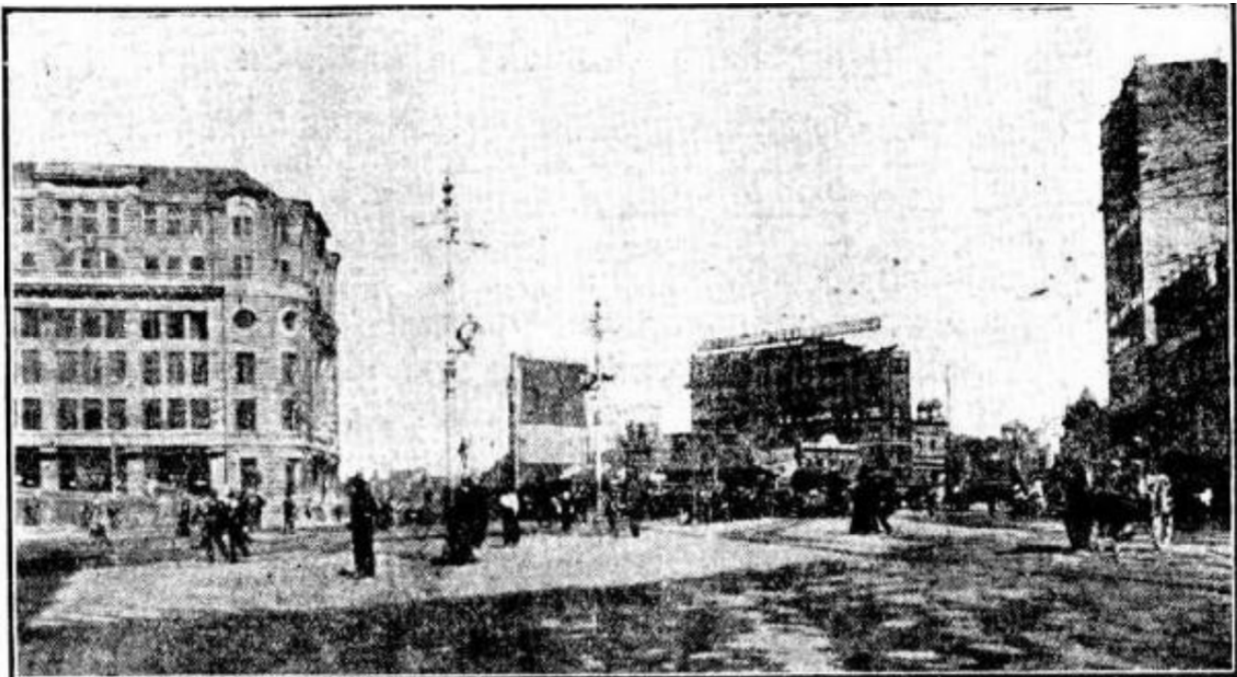


Figure 65 - The New Parcels Post Office and Railway Square.

Source: *The Sun*, 18 August 1913, p5



A lengthy description of the building and its facilities was furnished in *The Sun* on 18 Aug 1913 p5 (accompanied by the illustrations at Figure 125 and Figure 126) including the following extract:

*...Two years ago the Federal Government authorised the building of a parcels post office in the square at the Central Railway Station. The structure is all but completed, but the business to be transacted there has already outgrown the purposes of the building, and the floor space of approximately 87,805 square feet will not accommodate all who require to go in there. The original plan was for a four story building finished off with a stone balustrading: but two additional stories have been added, and the balustrading adds to the effect of the structure, which has been carried out to a well-balanced design in brick, with stone facings...The elevation is carried out in red open-kiln bricks from St. Peters.*

*In the front facing the square the main entrance is through a massive stone arch surmounted by the Royal Coat of Arms. From this arch there rises a beautiful centre feature in stone work. This is carried to the parapet of the building. Two columns 25ft by 3ft rise from the arch. These are surmounted by Ionic caps. Without obtruding, these give quiet dignity to the building. The steps are of polished trachyte. The entrance porch and the whole of the ground floor are paved with terrazzo, with colour effects in mosaics in the centre. The ground floor will be used for office and Customs purposes. The fittings are of polished cedar, with nickel furnishings, whilst in the Customs portion of the place there are reinforced concrete recesses abutting on to the counters, and in these places the public will be able to conduct their business with the officials without eyes being on them, and without being heard. There is also on this floor a huge strong-room, the walls of which are of concrete reinforced with 3in. by 3/4 spiral steel bars, to a width of 14in.*

*The building has a frontage of 100ft. to Railway-square, and 150ft. at the back, the sides being 110ft., and the height is nearly 100ft.*

*In the interior there are two shafts running from the basement to the top of the fourth story. On each floor there are louvres, the laths in which can be shifted to any angle. These are the watch-towers for the detectives.*

*The new Parcels Post Office is practically fireproof. The whole of the interior, with the exception of the fittings, is of reinforced concrete. The floors are of concrete 7 Inches thick, reinforced with blue metal and steel. The weight of each floor can be gathered from the fact that over 600 tons of blue metal reinforcement was used in the construction. The massive stanchions and girders are of steel surrounded by reinforced concrete. There are two staircases, one of reinforced concrete, with ironite treads, and in the other made completely of iron. The two top stories, which will be used by the Commonwealth Department of Home Affairs, have been treated in exactly the same way as regards the material for construction: but the floors have been divided- into offices, some of the rooms being 72ft. in length by 22ft. in breadth. There is also a basement, which is as light as any of the upper floors— a proper arrangement of prismatic glass and opalite tiles giving such effective lighting that it will be possible to abolish artificial lighting even in the remotest corners during the day. An added fire--resisting security is found in the window frames, which are of metal throughout, the front windows on the ground floor being very handsomely framed in gun metal.*

*The lighting is perfect. The two top floors, in addition, to the windows are lit by a central light area 40ft. x 20ft., which will possibly be used as a refectory by the officers.*

*The roof is reached by a manhole opening into one of the hip roofs and then by means of a door on to a large flat area covered with reinforced concrete. The two hip roofs are partly covered with tiles and partly with corrugated iron.*

*The building is fitted with machinery for the expeditious handling of the mails. The parcels are shot into the basement on to an endless conveyor, which distributes them to other conveyors, lifting them on to the various sorting floors. All these conveyors are worked by electric power. Other machinery consists of a ventilating process which delivers hot air to the floors during the winter and cool zephyr-like breezes in the summer. The air is sucked in down a shaft to a huge furnace, and by an arrangement of fans is blown up into the building. In the summer time the air is purified and filtered by means of a huge drum covered with gauze, which revolves in a stream of water, and as the air is cooled it is sent up a shaft to the various floors.*

*It was originally intended to connect the office by means of a tunnel to the railway station in order to facilitate the transit of the parcels, but this idea has been abandoned. An overhead tramway from the first floor to the railway platform is now contemplated. A large opening has been left in the building*

*where it faces the railway platform, and the aerial railway will be taken out from this point over the tops of some of the adjacent platforms.*

*The designs for the building were prepared in the office of the State Government Architect, and the work carried out under that department's supervision on behalf of the Commonwealth Government. The cost of the building was £70,000. Mr. Harris was the contractor, and he has carried out the work in a manner creditable alike to himself and those he had in his service.*

*The stone came from Green's Quarry, Little Coogee. The iron and steel from Scrutton and Co.'s. Dobson, Franess, and Co. supplied the steel frame and metal windows. The glazing was done by James Sandy and Co. The sculpture work in the front was executed by Sheriff Brothers.*

*The building will be ready for occupation in a month's time.*

It was almost universally heralded a "very fine building". One newspaper was however critical of the use of corrugated iron on the major part of the roof, possibly arising from cost savings, as only a small section of the roof was tiled near the street front of the building behind a high parapet.<sup>8</sup> The *Sunday Times* in August 1914 praised the new Parcels Post Office building as representing "a type of the useful, yet attractive in architecture" based upon the Georgian style of architecture. The newspaper compared it favourably to several of Sydney's more prominent buildings of the last 20 years.<sup>9</sup>

Review of original and early plans indicate that the basement housed mail and parcels sorting rooms and featured a long conveyor belt for sorting. The ground floor was open to the public, accessed via the main entry from Lee Street with a long service counter to the parcels office and customs areas while there was a vehicular dock to the yard at the rear. The original plans for the first and second floors do not indicate a specific use or occupation, but they appear as unobstructed open spaces punctuated with toilets, staircases and lift. Also, on the first and second floors were detective galleries, presumably to allow for supervisors to watch the staff on the floor. The building was designed with male toilets only, indicating the nature of the work force -at the time. The third floor of the building was designed for Inland Letters and Wrapper Sorting. The 1912 plan set shows the fourth floor subdivided into seven offices, an open area, two messenger offices, an enquiries office and vestibule. The floor above was set aside for foreign parcels (at the rear of the building), the registration section and mail opening sections, occupying the majority of the floor on either side of an open area with the assistant superintendents office, bag room, strong room and store room near the No 1 staircase at the front of the building. The two existing staircases and the lift next to No. 1 staircase continued to the fourth and fifth floors. Figure 127 – Figure 132 comprise a selection of images of various floors of the building in this period.

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<sup>8</sup> "Tin roofs: deterioration of government buildings", *The Sun*, 12 May 1913, p5

<sup>9</sup> "20 years of building", *Sunday Times*, 2 August 1914, p3





Figure 66 – Ground floor, Central Square Building, c.1910s.

Source: NAA: B5919, 4/267



Figure 67 – First floor, Central Square Building, c.1910s.

Source: NAA: B5919, 4/268



Figure 68 – Second floor (newspaper sorting), Central Square Building, c.1910s.

Source: NAA: B5919, 4/270



Figure 69 – Third floor (primary letter section inland) Central Square Building, c.1910s.

Source: NAA: B5919, 4/272



Figure 70 – Fourth floor (ship section), Central Square Building, c.1910s.

Source: NAA: B5919, 4/274



Figure 71 – Central Square, Sydney

Source: NAA: Series B5919, 4/172

In this period, retailers of the city were gradually moving westwards to Railway Square, “the main artery of vehicular and pedestrian traffic in the city”. The Parcels Post Office was one of several “fine buildings...lending dignity to the architectural surroundings of Railway Square”. Other landmark buildings and businesses nearby included Marcus Clark’s new premises, Mr Bowen’s tailoring shop, the Canada Buildings, incomplete Daking House [and] the recently built jewellery establishments of Saunders and Orchard.<sup>10</sup>



Figure 72 – Railway Square, c1914.

Source: City of Sydney Archives, SRC24659

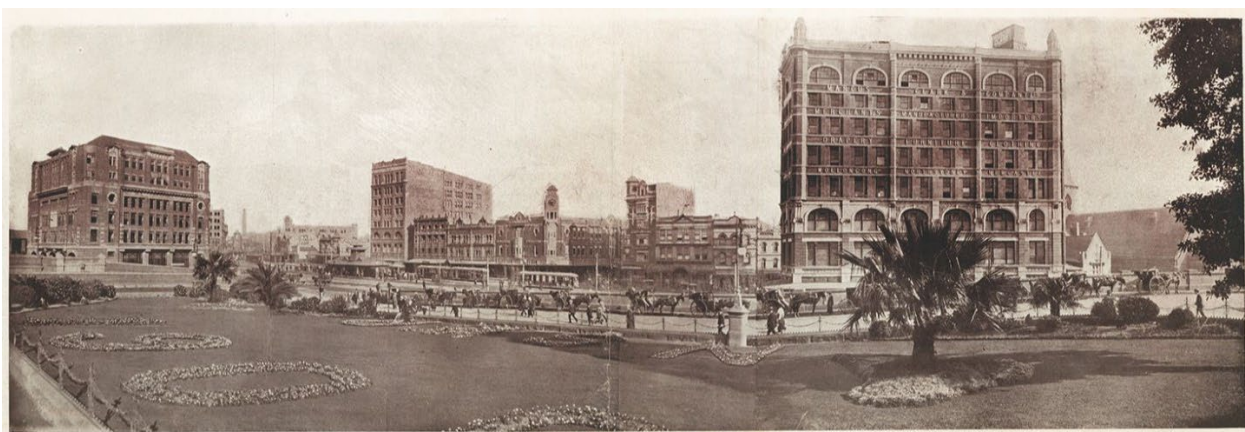


Figure 73 – Central Square from the Railway Station, 1915. Parcels Post Office at far left.

Source: State Archives & Records, Digital ID: NRS20499\_a050\_000016

<sup>10</sup> “Trade moves westward; busy Railway Square a maelstrom of traffic”, *The Sun*, 18 August 1913, p5





Figure 74 – Railway Station & Parcels Post Office, Central Square, Sydney, c1916-17.

Source: NMA, 1986.0117.5688



Figure 75 – Railway Square, post-1916. Parcels Post Office on far right of image.

Source: City of Sydney Archives, SRC 994.441 PHI: Sydney and Surroundings NSW, (H Phillips, Willoughby NSW, nd)

## 3.2. MAIL BRANCH

Initially, the additional two storeys were intended to house Federal Departments but by 1914 it was decided to use these for mail sorting although the design was unsuitable for mail work. Lifts suitable for mail handling were not provided and had to be erected outside, much to the disgust of the editors of *Building*, who criticised the external lifts as an “architectural disfigurement” (refer to Figure 137). Partitions had to be removed to provide the necessary Mail Branch space.<sup>11</sup>

It was anticipated that the bulk of mail sorting would be carried on in the new building to relieve congestion at the General Post Office (GPO). During the year ended 30 June 1915, the fitting up of the new premises was completed and the bulk of the mail work had been removed from the GPO building.<sup>12</sup>

In 1920, overseas mail, except parcels, was opened on the fifth floor. All local mail arriving between 9am and 7pm was also opened there as the main staff was present on the third floor during those times.<sup>13</sup> The letter portion of the English mail was opened on the third floor in the early morning.<sup>14</sup> If they arrived about midday when the main staff were present, the bags were opened at some distance away from where the staff were working.<sup>15</sup>

The newspaper mail from the United Kingdom and America were opened on the second floor as they were required for sorting.<sup>16</sup> The proximity of the receiving and despatching work allowed more efficient handling of mail matter and better supervision, as the staff engaged on opening work were able to be utilised to better advantage during the lulls in the arrival of mail.<sup>17</sup> In the Registration section all registered mail was opened at a table where the remainder of the work was in progress.<sup>18</sup> In the parcel section all parcel mail was opened in the working sections, inland and interstate on the first floor, where all the despatching work was done, and overseas on the ground floor, where parcels are received from the public and where the delivery of Customs parcels took place.<sup>19</sup>

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<sup>11</sup> NAA: Series C3898 Item 63/1 “Mail Branch Chief Parcels Office” 1959, p2; Series SP1411/1, Item B66/1528, Director, Engineering to Director-General, Posts and Telegraphs, 1965

<sup>12</sup> NAA: Series SP305/1, Item B48/3433, Plan of site

<sup>13</sup> NAA: Series SP820/1 Folder 20 Item PMG7860, “New Parcels Office Proposed Alterations to Stairs No. 1”, 10 October 1911

<sup>14</sup> NAA: Series SP19/1 Item IB20/1084, “Suggested Improvement in Working Conditions of Sorters in Mail Branch G.P.O and Central Square, Sydney, 23 March 1920, p.4

<sup>15</sup> NAA: Series SP821/1 Item PMG7854, “New Parcels Post Sydney Subway to Yard”, 5 March 1912

<sup>16</sup> NAA: Series SP1107/1 Item PMG2973, 7 May 1912, Sheet 1 “Parcels Post Office Premises at the Central Railway Station, plans of additional storeys”, 7 May 1912; Series SP1107/1, Item PMG3503, “Parcels Post Office Premises at the Central Railway Station, Sydney Part Elevation North Front, Section B-C and Part Elevation Central Portion George St Front”, 30 May 1912: Department of Public Works and Services, *op. cit.*, p71

<sup>17</sup> NAA: Series C3898 Item 63/1 “Souvenir in Commemoration of Opening of Parcel Post Premises Central-Square, Sydney, 29 November 1913”; “Mail Branch Chief Parcels Office”, 1959, p2’ Series C3898 Item 634/3 “Mail Branch Parcels Post”, 1913, np

<sup>18</sup> NAA: Series SP19/1 Item IB20/1084, “Suggested Improvement in Working Conditions of Sorters in Mail Branch G.P.O and Central Square, Sydney,” 23 March 1920, p.4

<sup>19</sup> NAA: Series SP1107/1 Item PMG4833



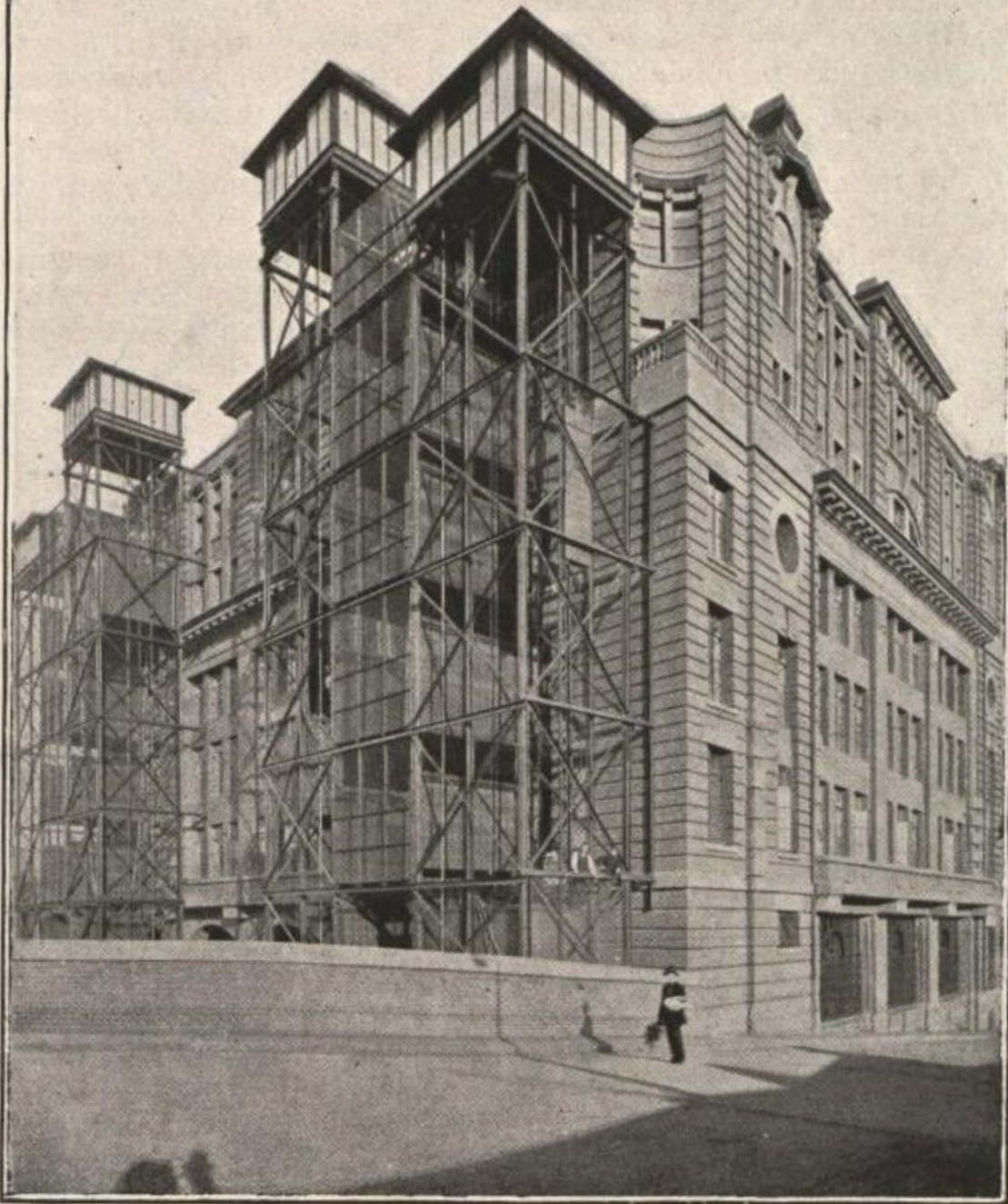


Figure 76 – “Architectural Disfigurement, the New Parcels Post Office, at Sydney Railway Station. The above is a glaring example of the inconsistency of Government methods. A public building, having a fine stone façade, costing thousands of pounds, is turned into an eyesore by the addition of shoddy external lift construction”.

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

### 3.3. PARCEL POST

Between 1917 and 1920 problems were encountered with ventilation: air ducts were not working due to mail bags being opened against them and many shutters being kept closed. In winter, the heating system resulted in "hot, smelly air (being) belched forth throughout the building." Several requests were made by the Sorters' Union for improvements to ventilation to clear foul air and dust since opening windows created excessive draughts. In September 1919, Dr. Ludowici, Acting Commonwealth Medical Officer inspected the building and concluded that working conditions at Central Square compared favourably with those of any large factory or shop.

Over six hundred were employed when the original plan was for offices with small staffs.<sup>20</sup> Alterations carried out during the 1920s consisted mainly of modifications to the third, fourth and fifth floors, involving the creation of new areas for Wrapper Sorting and Canvas Workers.

The transfer of mail at Central Station to the Post Office in 1929 was described as follows, "all incoming and outgoing Country and Interstate mails are taken over by the Railway Department in the Custodian's Room. The Railway Department then transports these mails through its own tunnel, a distance of approximately 800ft by its own labour, and in its own lifts takes the mails to and from the platforms. But some years ago, an arrangement was made by the Central Office by which the Department received suburban mails on the platform and not in the Custodian's Room."<sup>21</sup>



Figure 77 – Mail truck, Central Square, 1936.

Source: NAA: C4078, N795

<sup>20</sup> NAA: Series SP19/1 Item IB20/1084 "Opening of Fanlights over Windows in Central Square Building. Summary of Action Taken," n.p; Postal Sorter's Union of Australia New South Wales Branch to Deputy Post-Master General 26 May 1919, n.p; Commonwealth of Australia, Department of Works and Railways, Completion Return, 5 May 1921, n.p; "Suggested Improvement in Working Conditions of Sorters in Mail Branch G.P.O and Central Square, Sydney," 23 March 1920.p.2

<sup>21</sup> NAA: Series SP19/1, Item IB33/1065 Part 1, Correspondence from Superintendent of Mails to Deputy Director, 12 December 1929, p.7.



The inadequacy of the mail handling facilities at Central Railway was again opened for consideration in 1933. It was noted that the mail handling methods were slow, resulting in poor service to the public, as it took up to 18 minutes for suburban mails to travel between the platform and Custodian's section. Also, manual handling was expensive and the danger of theft from mails was greatly increased with manual handling. However, financial circumstances prevented further action.<sup>22</sup>



Figure 78 – Aerial of locality c. 1920-1938. Note the relationship between the subject site and former Inwards Parcels Shed (now YHA Railway Square), Central Station, and Western Forecourt.

Source: SLNSW, Digital Order No. c111190008.jpg

<sup>22</sup> NAA Series: 19/1, Item IB33/1065 Part 2, Correspondence from Deputy Director, Posts and Telegraphs to Secretary, Commissioner for Railways, 18 May 1933; Acting Deputy Director, Posts and Telegraphs, to Post Master-General's Department, 8 November 1933.





Figure 79 – Central Square Parcels Office, heaped bags, 1947.

Source: NAA: C4078, N3005F



Figure 80 – Central Square Parcels Office, heaped parcels, 1947.

Source: NAA: C4078, N3005F



Figure 81 – Central Square Parcels Office, heaped bag, 1947.

Source: NAA: C4078, N3005D



Figure 82 – Central Square Parcels Office, heaped bag, 1936.

Source: NAA: C4078, N3836



Figure 83 – Automatic loader and mail bags at yard at the rear of Central Square, 1947 (showing the subject rear yard and opening through to the inward parcels area).

Source: NAA: C4078, N2843D



Figure 84 – Automatic loader and mail bags at Central Square, 1947.

Source: NAA: C4078, N2843A

Congestion on the ground floor continued to be a problem into the 1950s. The Deputy Director, Posts and Telegraphs stated in 1950 that “the increase in inwards parcels traffic has rendered the space behind the counter on the ground floor so congested that it appears that alternative arrangements for handling the initial sort in the basement may have to be made”.<sup>23</sup>

### 3.4. THE CUSTOMS SECTION

In 1929 complaints were received by the Department of Trade and Customs regarding unsatisfactory overseas parcel delivery at Sydney with delays causing inconvenience and damaging the interests of the business community.

The Collector of Customs at Sydney stated that until further accommodation was made available for the Customs officers at the Parcels Post Office, it would be impossible to cope with the increasing volume of business and congestion. The increased accommodation required was not expected to be available until the end of the year, when it was anticipated that certain branches of postal activities would be transferred to the General Post Office. To provide immediate relief, alterations to the present counter accommodation were recommended.<sup>24</sup> Several options were explored involving rearrangement of space within the existing premises and the removal of certain operations to alternative locations.

<sup>23</sup> NAA: Series SP1411/1, Item B52/78, Correspondence from Deputy Director, Posts and Telegraphs to the Director of Works, 6 December 1950.

<sup>24</sup> NAA Series: SP305/1, item B1948/3433, Correspondence from Department of Trade and Customs to Postmaster-General, 28 March 1929.

It was expected that the Mail Branch would be transferred to the G.P.O. and that as soon as this was effected, arrangements would be made for additional accommodation for parcels and Customs work at the Parcels Post building.<sup>25</sup> While some relief was obtained in 1939, overcrowding in Customs remained a problem into the 1950s. Despite the overcrowding in certain sections the financial situation meant that it was not practicable for the Department to make use of the whole of the space in the Sydney Central Square Building as intended. An offer was made to the Department of Works, in 1930, for use of the third, fourth and fifth floors for other Departments' activities for two years.

This proposal would have involved changes such as transferring the Foreign Parcels Post Section from the fifth floor to the second floor and moving the Canvas Workers' Section and the machinery from the fourth to the second floor. However, the space was not able to be used by other Commonwealth Departments, due to existing lease commitments. At one stage it was proposed that these floors be used as a broadcasting studio. However, these plans did not eventuate.<sup>26</sup>

In 1947, it was intended to erect a building at the rear of the present building to give much needed additional space for use by the Postmaster-General's Department and the Customs Department. The Department of Posts and Telegraphs did not have any legal rights over the yard on which it wanted to build.<sup>27</sup> Conditions in the Customs Section remained congested and inefficient, the situation exacerbated by the increase in the size of parcels handled from ten to fifty pounds weight.

Such parcels were handled previously by the Customs Department.<sup>28</sup> The Deputy Director, Posts and Telegraphs argued that conditions could not be improved until the Postal Training School was removed from the building.<sup>29</sup>

A small selection of these photographs dated to 1947 and 1952 are reproduced below at Figure 145 – Figure 148.



Figure 85 – Central Square, customs sub-section office area, 1947.

Source: NAA: C4078, N3003A



Figure 86 – Central Square, customs sub-section office area, 1947.

Source: NAA: C4078, N3003E

<sup>25</sup> NAA: Series SP305/1, Item B1948/3433, Correspondence from Department of Trade and Customs to Deputy Director, Posts and Telegraphs, 29 May 1930.

<sup>26</sup> NAA: Series SP857/2, Item PA843 Part 1, Memorandum from Postmaster-General's Department to Department of Works, 6 December 1930; Memorandum from Department of Works to Postmaster-General's Department, 17 January 1931.

<sup>27</sup> NAA: Series SP305/1, Item B1948/3433, Correspondence from Deputy Director Posts and Telegraphs, "Sydney Chief Parcels Office, Central Square." 1947.

<sup>28</sup> NAA: Series SP857/2, Item PA1165, Correspondence from Deputy Director, Posts and Telegraphs to Surveyor and Property Officer, Department of the Interior, 31 December 1947.

<sup>29</sup> NAA: Series SP857/2, Item PA1165, Correspondence from Deputy Director, Posts and Telegraphs to Surveyor and Property Officer, Department of the Interior, 31 December 1947.





Figure 87 – Central Square mail branch, first floor customs section – public space, 1952.

Source: NAA: C4078, N4188A



Figure 88 – Central Square mail branch, first floor customs section – public space, 1952.

Source: NAA: C4078, N4188C

### 3.5. GENERAL POSTAL SERVICES

In the 1930s services were extended to include a Post Office section providing the following services: money orders and postal notes; registration of letters; sale of postage stamps and acceptance of telegrams. The Post Office was opened on 1 November 1933, at which date the name of the building was changed to The Chief Parcels Office N.S.W. Services provided at this date comprised:

- Telegrams
- Money orders
- Postal notes
- Sale of stamps
- Registration of letters and other articles
- Parcels post
- Insured and registered parcels
- Commonwealth Savings Bank business

The inclusion of general postal facilities resulted in an accompanying decrease in the areas utilised for parcel handling. The establishment of the Post Office and the relocation of the Money Order section of the Accounts Branch from the GPO necessitated modifications and the reallocation of space at Central Square. In terms of the layout of accommodation for Post Office business, it was considered important that post office counters be accessible to the public from the main hall so that the public would not be forced to go outside the building and enter a separate entrance to reach the Post Office.

Since many members of the business community met with the Supervisor, it was also necessary that his office occupy a position close to the main hall or the main entrance.<sup>30</sup> By 1947, the Post Office provided facilities for money order and savings bank, acceptance telegrams, trunk line calls, registration of letters and parcels.<sup>31</sup>

In the late 1940s and 1950s proposed changes at the Chief Parcels Office were prompted by the continuing need to relieve congestion in the building. Proposals included moving the Post Office from the Chief Parcels

<sup>30</sup> NAA: Series SP1411/1, Item B52/78, Correspondence from Superintendent of Mails to Senior Inspector, 11 June 1934, p.3

<sup>31</sup> NAA: Series SP1411/1 Item B52/78, Postmaster-General's Department to Deputy Director, Posts and Telegraphs, 25 September 1933; Superintendent of Mails to Senior Inspector, 1 June 1934; Acting Deputy Director, Posts and Telegraphs, to the Hon. J.A. Beasley M.P., 23 October 1933; District Inspector to Superintendent, Postal Services, 30 September 1947; Series SP19/1, Item IB37/1185, Accountant to the Deputy Director, 18 May 1936.

Office to an alternative site or rearranging the Parcels Section activities to make more space available on the ground floor. The location of the Post Office was considered unsatisfactory as it was not in the shopping area and had a dangerous traffic approach.<sup>32</sup> However, by 1952 it had not been possible to find suitable premises to which the Post Office section could be removed, and congestion continued to be a problem.

In 1955 plans were made for the installation of private box facilities extending over the full depth of the building on the ground floor.<sup>33</sup>



Figure 89 – Two view of public counter area on ground floor of the Chief Parcels Post Office building, 1960.

Source: NAA: C4078, N15236 (left) and C4078, N15239 (right)

### 3.6. TRAINING SCHOOL

In 1942, preparations were made for the use of the fifth floor of the building as a training school for postal clerks and telegraphists. Instruction was to be provided in Morse operating, postal knowledge, counter duties, mail work etc., and classrooms were to be equipped with facilities similar to those installed in an actual post office. It was expected that the greatest portion of trainees' time would be spent in manipulative telegraphy (morse code).

By February 1944, two classes of eight females each were already in training and it was anticipated that this number would increase to forty-two by March. Selection of male trainees had been finalised and it was expected that thirty-eight would commence training as soon as possible. In May a contract was entered into with SJ Zealey of Miranda for alterations, repairs<sup>34</sup> and renovations for an amount of £2,583.<sup>35</sup>

After World War II, as ex-servicemen began returning to the workforce, it was anticipated that additional space would be required for training and that training was expected to form an effective part of rehabilitation. New premises were considered to provide 8,000 square feet of floor space for the training of an additional one hundred Telegraphists and/or Postal Clerks to meet staff requirements for 1948; training of six hundred Postal Officers about to be appointed to the Commonwealth Public Service; "in-service" training of over two hundred clerks and induction training of Junior Postal Officers.

The Training School, continued to occupy the Chief Parcels Office, despite plans in the 1950s to remove it completely to a Postal Training School at Strathfield. Correspondence in 1964 indicates that the fifth floor of

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<sup>32</sup> NAA: Series SP1411/1 ItemB52/78, Superintendent of Mails to Superintendent, Postal Services, 6 October 1948; Superintendent Postal Services to the Deputy Director, 1 November 1948.

<sup>33</sup> NAA: Series SP1411/1 ItemB52/78, Correspondence Superintendent of Mails to Superintendent, Postal Services, 6 October 1948; Series SP1411/1, Item B52/68, Correspondence from Superintendent Postal Services to the Deputy Director, 1 November 1948; Series SP366/1, Item B50/2670, Superintendent, Buildings to Assistant Director, Postal and Transport Division, 6 June 1955; Director Posts and Telegraphs to Director of Works, 20 September 1955.

<sup>34</sup> "Tenders Called", *Construction*, (Sydney:31<sup>st</sup> May 1944), p.6

<sup>35</sup> NAA Series: SP366/1, Item B49/45, "Recruitment and Training of Postal Clerks and Telegraphists," Appendix C, 1942, pp1,4; Series SP36

the Chief Parcels Office was occupied by a number of classrooms and a machinist training school. The Australian Postal Institute made use of these rooms for courses conducted in the evenings.<sup>36</sup>



Figure 90 – Mr Jones of the Postal Training School, 1946.

Source: NAA: C4078, N2656



Figure 91 – Class 5, Postal Training School, Railway Square, 1949.

Source: NAA: C4076, HN1434

### 3.7. DEMISE OF THE PARCELS POST FUNCTION

In the 1960s, plans were being made to vacate the Chief Parcels Office in 1965. Operations were to be moved to the new Mail Exchange at Redfern. It was proposed that the first and second floors of the building be allocated to two depots of the Telegraph Division, the Telegraph Subscription Service Depot and the Telegraph Installation Depot.

It was anticipated that when the Mail Exchange Branch parcels handling was removed from the building, considerable extra business would be handled by the Post Office. Alterations were made accordingly. The Post Office was to be named “Railway Square Post Office” after the removal of parcel handling activities, and two new signs were to be provided, one visible from Marcus Clark’s and the other visible from the Central Railway Station.<sup>37</sup>

Following the progressive vacation of the premises by the Mail Exchange Branch and the Customs Department, it was proposed to occupy the building in the following manner:

*Yard area: To be available for the use of mail transport vehicles and some engineering vehicles.*

*Basement area: to be provided at the rear of the basement to allow vehicles access for the parking of approximately 25 vehicles used by the Engineering groups occupying the building.*

*Ground Floor: Existing Post Office to be rearranged to provide for additional area, locker rooms, showers, lunch rooms and other amenities for Travelling Post Office staff and Custodian of Mails staff.*

*First Floor: Telegraph Subscribers’ Service Depot. Space urgently required for installation of exchange equipment.*

<sup>36</sup> NAA Series: SP857/2, Item PA1165, Correspondence from Deputy Director, Posts and Telegraphs to Surveyor and Property Officer, Department of the Interior, 31 December 1947; Series 1411/1, Item B66/1528, Superintendent, Personnel Branch to Executive Engineer, Services Branch 26 August 1964.

<sup>37</sup> NAA Series: Sp1411/1, Item B66/1528, Superintendent Planning and Development Branch, Postal and Transport Services Division to Superintending Engineer, Services Branch 29 July 1964; Superintending Engineer, Country Branch to Superintending Engineer, Services Branch, 23 July 1964; Superintendent, Planning and Development Branch, Postal Services Division to Superintending Engineer, Services Branch, 15 July 1965.



*Second Floor: Telegraphic Installation Depot. Lunch room for staff occupying first, second and third floors.*

*Third Floor: Two District Works Divisions and Equipment Service Division.*

*Fourth Floor: Material Testing Division.*

*Fifth Floor: Approximately 1600 square feet to be used for Material Testing Division. Balance of floor to be used as classrooms for first and second year technicians-in-training.<sup>38</sup>*



Figure 92 – Working conditions in Chief Parcels Office, Central Square, 1960.

Source: NAA: C4078, N15271

### 3.8. NEW USES, POST 1965

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

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<sup>38</sup> NAA Series: SP1411/1, Item B6/1528, Correspondence from Director, Posts and Telegraphs to Director-General, Posts and Telegraphs, 1965.

Consequently, this section of the report has been pieced together from information gleaned from a variety of sources, including government gazettes, newspapers and annual reports. A press release dated 23 December 1969 announced a contract was awarded to Darcy Bros Pty Ltd for alterations and additions to the building comprising “alterations to the second, third and fourth floor providing offices, laboratory and photographic facilities, and lecture rooms, as well as provision of three lifts and installation of air conditioning and ventilating systems”.<sup>39</sup> In accordance with the Civil Works Program, during the financial year 1969/70, the Postmaster-General’s Department spent \$54,763 of a budget of \$568,987 for “alterations and additions to Chief Parcels Office (stage 2)”. By mid-1974, there was a balance of \$3,539, indicating the works had largely been completed. No plans have been located for these works.

In the 1975/76 financial year, the Department authorised a further \$124,893 to undertake alterations to the third floor. Following the dismantling of the Postmaster-General’s Department, the ATC allocated \$44,000 to provision of “material testing laboratory”.<sup>40</sup> In this post-1965 period, the Commonwealth of Australia Gazette contains tender notices and awards of contracts for miscellaneous building works and various maintenance activities to the building. These included “alterations and additions to 3rd floor” (31 May 1973), “provide fume controller on roof” (19/3/1975), “supply and fix mineral fibre ceiling between concrete beams and walls to lunchroom, 2<sup>nd</sup> floor” (4/12/1979), “provision of steel support structure and access platform from 3<sup>rd</sup> floor level to stone lintel at main entrance façade, etc (2/9/1980), ground floor toilet, remove urinal and repair leaks” (25/1/1983), “alterations and additions to Terc Area, 1<sup>st</sup> floor” (27/10/1984)<sup>41</sup> and “external repairs and maintenance” (6/5/1987). No plans have been located for any of these works, though it is possible some may survive in departmental files in the National Archives of Australia.

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<sup>39</sup> Minister for Works, “\$500.000 contract for alterations to P.M.G. Building, Sydney” [press releases], [https://parlinfo.aph.gov.au/parlInfo/download/media/pressrel/807885/upload\\_binary/807885.pdf;fileType=application/pdf#search=%22p.m.g.%20building%20sydney%22](https://parlinfo.aph.gov.au/parlInfo/download/media/pressrel/807885/upload_binary/807885.pdf;fileType=application/pdf#search=%22p.m.g.%20building%20sydney%22), viewed 27 May 2019

<sup>40</sup> *Parliamentary Paper No 172/1976 The Parliament of the Commonwealth of Australia, Australian Telecommunications Commission Service and Business Outlook for 1976-77*, August 1976, p

<sup>41</sup> TERC stands for Transport Emergency Response Centre.

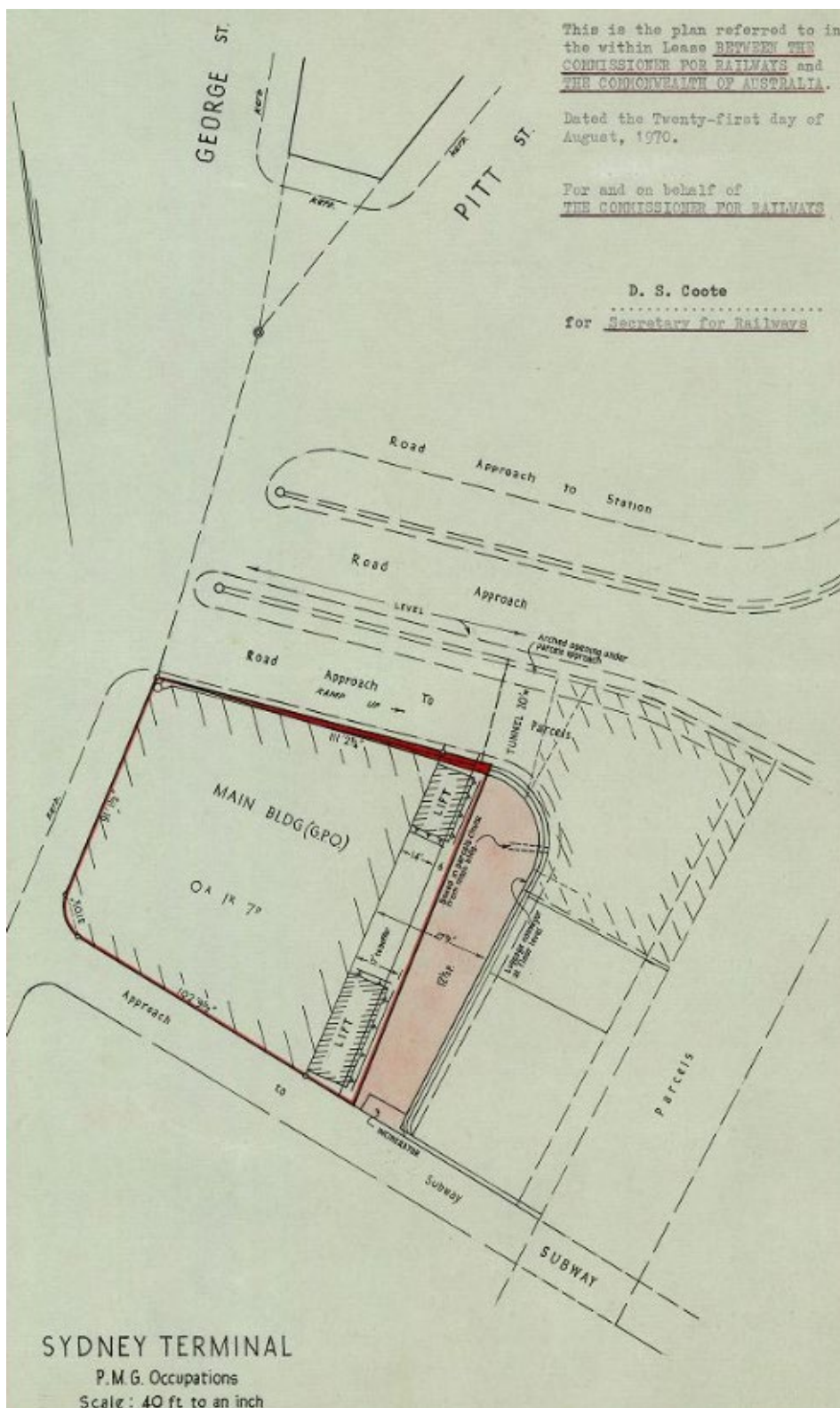


Figure 93 – Sydney Terminal, PMG occupations outlined in red plus area shaded pink leased to the Commonwealth, 21 August 1970.

Source: NSW LRS

Between 1971 and 1973, the Postmaster-General's Department commissioned a series of photographs of the building, primarily external with some basement views.

From 1965 to 1993, the ground floor of the building was occupied by the "Railway Square Post Office". It was officially closed at the end of May 1993.





Figure 94 – Devonshire Tunnel construction, Railway Square, 1974

Source: City of Sydney Archives, SRC11113



Figure 95 – Devonshire Tunnel construction, Railway Square, 1975

Source: City of Sydney Archives, SRC11125

### 3.9. CONVERSION OF PARCELS POST BUILDING TO MEDINA EXECUTIVE SYDNEY CENTRAL

The building was largely vacant after 1993 when the Post Office closed at Railway Square. According to an unauthorised Property Australia journal article (Property Council of Australia, August 1999, p39), the building had been “unoccupied for more than a decade”. By this date, most of the internal fabric of the building had been lost through a combination of building alterations, neglect, physical deterioration and disuse over time.



Figure 96 – Subject building and Henry Deane Plaza, c. 1993. Note deteriorated condition of subject building, intrusive awning (since removed).

Source: provided by TOGA



Figure 97 - Subject building and Henry Deane Plaza, c. 1993. Note deteriorated condition of subject building.

Source: provided by TOGA



In 1994/95, the NSW Department of Public Works (DPWS) undertook the Central 2000 Strategic Asset Plan for the State Rail Authority (SRA), "for progressive redevelopment of the Central precinct to the year 2000 and beyond...create a world class transport interchange within the heritage context of the precinct as a whole, using private sector financing for a major part of the works"<sup>42</sup> The master plan contained a provision for the restoration, refurbishment and hospitality-related adaptive reuse of the Parcels Post Office building. It also formulated plans for the redevelopment of a government owned office building located slightly to the south of the subject property along Lee Street. Both buildings were to become part of what would be known as the Henry Deane Place and Western Gateway sub-precinct.

*The Western Gateway plan was one part of the overall Central 2000 master plan, and it called for the creation of a series of public plazas between these two buildings. The adjoining Devonshire Street Pedestrian Tunnel and the nearby Lee Street / George Street pedestrian underpasses were also to be comprehensively upgraded, along with the Bus / Rail Interchange at Railway Square. Central Railway Station was similarly comprehensively upgraded as part of the overall Central 2000 master plan. The presence of these substantial upgrades to the immediate surrounding environment at Railway Square and Central Station constituted a considerable enhancement in the future commercial potential of the local precinct. These comprehensive Precinct proposals, plus the creation of specific guidelines by the Department of Public Works and Services for the heritage restoration of the Parcels Post Office Building, contributed significantly to Toga's decision to commit to the subject redevelopment project, according to Mr Vidor.<sup>43</sup>*

DPWS invited private sector submissions by tender in late 1996 to develop the Former Parcels Post Office building and Western Gateway as part of the overall Central Station redevelopment project for the SRA. Simultaneously, the Heritage Group within DPWS, prepared a Conservation Management Plan (CMP) for the Former Parcels Post Office Railway Square, which was published in July 1997. Serviced apartment operator and developer, The Toga Group, submitted its preliminary development tender in December 1996. The following year, it was announced as the preferred bidder for the Western Gateway, providing for a new office development of the order of 35,000 sqm and the conversion of the Former Parcels Post Office building to a hotel or service apartments.<sup>44</sup>

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

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

The major structural changes proposed were as follows:

- lateral extension of the basement under part of the new plaza and the consequent removal of sections of existing external wall
- partial excavation of the existing rear courtyard to enable level access to the basement for vehicles
- installation of two new lift shafts and new plant rooms
- covering over of the rear courtyard with a new slab to create an outdoor terrace/ recreation area

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<sup>42</sup> DPWS, *Annual Report 1994/95*, p89

<sup>43</sup> Dominy, Colin (New South Wales Division of the Australian Property Institute) 2001, *Part B, The impacts of heritage requirements on the financial viability of individual development proposals*

<sup>44</sup> "Toga on right track for Central", *Australian Financial Review*, 29 September 1997, np



- removal of the existing 1960s addition at the rear
- removal of section of the rear wall at ground level
- addition of two new floors in place of the existing roof and the consequent construction of a new roof and rooftop plant room.

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

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



Figure 98 – Subject building with c. 1960s addition located on east elevation c. 1998

Source: GML, *Heritage Impact Statement: Former Parcels Office*, June 1998

One month later, the City of Sydney issued development consent for the adaptation project and ‘in principle’ consent for the two-storey rooftop addition. City of Sydney Council records show that the developer withdrew their application for an award of HFS in July 1998. The DA consent also provided for a substantial retail adaptive re-use on the ground floor to complement the main serviced apartment use in the upper floors. In addition, the Council approved construction of a single storey retail addition to the rear ground floor area on the southern side of the building, which provided for the exposure of several shop tenancies directly to the

refurbished Devonshire Street Pedestrian Tunnel. During this period, Toga entered into negotiations for a 99-year lease over the Former Parcels Post Office site, which was finalised in September 1998.

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

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

At this date, Godden Mackay prepared a set of plans identifying fabric of high significance proposed for removal or modification and fabric to be reconstructed to original detailing (Figure 154 - Figure 164). As depicted on the below drawings, the works included the following:

- Removal of some internal walls within the basement, and along the southern boundary to facilitate connections with the basement plaza. This likely included the removal of some of the southern pavement lights
- Modifications to the ground floor southern façade to create the entries to the retail tenancies and alterations to the principal northern entry
- Modifications for the new lift core
- Reconstruction of two of the recessed central bays of the eastern façade between levels 1-5 and including the parapet
- Modifications for plant and services throughout including new risers
- Reconstruction of select windows on the northern façade (Level 1 and Level 3) (5 windows in total)
- Reconstruction or general repairs/ modifications to select windows on the southern façade (Level 1, 2, 3 and 5) (9 windows in total)
- Modifications/ repairs to the three southernmost windows on the eastern façade at levels 1,2 and 3
- Reconstruction or general repairs/ modifications to select windows on the principal western façade (Ground floor, Level 1 and Level 4) (7 windows in total) including one of the large ground floor windows
- Reconstruction of the decorative sandstone entablature and Royal monogram on the principal western façade

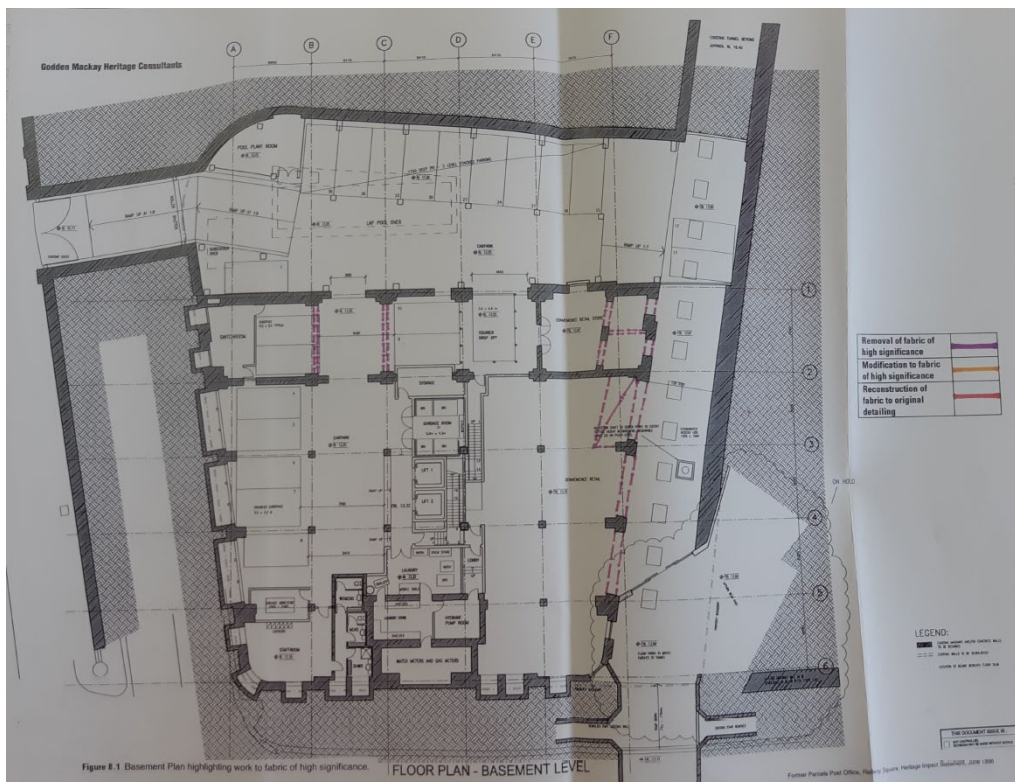


Figure 99 - Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. Basement Plan highlighting work to fabric of his significance.

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

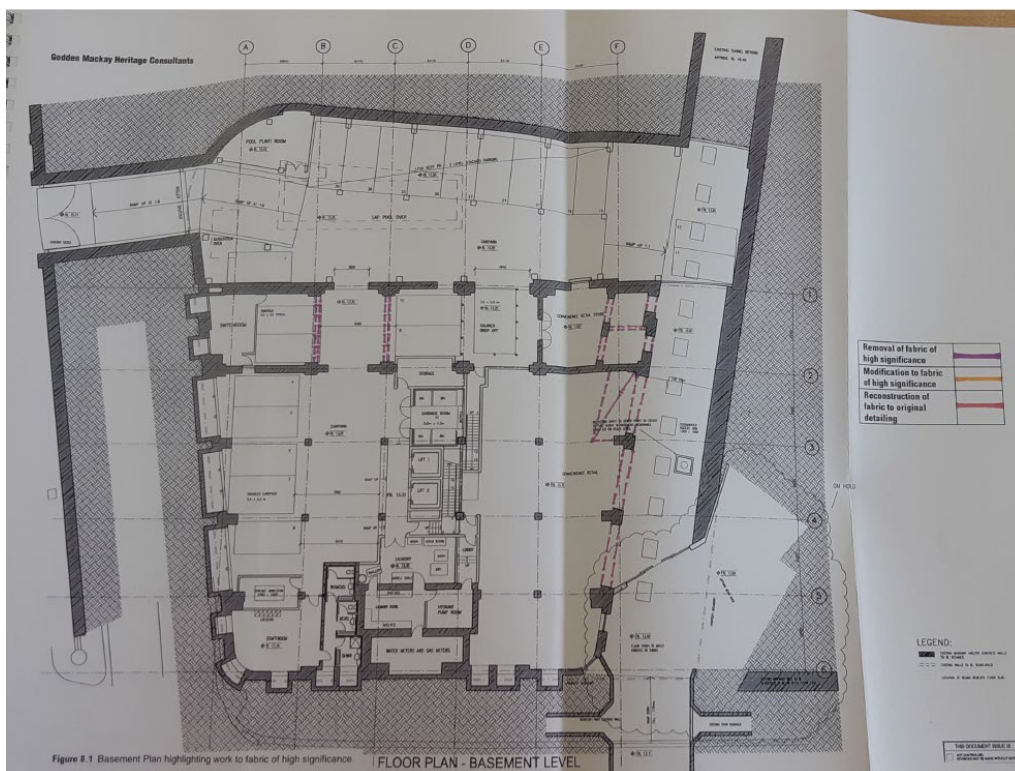


Figure 100 - Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. Basement Plan highlighting work to fabric of his significance.

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



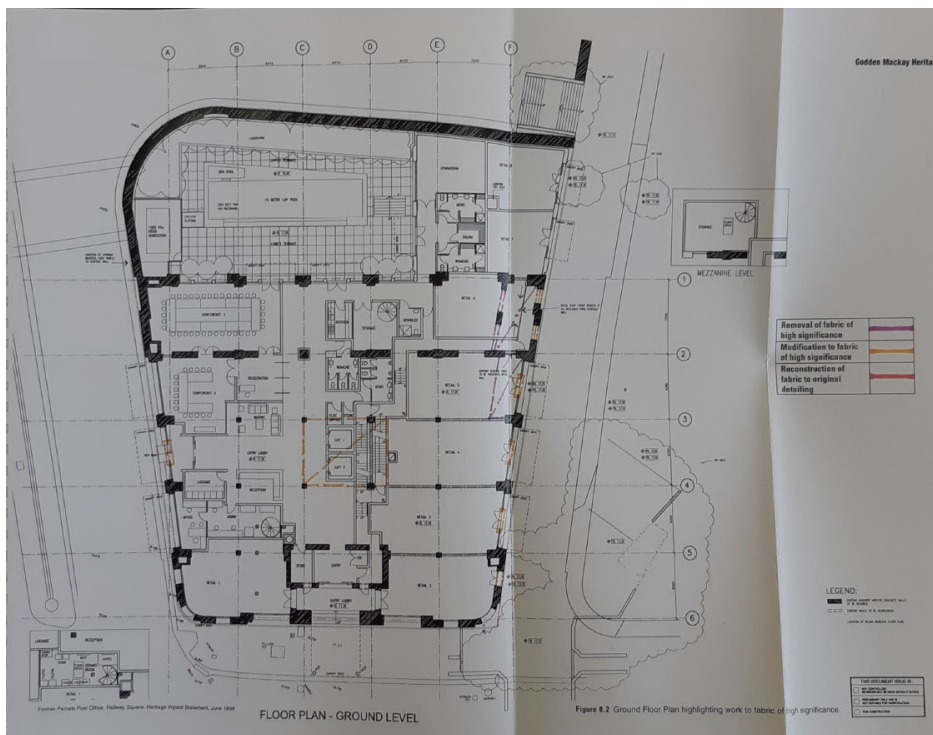


Figure 101 - Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. Ground floor plan highlighting work to fabric of high significance.

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

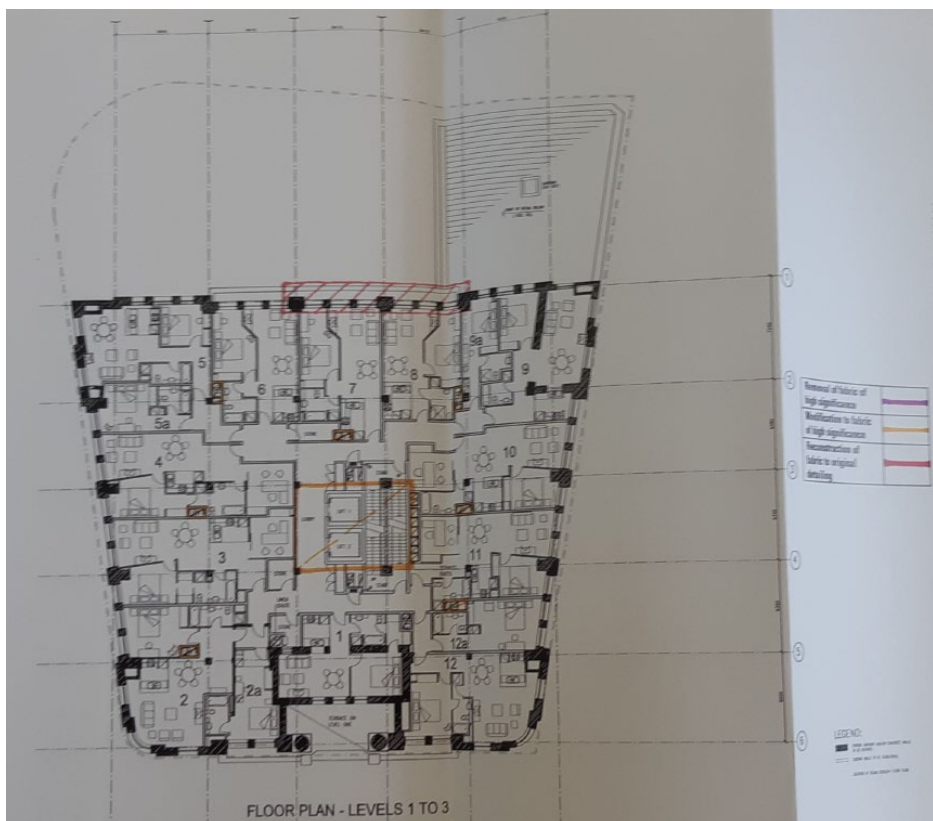


Figure 102 - Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. Levels 1 to 3 highlighting work to fabric of high significance.

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

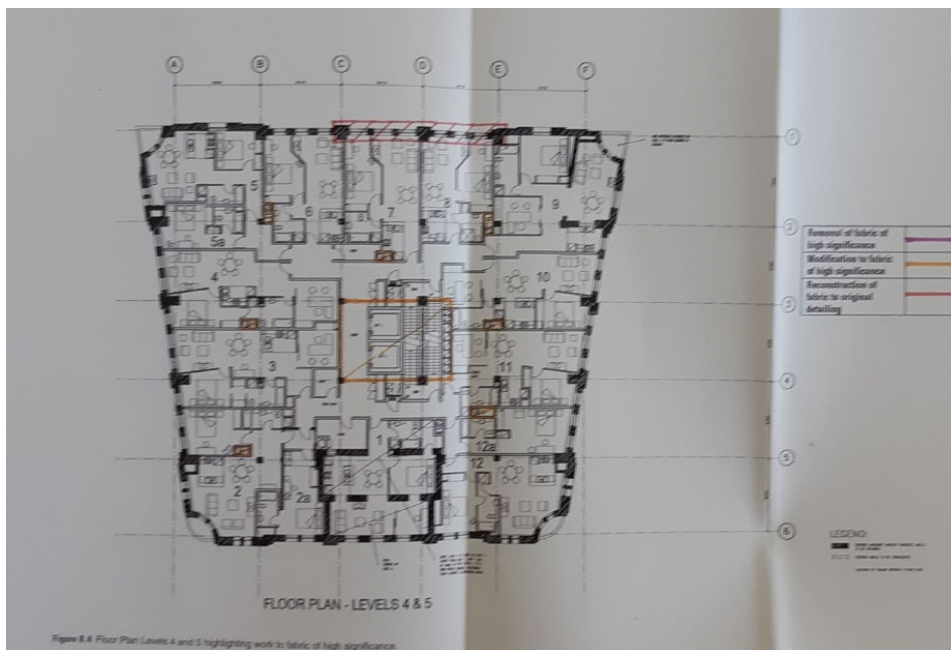


Figure 103 - Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. Levels 4 and 5 highlighting work to fabric of high significance.

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

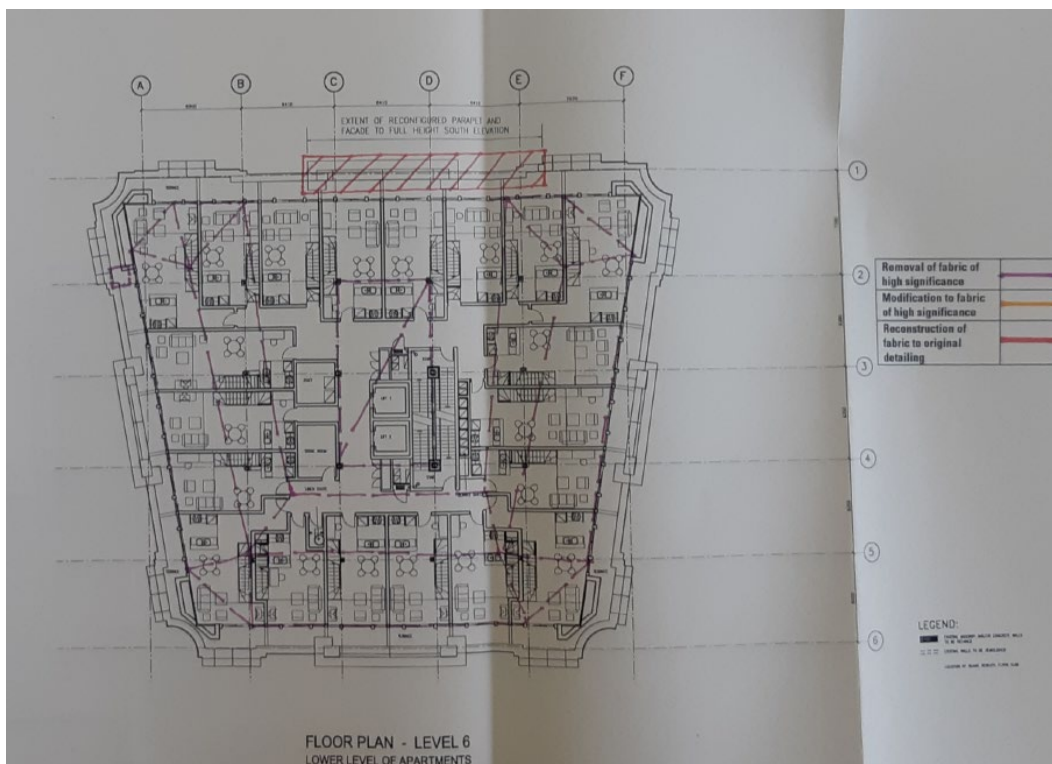


Figure 104 - Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. Floor Plan Level 6 highlighting work to fabric of high significance.

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

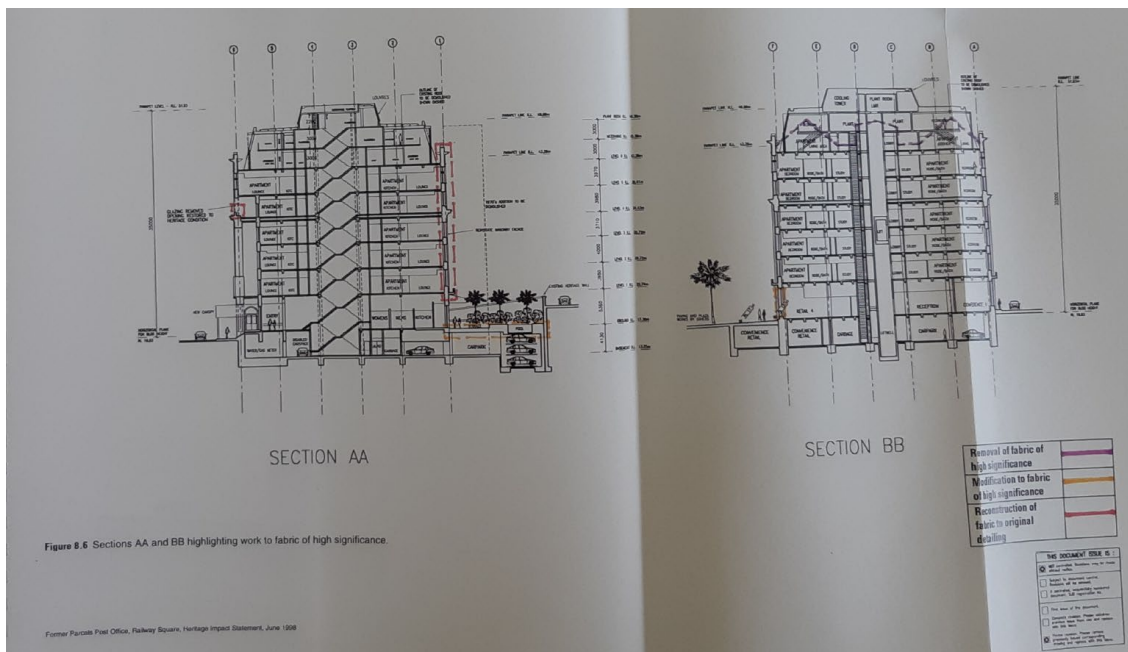


Figure 8.6 Sections AA and BB highlighting work to fabric of high significance.

Former Parcel Post Office, Railway Square, Heritage Impact Statement, June 1998

Figure 105 - Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. Sections AA and BB highlighting work to fabric of high significance.

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



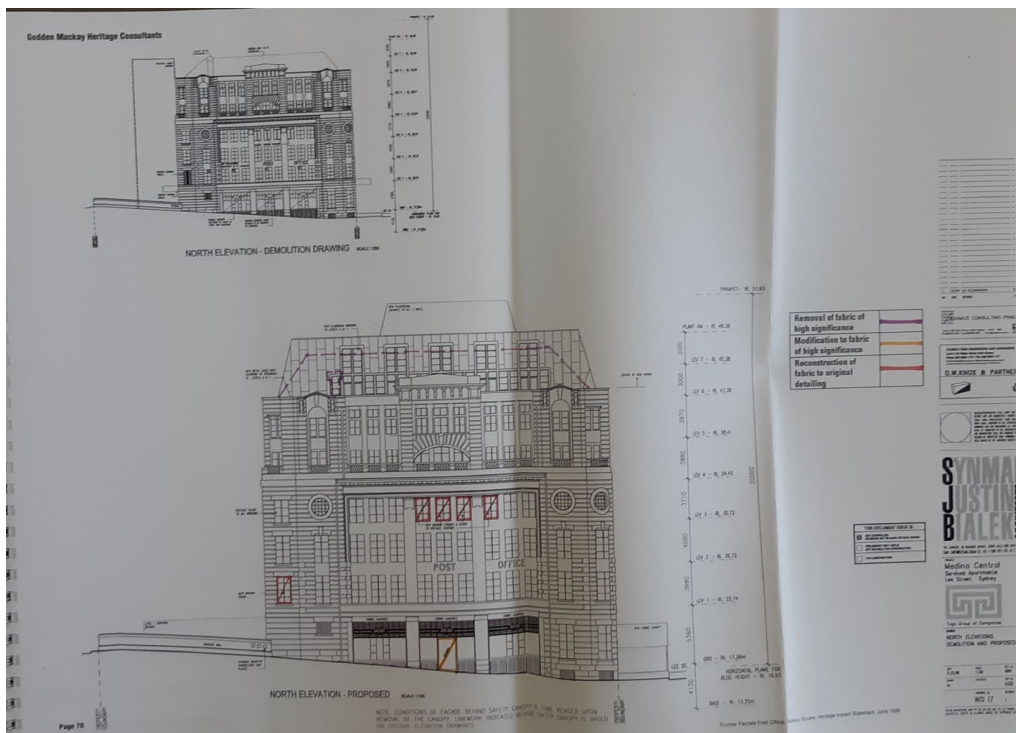


Figure 106 - Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. North Elevations showing demolition, highlighting work to fabric of high significance.

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

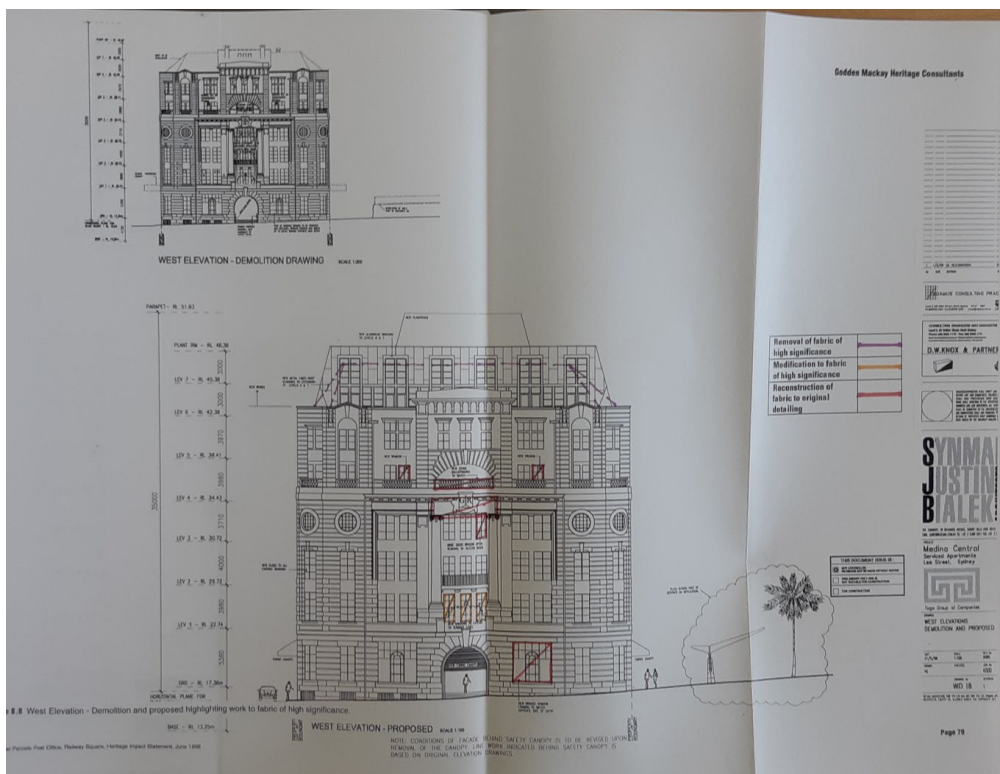


Figure 107 - Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. West Elevation – demolition and proposed highlighting work to fabric of high significance.

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

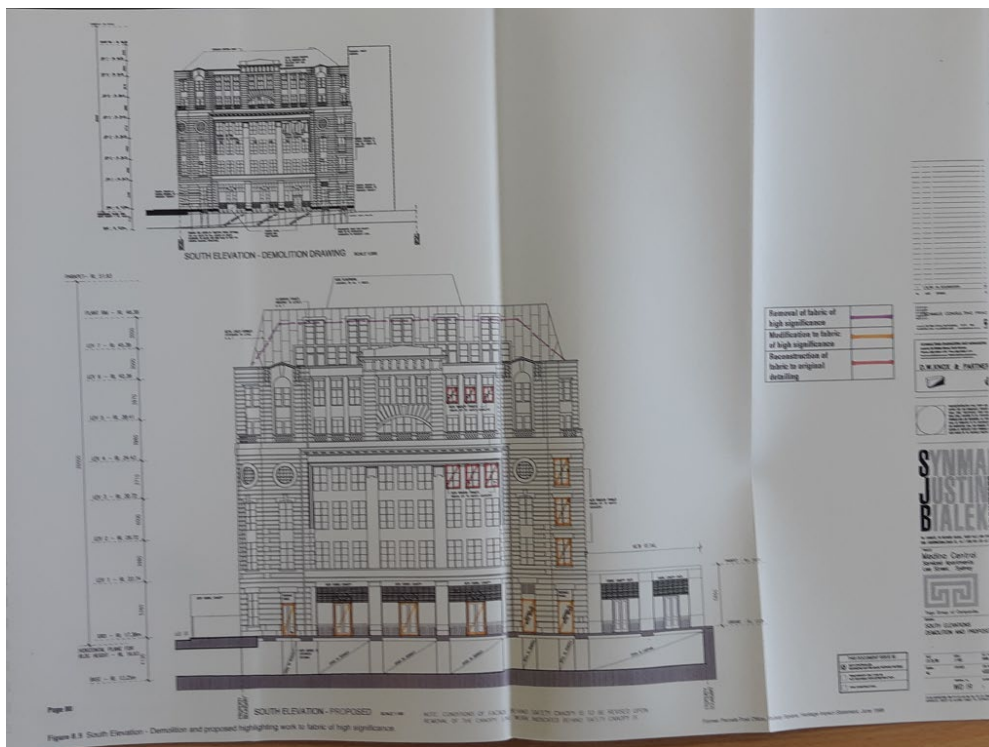


Figure 108 - Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. South elevation – demolition and highlighting work to fabric of high significance.

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

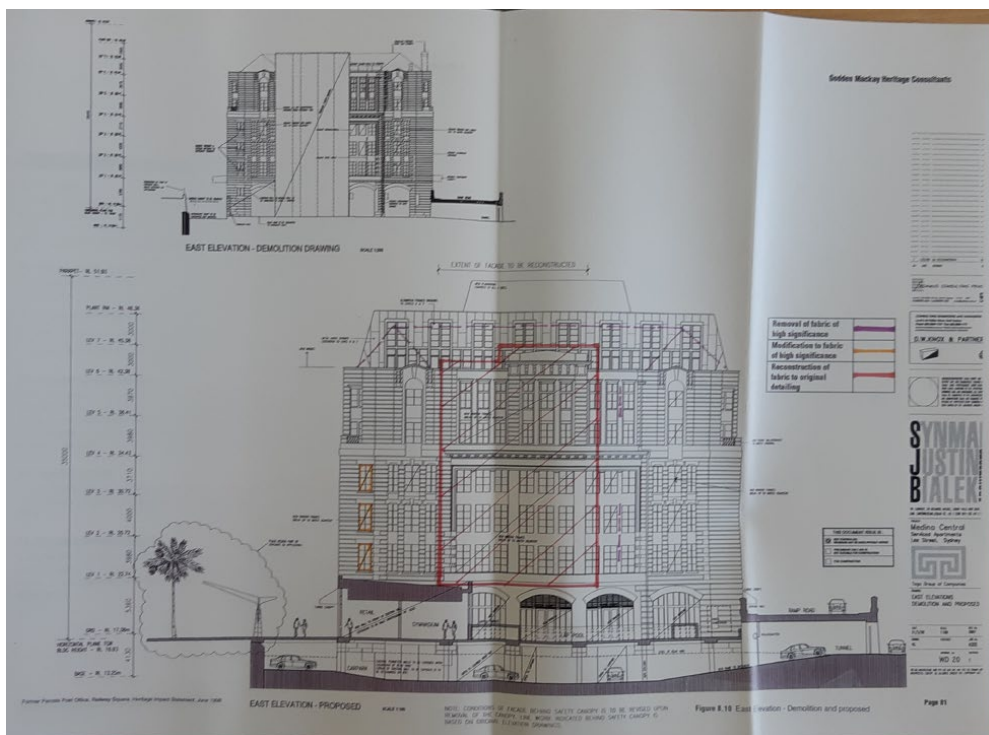


Figure 109 – Synman Justine Bialek Architects: Medina Central Services Apartments Lee Street, Sydney. East Elevation – demolition and highlighting work to fabric of high significance.

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

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



## 4. HERITAGE SIGNIFICANCE

### 4.1. STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

The former Parcels Post Office is of heritage significance for its historic, associative, aesthetic and representative values and for its rarity.

The Parcels Post building is historically significant for its association with the development Central Station and the third Sydney terminus (albeit constructed a decade later) and connections with the NSW rail and postal services in the early 1900s. The Office also holds historical significance for its imperative role in the promotion of Central Station and as the main office in New South Wales' for state-wide postal services during the early of the 20th century. In the early 1900s, the majority of parcels were sent by rail, and the location of the site adjacent to the station reflects the importance of shipping by rail. The Parcels Post also worked in conjunction with the inward and outward parcels platforms in the western yard precinct (which includes the former inwards parcels platform, now the YHA).

The Former Parcels Post Office has associative significance pertaining to the Australia Post mailing company. As well as in serving as the main parcels sorting office between 1913 and 1960s, until the office's relocation to Redfern. Designed by the Government Architects office, the building has also been assessed to have associative significance on a local level, for its association with the GAO broadly and more specifically with Gorrie McLeish Blair, to whom the design was attributed, and Walter Liberty Vernon, who was then the Government Architect.

The building is designed in the Federation Free Academic Classical architectural style and is a centrepiece in the locality. The facades of the building are highly intact, therefore exhibiting high aesthetic significance. The building has a number of distinct external features that are attributed to the style, including the contrasting brick and rusticated stone, the giant order Ionic columns to the principal façade, the heavy sandstone entablature, pediments and oeil de boeuf windows. Due various modifications during the twentieth century, multiple elements of the original Parcels Office were removed, these included: the exterior parcel chutes and the main awning. The interior is restrained in its original form and was modified c.2000 in conjunction with the Hotel (Adina) conversion including structural modifications for a new lift core. As a result, the interior has lost significance.

The former Parcels Post building may also have some technical significance and research value as a relatively early example of the use of partial steel framework I beams and stanchions encased in concrete to maximise internal floor areas.

As one of only two large metropolitan parcels offices constructed (the other being the Melbourne Mail Exchange) in the early twentieth century, the site has been assessed as rare. The size and prominence of the building is indicative of the significance of both the postal service and the railways in the early twentieth century however the connection between the two department is uniquely represented in the Parcel Post building.

The former Parcels Post Office is representative of expansion and growth in the early twentieth century. However, the scale and grandeur of the building does differentiate the building from the bulk of postal buildings constructed during the period. The building is also representative of the Federation Free Classical architectural style and of civic buildings designed in the Government Architects Office and of the work of GM Blair.

The Parcels Post Building is of high heritage significance in the context of the Central Railway Station Group.

## 4.2. LEVELS & GRADINGS

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

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

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

Table 2 – Gradings of Significance

Grading	Justification	Status
<b>Exceptional</b>	Rare or outstanding elements that directly contribute to the place's overall heritage significance; they retain a high degree of integrity and intactness in fabric or use; any change should be minimal and retain significant values or fabric	Fulfil criteria for local or state listing
<b>High</b>	Element demonstrates a key aspect of the place's overall heritage significance; they have a high degree of original fabric or they retain their original use; alterations do not detract from significance	Fulfil criteria for local or state listing
<b>Moderate</b>	Element contributes to the place's overall heritage significance; they may have been altered but they still have the ability to demonstrate a function or use particular to the site; change is allowed so long as it does not adversely affect the place's overall heritage significance	Fulfil criteria for local listing
<b>Little</b>	Element may be difficult to interpret or may have been substantially modified which detracts from its heritage significance; change is allowed so long as it does not adversely affect the place's overall heritage significance	Does not fulfil criteria for local or state listing
<b>Neutral</b>	Elements do not add or detract from the site's overall heritage significance; change allowed	Does not fulfil criteria for local or state listing
<b>Intrusive</b>	Elements are damaging to the place's overall heritage significance; can be considered for removal or alteration	Does not fulfil criteria for local or state listing

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

## 4.3. SCHEDULE OF SIGNIFICANT ELEMENTS

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

Table 3 – Definitions of time and periods of construction and major alterations to the Parcels Post Building

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

Table 4 – Schedule of Significant Elements

Structure, space or elements	Phase	Grading
<b>Exterior</b>		
Overall form, composition and materiality	OC	High
Facades (north, south, west and ends of east) including stone, trachyte and brickwork	OC	High
Altered portion of east facade	TC	Moderate
Fenestration pattern and steel and bronze framed windows	OC	High
Mansard roof addition	LA	Little
Balustrade on parapet	LA	Little
Aluminium framed windows and doors (generally)	LA	Intrusive
Aluminium framed doors (east elevation)	LA	Little
Reconstructed steel framed windows	LA	Little
Bronze glazing grills	OC	High
Brick retaining wall	OC	High
'Post Office' signage	ETC	Moderate
'Adina' signage (north elevation)	LA	Intrusive
'Adina' signage (west elevation)	LA	Little
Awnings	LA	Little
Modified components of entries/shopfronts ie. new doors (north and south elevation)	LA	Little
Landscape pool area	LA	Little
Contemporary shopfront signage	LA	Little
Lighting	LA	Little



Structure, space or elements	Phase	Grading
Security cameras	LA	Little
Glass brick pavement lights/ stallboard lights	OC	High
Flag poles	LA	Little
West elevation entry	TC	Intrusive
<b>Interior</b>		
Steel encased structural grid including floors and columns	OC	Moderate
Contemporary hotel fit out (inclusive of ground floor lobby, conference areas and accommodation, contemporary kitchen and bathroom fitouts and services)	LA	Intrusive
Lift core	LA	Little
Plantroom	LA	Little

## 4.4. SIGNIFICANT VIEWS & VISTAS

Significant views to the subject site have been identified in this section. Views have been assigned numbers in the table below, these numbers should be cross referenced to the reference map.

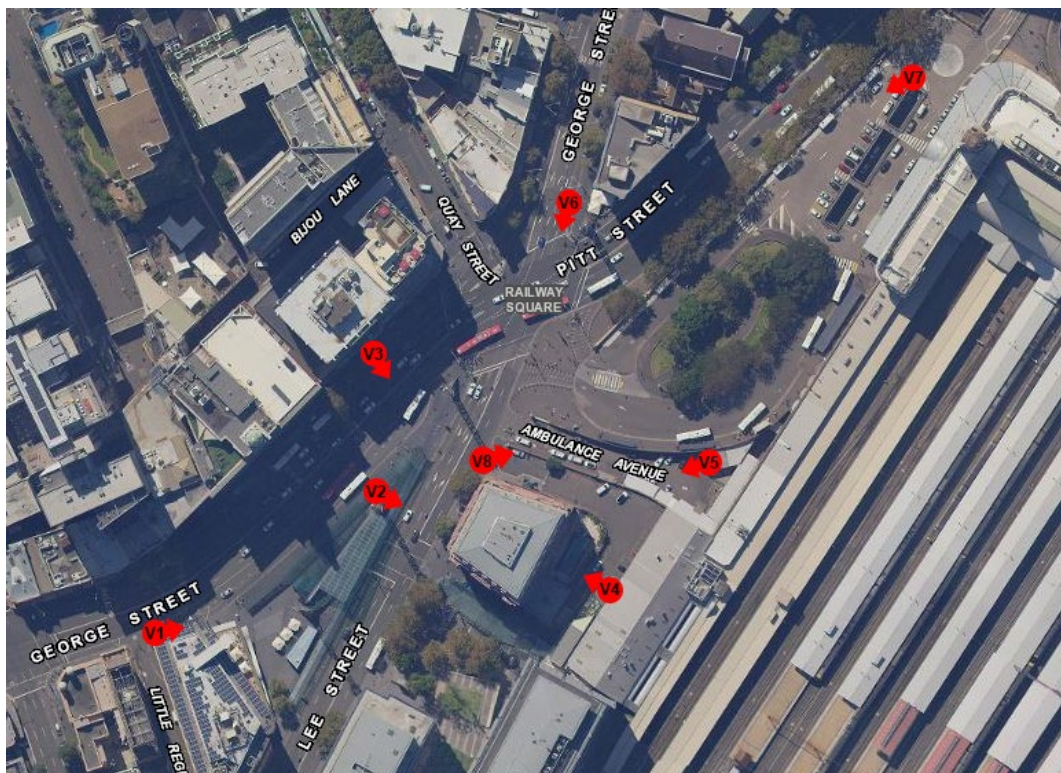


Figure 110 – Aerial image of the locality with identified significant views

Source: Six Maps with Urbis overlay, 2019

# 5. ASSESSMENT OF HERITAGE IMPACT

## 5.1. STATUTORY CONTROLS

### 5.1.1. Sydney Local Environmental Plan 2012

Table 5 – Sydney Local Environmental Plan 2012

Clause	Discussion
<p><b>(2) Requirement for consent</b>  <i>Development consent is required for any of the following:</i></p> <p>(b) <i>altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item...</i></p> <p>(e) <i>erecting a building on land:</i></p> <p>(i) <i>on which a heritage item is located or that is within a heritage conservation area...</i></p>	<p>The subject site constitutes the 'Former Parcels Post Office including retaining wall, early lamp post and building interior', which is listed as an item of local significance (Item 855), under Schedule 5 of the <i>Sydney Local Environmental Plan 2012</i>.</p> <p>The site is also included within the curtilage of Central Railway Station which is listed on the State Heritage Register 'Sydney Terminal and Central Railway Station Group', Item SHR 01255, and in Schedule 5 of the <i>Sydney Local Environmental Plan 2012</i> 'Central Railway Station group including buildings, station yard, viaducts and building interiors' Item 824.</p> <p>The site is not however listed independently on the State Heritage Register. There is an array of built forms that constitute Central Station, however the Main Terminal Building (particularly the western frontage) and associated clocktower constitute key components in the visual setting of the Parcel Post building.</p> <p>Refer to Sections 1.1, 5.2, 5.4 and 5.11 for a detailed assessment of the proposal.</p>
<p><b>(4) Effect of proposed development on heritage significance</b>  <i>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</i></p>	<p>The former Parcels Post building is of heritage significance for its historic, associative, aesthetic and representative values as well as for its rarity. A Statement of Significance is provided at Section 4.1 of this report.</p> <p>This Heritage Impact Statement (HIS) has been prepared to assess the proposal with regard to the potential impact on the subject site and the heritage items in its proximity.</p> <p>Refer to Sections 1.1, 5.2, 5.4 and 5.11 for a detailed assessment of the proposal.</p>
<p><b>(5) Heritage assessment</b>  <i>The consent authority may, before granting consent to any development:</i></p> <p>(a) <i>on land on which a heritage item is located, or</i></p> <p>(b) <i>on land that is within a heritage conservation area, or</i></p> <p>(c) <i>on land that is within the vicinity of land referred to in paragraph (a) or (b), require a</i></p>	<p>The development of this HIS satisfies this clause. Information regarding the site history, significance and surrounding context has been extracted from the CMP 2022 prepared by Urbis.</p> <p>Please refer to Sections 2, 3 and 4 for further information regarding the current condition of, historical background to, and significant aspects of the subject site.</p>

Clause	Discussion
<i>heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.</i>	
<b>(6) Heritage conservation management plans</b> <i>The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.</i>	<p>An updated Conservation Management Plan (CMP) for the former Parcels Post has been prepared by Urbis.</p> <p>The relevant policies of the CMP have been addressed in detail in Section 1.1</p>

### 5.1.2. Sydney Development Control Plan 2012

*Sydney Development Control Plan 2012* includes controls for development within the Railway Square/ Central Station Special Character Area. The site was formerly included within the character area however has been excluded with revision to the character area boundary. The general heritage provisions of the *Sydney Development Control Plan 2012* have not been addressed herein as the development is designated as State Significant Development.

## 5.2. ASSESSMENT OF KEY ITEMS OF WORK

### 5.2.1. Conservation of Significant Exteriors

The proposal relates to the conservation, refurbishment, and adaptive re-use of the former Parcels Post building (fPPb), construction of a 42-storey tower above and adjacent to the existing building and delivery of significant public domain improvements at street level, lower ground level and within Henry Deane Plaza.

The proposed design aims to conserve the existing exteriors of the former Parcels Post building to the greatest extent feasible in the context of a major redevelopment by approaching the existing and proposed building as a series of elements. The approach has resulted in a tower core, system of 'pods', and connecting atrium which will wrap around the existing form of the former Parcels Post building. The approach strategy will allow for the complete retention and conservation of two primary elevations to the former Parcels Post building (north and west) most visible on approach from the north from Central Station. Further, the north-west, north-east and south-west corners will be maintained with high visibility. The conservation of these facades is addressed below in this section.

The introduction of the tower core to the south-east will require the removal of the southern two-thirds of the existing eastern façade to the former Parcels Post building and the south-east corner. Removal of this element will create space for the tower core and to reinforce the overall structure of the tower itself. Though it is noted that the removal of this section of the façade will result in the loss of some original fabric, the tower core has been located in this area partly due to its setback behind the existing building to somewhat reduce its visibility and overall presence from Lee Street, the northern primary façade, and because the façade has been extensively altered and no original fabric is discernible except at the northern and southern ends of the facade. Further, the eastern façade was originally a simpler façade. Parcel lifts were introduced in c. 1915 and a later extension was constructed c.1969 (and was subsequently removed). The majority of the façade therefore has been modified or reconstructed. Styrofoam filled vinyl embellishments were installed on the east elevation to replicate the appearance of carved sandstone but have been substantially compromised by birds. A number of windows to the east façade have been replaced with aluminium windows. With regard for the extent of change to this façade and the relative level of significance it is appropriate that intervention is concentrated to this façade.



The proposed works provide an opportunity to undertake a faithful reconstruction of the northern portion of the eastern façade. Therefore, in views from the north, the north facade of the fPPb will return a substantial distance to the south and the visual prominence of the building in the context of the development will be supported.

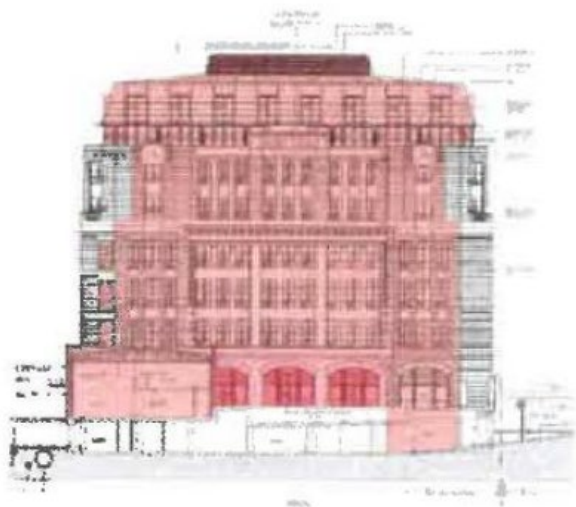


Figure 111 – Previous alterations to east façade shaded red.

Source: TOGA

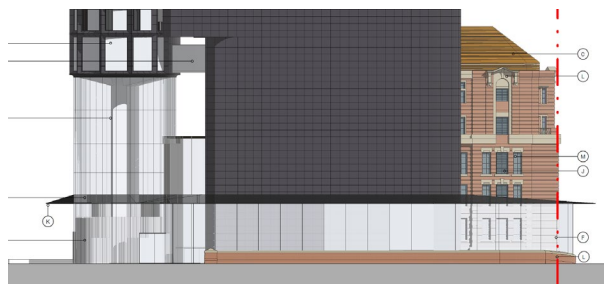


Figure 112 – Proposed east elevation.

Source: BatesSmart

The south-east corner of the fPPb will be removed to accommodate the lift and core and to facilitate greater usage of this south-eastern corner through activation and the creation of a new entrance from the direction of the Devonshire Street Tunnel and Henry Dean Plaza. This new connection will contribute to a greater, renewed sense of arrival from the south-east, providing a secondary grand entrance and the opportunity to appreciate the former Parcels Post on approach from this direction. In addition, the atrium space will create an intersection between the old and new components of the site, incorporate retail and dining space, and encourage immediate engagement with the former Parcels Post building alongside an abundance of choice for pedestrians.

Some impact on an understanding of the original extents of the fPPb are acknowledged as a result of the removal of this corner. However, the benefits in terms of the usability of the building as outlined above are acknowledged. Further, it is acknowledged that the retention of the corner would require the shifting of the eastern core to the north, which would compromise the northern return of the eastern façade. Visibility of the northern section of this façade is considered to be of a greater heritage benefit than the retention of the south east corner which would be partly obscured from public view behind the new core and atrium.

The south façade would be retained with an adjacent atrium. The new atrium to the south façade, which will be comprised mainly of glass, will cohesively connect the former Parcels Post building to the new tower core and southern 'pod' whilst new fabric will remain discernible from original heritage material. Nonetheless, the new building elements will utilise materials and finishes such as oxide red precast concrete, appropriate within the context as it references traditional building materials of the Federation period in which the former Parcels Post building was constructed as well as aesthetically robust, charcoal aluminium window framing, clear glazing to retail shop fronts and framed windows, insulated spandrels, and oxide red metal detailing. The use of clear glazing within the atrium will allow for the infiltration of natural light and evoke the feeling of open space whilst providing shelter to pedestrians, in addition to maintaining the sense of the former Parcels Post building being a separate structure.

Similarly, to the atrium, the southern 'pod' has been designed with consideration for existing views to and from the south. The southern 'pod' will be comprised of clear glazed fabric to its lower levels ensuring its transparency upon approach. The use of transparent, clear glazing will maintain views and minimise the impact of the southern 'pod' on the overall bulk and massing of the proposed development. Further, the southern 'pod' is positioned set back to the east allowing for continued circulation at the south-western corner to the former Parcels Post building and thereby reducing its visual impact from the north and west.

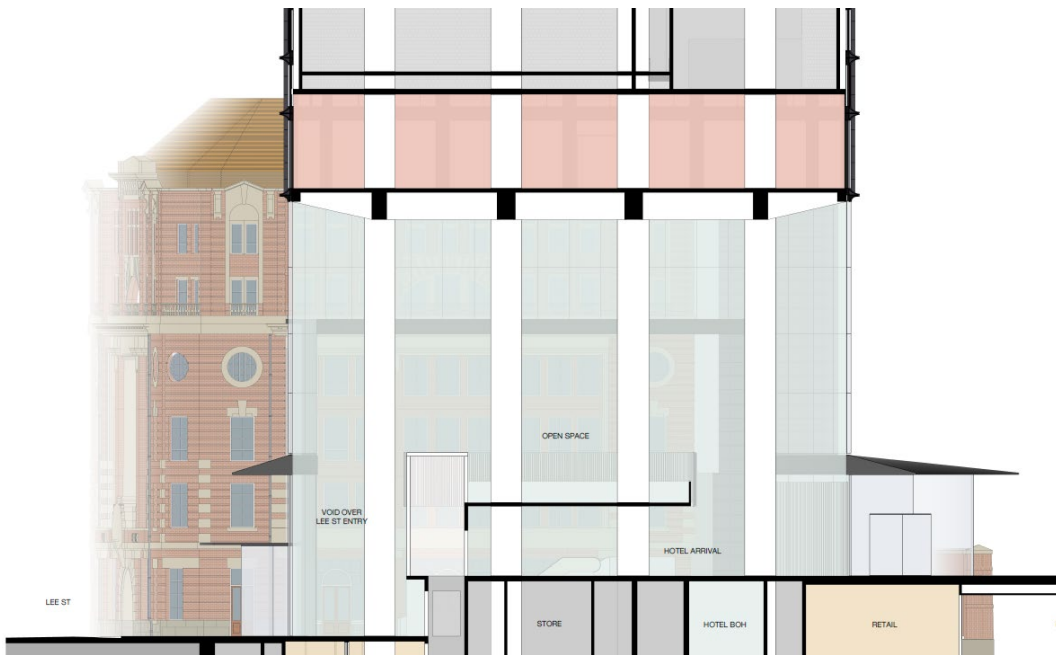


Figure 113 – Proposed south elevation.

Source: BatesSmart

The proposed works will incorporate the reconstruction of the existing shopfronts to the ground level of the south and eastern elevations and reduce visual changes to the exterior. Reconstruction of the shopfronts will facilitate the continued use of ground level retail and contribute to the greater activation of the space (refer to the discussion in Section 5.2.5).

An assessment of the existing external condition of the former Parcels Post building and a Schedule of Conservation Works have been prepared by Apex Diagnostics in May 2022. Refer to the Schedule of Conservation Works for detail of recommended external façade works. It is recommended that an experienced Heritage Consultant be present to guide these works to ensure that heritage best practice is employed during construction.

### 5.2.2. Proposed Tower - Massing and Detailing

The proposed tower has been designed to ensure the retention of the legibility of the original form and significant facades of the former Parcels Post building, and to retain its visual prominence and significant view corridors from within the surrounding streetscape. The proposed works have been developed with regard to the conservation policies set out in the fPPb CMP 2022 (refer to discussion in Section 1.1), the Precinct CMP 2022 prepared by Artefact. and discussion with the Heritage Council of NSW.

The new tower structure will be setback to the south and east of the former Parcels Post building allowing the heritage building to be fully appreciated from the north and west, and clearly visually delineated from the new fabric. The substantial setbacks from the northwest corner and the adoption of a splayed tower form (approx. 13m minimum setback) would retain the visual prominence of the most significant facades when views from George Street and Pitt Street.

As detailed further in Section 5.2.3, a component of the proposed new tower will be raised above the rooftop of the former Parcels Post building, supported by 2 pairs of columns. Following extensive testing of envelopes and visual impacts, it was determined that the development was required to maintain a minimum 12.6m clear vertical separation zone between the underside of the tower and topmost point of the reconstructed double pitched roof. Therefore, the proposed vertical separation is an appropriate response to the guidelines. The vertical separation creates a visual separation between the tower and allows the heritage building to be read independently from the new works.

The mitigation of the tower's scale is partly established through the application of three distinct elements which form the new building. Visually breaking the substantial new components into smaller elements will reduce the visual dominance of the new tower when viewed in the context of the fPPb. Each of these elements relates to the adjacent elements comprised within the fPPb in a different and well resolved way as discussed throughout this report.

Each of the elements have curved edges in response to the geometries in the plan of the fPPB. This would ensure that the forms are not visually disjunctive with the highly significant overall form of the fPPB.

The façade treatment has a simple refinement which does not detract from or visually dominate the fPPB. The façade adopts a fine grain grid which defines windows and balconies. This grid, within the larger façade establishes smaller scale elements which express typical floor to ceiling heights. The grid therefore sympathetically articulates the façade of the tower and partly offset the strong verticality. This treatment, with the setback and vertical separation, would reduce the visual dominance of the tower.

In general, whilst the proposed works will be of an undeniably greater massing and volume than that of the existing site, this is not considered to be an adverse impact on the heritage significance of the former Parcels Post building or the overall Central Railway group. The increased massing and volume will facilitate retained significant views, the potential for new views, and activation of site which will overall enhance the surrounding precinct and prominence of the former Parcels Post building within.

It is also noted that the proposed works forms one element of a larger overall redevelopment of the Western Gateway Sub-precinct, in addition to the Atlassian tower to Block A of the Sub-precinct, which will inherently modify the existing scale, character and setting of the former Parcels Post building. The proposal has also been developed with consideration to greater redevelopment of the Sub-precinct to ensure a respectful and positive overall outcome for the former Parcels Post building; However, although the changes to the surrounding Sub-precinct will ultimately change the existing setting of the subject site, Urbis is of the opinion that this will result in an overall positive effect on the former Parcels Post building in allowing for greater heritage interpretation, ground plane activation, and revitalisation of the adjacent Henry Dean Plaza, Devonshire Street Tunnel, and Central Station area.

### **5.2.3. Introduction of Structure and Reinterpretation of Interiors**

As indicated above, the purpose of the podium strategy is to minimise the intervention into original fabric of the former Parcels Post building and to retain as much of its existing structure as possible. The tower core, southern 'pod', and connecting atrium have been designed to maintain the structural integrity of the former Parcels Post building whilst opening the site to greater activation to the south-east toward the Henry Dean Plaza and Devonshire Street Tunnel. These works will facilitate cohesive use of the entirety of the site.

The proposed structural system requires two structural columns to extend from the Ground level through the top of the roof of the former Parcels Post building (proposed Level 07) and provide support for the cantilevered section of the tower addition to proposed Levels 9 and above. Above the roof level to the former Parcels Post building (proposed Level 07) the structural columns will separate into two branches each thereby redistributing the weight of the upper levels and providing further stability. Substantial investigations were undertaken during the design development phase seeking to avoid penetrations to the roof and interior of the former Parcels Post building. However, the constraints and structural limitations posed by not including the structural support columns will reduce its structural integrity and require minimisation of the overall available floorspace of the upper levels. Without sufficient structural reinforcements, the projected volume of tower usage will not be possible and result in the need to greatly minimise the potential for optimisation of the subject site. Thereby the proposed design has been developed with consideration of mitigating adverse heritage impacts throughout the existing former Parcels Post building internally where possible.

The proposed location of the two structural columns within the former Parcels Post building has been carefully considered. To the Ground Level, each of the columns has been positioned in a way as to not interfere with existing significant internal heritage fabric (i.e. the structural grid); one column will be located toward the north-east and the other to the south-west. Their introduction will not interrupt the presence of original structural components. Intervention into original fabric to accommodate the new structural columns will therefore be confined to small sections of the slab.



[illegible]

Source: BatesSmart

Further, the columns have been designed specifically as two structures at the lower levels to reduce the requirement for physical intervention into the former Parcels Post building. Whilst the use of two columns has necessitated that the columns each be large enough to provide suitable structural support, this design will have an overall lesser impact on the existing internal grid than the original proposal consisting of four internal structural columns.

The introduction of structure to the interiors of the building is acceptable for the following reasons:

- The interiors were historically modest, pedestrian and unremarkable, and it is generally understood that this is by design. It is of note that the architect of the subject building, McCrae also designed the Education Building on Bridge Street on a similarly limited budget, concentrating resources and design flair on the highly significant facades with a public face.
- This building is not intact and is substantially altered. The continuous and significant previous alterations internally are of note in relation to the potential to insert new structure.
- The interiors of this building historically performed in a functionalist way and the structure was intentionally flexible to allow for the movement of elements within the space. The concept of new insertions is therefore historically precedented and the existing internal configuration does not demand retention.
- There is recognised potential to provide lateral bracing to the highly significant north and west façade through the introduction of new structure. There is also potential to ensure the building meets current codes. This is to be further investigated in future stages. This was one of the justifications for the work currently being carried out at McCrae's Education Building on Bridge Street.

With consideration of the above, there is no specific interior fabric from which additional structure would detract and the introduction of additional elements into the floorplates is acceptable. Even so, the proposed new structural columns will be discernible in fabric and design from original heritage fabric and will not mimic the present structural columns denoting the significant grid pattern to the former Parcels Post interior.

#### 5.2.4. Reinterpretation of Roof Structure and Use of Roofspace

Modifications have also been undertaken to the existing roofscape of the former Parcels Post building since its original construction. The existing roofscape is not original and was replaced previously in 1998 - 1999 along with the addition of two upper floors as part of the works associated with the new hotel. The proposed

new structural columns will therefore not be interrupting significant original fabric in this area. However, the proposed works will incorporate a new interpretive roof structure comprising terracotta roof tiling (sympathetic to the existing), visible from the streetscape and evocative of the original, and later, mansard-style roofing. The interpretive roofing will contribute to the ability of the former Parcels Post building to still read from the north and west as one structure and maintain visibility of its existing overall form within the larger development. The simple, geometric design proposed to the underside of the tower podium further aims to visually break up the scale of the plane and maintain the independent structure of the heritage building.

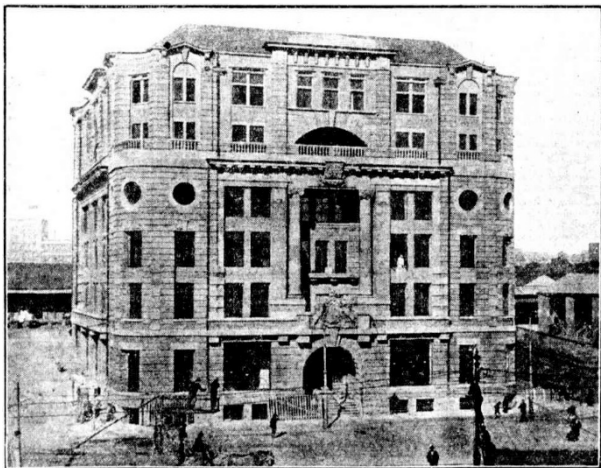


Figure 115 – Image of the building following construction showing original roof form.

Source: *The Sun*, 18 August 1913, p5



Figure 116 – Proposed elevation showing reinterpreted roof form.

Source: *BatesSmart*

In addition, the proposed works seek to revitalise the existing roofscape by opening up the area to create an outdoor area accessible by those using the function centre on level 6. This space will have minimal visibility from the streetscape and partially obscured by the proposed interpretive mansard whilst providing new views out to the surrounding area of the Western Gateway sub-precinct. The addition of a roof-top bar space will reactivate the space and encourage pedestrian use, revitalisation of the area local to Central Station and public domain being a core driver of the greater development.

### 5.2.5. Ground Plane Activation

As noted previously, the proposal includes new adaptive re-use of the former Parcels Post building as part of a larger tower complex for retail, food and beverage, co-working, business centre, hotel and office space. A key feature of the proposed design is for the great potential to reactivate the ground plane and reinstate public access to the ground level sympathetically to the remaining significant heritage fabric and facades. Though modifications will be undertaken to the south-eastern corner as discussed in Section 5.2.1, the north and western facades will remain predominately unchanged with the exception of future conservation works. Nonetheless it is noted that intervention into the north, south and western ground floor facades are acceptable to better facilitate this activation and pedestrian access.

The proposal will also provide the opportunity for revitalised usage of the northern and western entrances via Lee Street with further future potential to reinterpret the original western entry from early architectural plans. The northern entry will additionally become more readily accessible as a result of the ground plane activation. Reinstated public access to the ground floor to the north and west of the former Parcels Post building are an overall positive heritage outcome.

Ground floor shopfronts will be reconstructed as part of the proposed works. The incorporation of these original ground floor shopfronts into the new design will ensure that historical use of ground level aspects to the former Parcels Post building will be continued and contribute to the greater ground plane activation. It is a key objective for the proposal overall to encourage pedestrian access and public engagement with the former Parcels Post building. The reconstruction of the shopfronts will be a positive contribution to achieving this outcome.

The ground plane activation aspect of the proposal also aims to link the subject site (Block C of the Western Gateway sub-precinct) to the Atlassian Link Zone (Block A). The proposal seeks to incorporate connections to the Atlassian Link Zone through the existing eastern 'heritage wall' which will in turn recreate the historical

connection between the former Parcels Post building and the former Parcels Shed, previously disrupted by development. The recreation of this historical connection is a welcome and positive result of the proposed link between Blocks A and C and will contribute to the overall activation of the space.

The activation of the public domain and ground plane will also allow for the retention of other significant fabric, including stallboard lights, pavement lights, steel and bronze framing, and sampling/interpretation of retail shopfronts and cart docks. Further reference should be made to the Interpretation Strategy/Plan being prepared collaboratively at the behest of TOGA for additional detail on proposed interpretation and artwork.

### 5.3. IMPACT ON VIEWS TO THE PARCEL POST BUILDING

As outlined in the Visual Impact Assessment (VIA) the visual catchment of the former Parcel Post Building is generally constrained to road corridors that intersect near the site or are aligned to provide axial views towards it. Views to the building exist from George and Pitt Streets and approaches, Railway Square and from Central Station. Broader views to the subject site are constrained by substantial and semi continuous inner-city development, mature trees (in Belmore Park) and Central Station itself including the substantial sandstone walls defining its approaches.

Section 5.3 of the CMP prepared for the site by Urbis identifies 8 significant views to the subject site. A number of these views are assessed in the VIA prepared by Urbis for the proposed development which accompanies this application. Note that the numbers of views between the CMP and VIA do not directly correspond. The views are assessed in this section of this report in relation to the impact of the proposed development on views to the subject building. The below section of this report addresses visual impacts on the broader precinct.

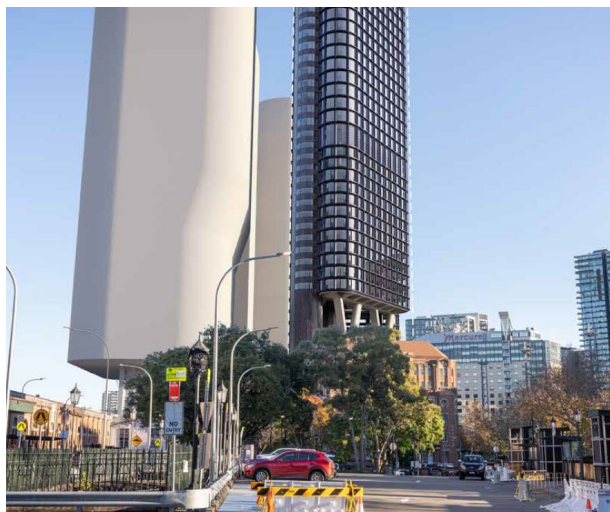


Figure 117 – View south west from Central Concourse Station Vehicle Ramp (View 05).

Source: Urbis VIA July 2022



Figure 118 – View from Broadway (View 11).

Source: Urbis VIA July 2022

The proposed offset envelope, incorporating substantial setbacks from the northwest corner and adoption of a splayed form (approx. 13m minimum setback) and minimum 12.6m vertical separation above the heritage item, serves to mitigate impacts of scale and further enables the heritage item to be read independently (particularly in primary views from the north on George and Pitt Streets) and to create a sense of visual separation between the heritage item and the tower. View 05 reproduced above demonstrates the effect of the chamfer and the retained prominence of the north west corner. The VIA in relation to view 05 acknowledges that the construction of the built form shown in the Reference Design will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky and the impact on this view is medium.

View 11 reproduced above also shows in the positive effect of the chamfer in that the tower is not visible in this view at all. In relation to view 11 the VIA notes that the mid and upper parts of the proposed tower will be visible in upward, oblique views above foreground built form. In this regard the proposed development does not create any significant visual effects in the composition of this view. The VIA also notes that the Central Station Clock Tower which will remain a prominent visual feature. The impact on the view is noted to be low.



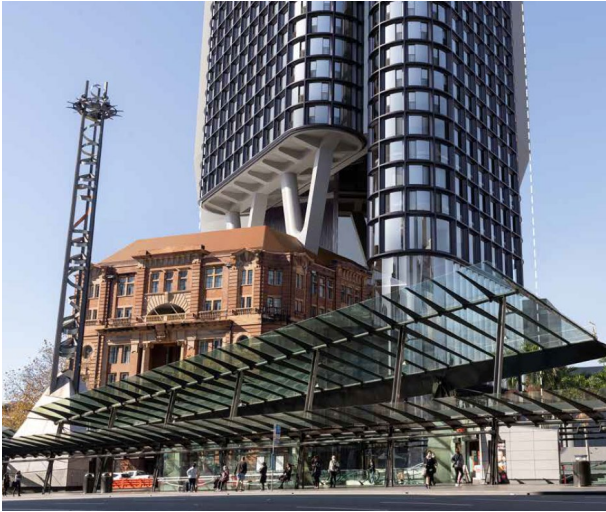


Figure 119 – View east from George Street south of Railway Square (View 12).

Source: Urbis VIA July 2022



Figure 120 – View from Railway Square (Lee Street) (View 13).

Source: Urbis VIA July 2022

In relation to view 12 the VIA notes that the taller built form proposed is intentionally juxtaposed in height, form and character to the existing building in the composition so that they remain distinct and visually prominent in views. The built form proposed would be visible in the context of other approved tower envelopes that are clustered within the Central Precinct and which would already form the backdrop to the roofline of the subject building. The Parcels Post building will remain dominant in views from the west and southwest (George Street) having regard for the setbacks and vertical separation discussed above. The impact on this view is assessed to be medium.

The southern core has the potential to alter the symmetrical character of the building, however this is mitigated by the setback of the tower core and is able to be further mitigated by considered materiality and façade design. Potential impacts on the southern façade are able to be mitigated by a considered interface between the core and the original façade. The original form of the building is able to be appreciated as the southern core is highly transparent and the return on the western end of the southern façade has been retained, unobscured.

View 4 as identified in the CMP is significant as a view from the former Inwards Parcels Shed, east, to the former Parcels Post building, elements that have a historic connection. It is acknowledged that the eastern tower core will partially obscure views to the eastern façade of the Parcels Post from the Inwards Parcels Shed, however the façade will remain partially visible, and the façade makes a significantly lesser contribution to the significance of the place than the remaining façade. As outlined in Section 5.5 (Interpretation Opportunities) of this report there is an opportunity to interpret the historic connections through interpretation devices in a series of window bays in the new east façade.

The Parcels Post building was designed to be read in the round. It is acknowledged that the setting of the Parcels Post building will be irrevocably altered in conjunction with the proposed development of the western gateway sub-precinct, public domain and future OSD, however its historical associations and visual connections will remain apparent and are able to be interpreted. The proposed tower envelope has been designed to enable the Parcels Post building to remain prominent in views and to be read as independent of the tower.

As demonstrated in the visual analysis which accompanies this application, the addition retains the visual prominence of the building, and the legibility of its composition, architectural style, form and features. The most significant façades of the building are given prominence by the nominated setback and curtilage controls outlined in the building envelopes and as supported through the Western Gateway Design Guide. Further, the VIA determines that the approval is likely to result in a positive impact on the view place sensitively as it may generate more public interest in the views and a higher number of viewers to experience the views. The visual impacts associated with the application are therefore assessed to be acceptable.

## 5.4. ASSESSMENT OF VISUAL IMPACTS ON CENTRAL STATION AND PROXIMATE HERITAGE ITEMS

The subject site exists in the broader context of the State listed Central Station and a number of individually listed heritage items and elements of significance. The proposal has been developed with consideration for potential impacts on the adjoining and vicinity heritage items including in the accompanying VIA which is referenced throughout this section. There would be no physical impacts on any vicinity heritage items.

The subject site is not within a heritage conservation area (HCA) to which the proposal and greater transformation of the Sub-precinct would have an adverse effect on. Instead, the proposed works will reactivate the space, interpret historical connections between the former Parcels Post building and the former Parcels Shed and encourage new appreciation for the heritage fabric whilst maintaining its prominence within the precinct.

The proposed works will cohesively connect the former Parcels Post building with the new tower via the atrium and to the neighbouring future Atlassian site via a link to the east. The link with Atlassian will duly enhance the greater activation and 'destination' feel to the Central Station locale and elevate the towers as convergence point with unrestricted public access to the lower levels.



Figure 121 – View south from Belmore Park (View 14).

Source: Urbis VIA July 2022



Figure 122 – View from the intersection of Pitt Street and Barlow Street (View 02).

Source: BatesSmart

View 02 in the VIA assesses the impact of the proposed development in the views of the context from Pitt Street. The VIA demonstrates that the construction of the built form shown will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky. The taller built form proposed is intentionally juxtaposed in height, form and character to the existing buildings present in the composition (including the sandstone walls which define Central Station) so that they remain distinct and visually prominent in views. The visual impact on this view is assessed to be medium.

The VIA assesses the impacts on views of the Clocktower and the principal façade of Central Station from Belmore Park. View 14 in the VIA demonstrates that (as reproduced from the VIA) the spatial separation and juxtaposed form of the proposed tower allows the foreground heritage items and their open space setting or 'visual curtilage' to remain distinct and visually prominent in views. The contemporary architectural detailing, façade treatment, materials and colours proposed for the tower highly contrast with the predominant colours and materials which characterise the visual setting of the items. This fine-grained level of contrast provides a further layer of juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view visually and spatially separating them so that both can be easily perceived and neither dominate the view.

From the South West of the subject site, the existing built form blocks views to Central Station and the Clock Tower and as such the proposed built form has no impact on views to these items.

The proposed development is spatially well separated from and does not directly present to Prince Alfred Park. The tall tower form will largely be obscured from the Park by the new development including the

Atlassian site to the east of the subject site. it would therefore occupy a very small part of the horizon and sky in views from Prince Alfred Park.

In general, the VIA notes that the proposed development is spatially well separated from immediate surrounding heritage items. The proposed development is separated from the principal forms of Central Station to the east by the Atlassian development on Block A. The development is therefore assessed to not have a substantial impact on the scale of the immediate setting of the western extension and platforms associated with Central Station. The proposed development by way of its unique form and use of contemporary materials and façade treatments distinguishes itself from the heritage character of the setting. Its materiality and architectural detailing is sufficiently different from the character of the adjoining items to allow them to remain visually distinct and prominent. The VIA finds that the contemporary nature of the proposed development is successfully juxtaposed with the existing heritage character of the setting making it compatible with its surrounding visual context.

The location of the proposed development, including its setbacks and spatial relationships with neighbouring heritage items does not negatively affect the visual prominence or landmark significance of the Clock Tower or create any significant visual impacts on the view corridors along Broadway, Pitt and George Streets to Central Station. Views are maintained between the Parcels Post and the clocktower as are the views to the clocktower from George Street owing to the retention of the western forecourt and the setback of the tower envelope. The form, character and height of the tower therefore allows for the maintenance of vistas to and from Central Station and the Concourse and maintenance of visual connections between heritage items including the Haymarket Special Character Area.

Overall, the proposed works will cumulatively contribute to the creation of an exciting destination space which will provide opportunities for visitors and workers to 'converse, collaborate, transit and relax'. This is a desired future outcome of the Western Gateway Sub-precinct and acceptable from a heritage perspective.

## **5.5. HERITAGE INTERPRETATION**

The Heritage Interpretation Strategy for the project has been completed by specialists Freeman Ryan Design (FRD). FRD are responsible for interpretation throughout the Western Gateway Precinct and have been engaged for this project to ensure consistency and a wholistic response to interpretation of significant values.

At this stage the Strategy identifies four key themes for interpretation including: The lie of the land (landscape significance), a Very Fine Building (architectural significance), Lines of Communication (historic significance) and Connecting Country (Aboriginal perspectives on the landscape). The graphic below as produced in the Heritage Interpretation Strategy demonstrates the connection between the significance values across the precinct.



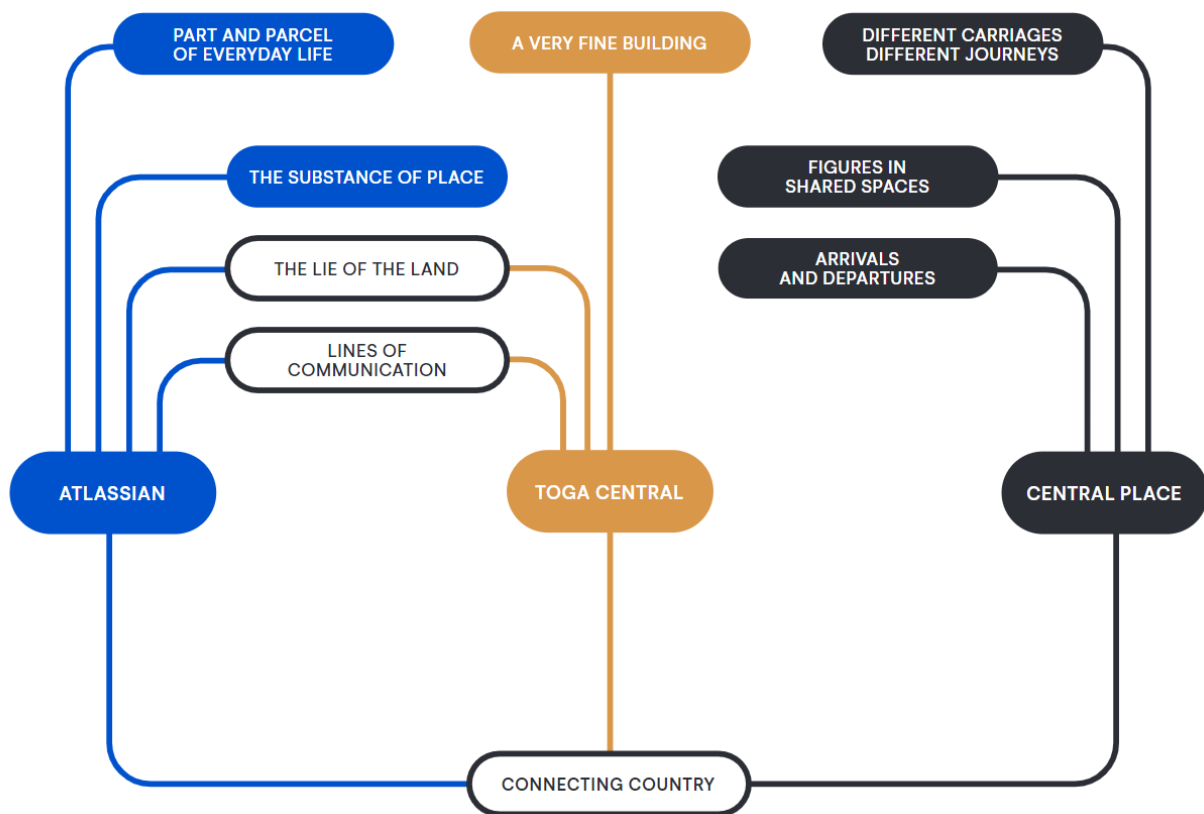


Figure 123 – Heritage Interpretation Strategy Thematic Structure Matrix.

Source: Freeman Ryan Design, 2022

Interpretation opportunities are noted to be preliminary at this stage. Opportunities include the following (as summarised directly from the Strategy):

- **Window Bays (1)** - Thematic content for this area to be site specific to Parcel Post Office building and its relationship to the Parcels Shed, with a minimum of 3 bays required. Potential for a combination of double sided graphics and small scale showcases. Interpretation would be visible from the Atlassian site as well.
- **Central Oculus (2)** - The connecting circular stair structure between the Lower Ground (RL 16) and the Ground Level (RL 21) offers a potential location for interpretation. The glazed roof or the upper walls might host texts, quotes or designs that create shadows beneath, which would shift and provide a responsive and dynamic installation throughout the day.
- **Ground Plane Paving (3)** - Opportunity for site wide themes to be told here. The interpretation is to be subtle, lean and allow for clarity of journey for the pedestrians moving through. The external paving continues into the public spaces of the TOGA foyers. This may provide opportunity for a subtle set of interventions into the interior of the building.
- **Landscaped Stair (4)** - Opportunity for site wide themes to be told here and for interpretation to be located near dwell spaces.

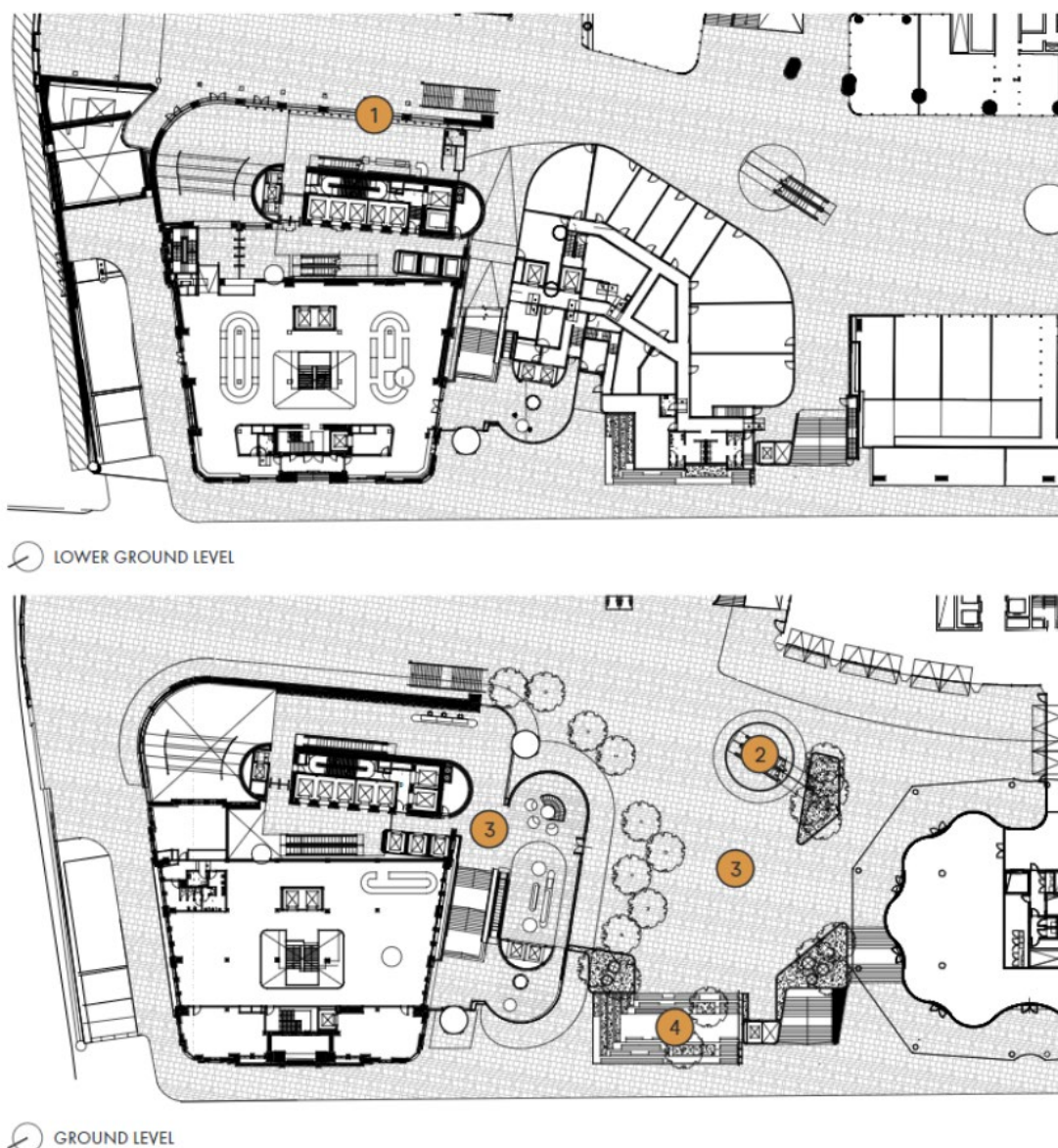


Figure 124 – Heritage Interpretation opportunities..

Source: Freeman Ryan Design, 2022

## 5.6. ASSESSMENT AGAINST WESTERN GATEWAY SUB-PRECINCT DESIGN GUIDELINES

The following table addresses the guidelines relevant to heritage matters outlined in the *Design Guide: Western Gateway Sub-precinct* prepared by Transport for New South Wales in September 2021.

Table 6 Heritage design guidelines for the Western Gateway Sub-precinct

Guideline	Response
<b>3.2.1 Heritage</b> <i>(1) A Statement of Heritage Impact is to accompany any future DA for new buildings within the sub-precinct and is to be prepared in accordance with the NSW Heritage Manual</i>	This HIS has been prepared in accordance with this design guideline and will accompany the submission of an SSDA.

Guideline	Response
<i>'Statement of Heritage Impact.' It should demonstrate an understanding of the heritage and cultural values of the place and include consideration of the Western Gateway sub-precinct as a whole, and the wider Central Precinct.</i>	
<i>(2) A Conservation Management Plan is to accompany any future DA for new development located on Block A and is to be prepared in accordance with the NSW Heritage Manual 'Conservation Management Documents'.</i>	<p>A CMP for the former Parcels Post building has been prepared by Urbis. Refer to Section 1.1 for discussion of the relevant conservation policies.</p> <p>In addition, Artefact Heritage has prepared a CMP for the Western Gateway Sub-precinct in 2022 which has informed the development of the 2022 CMP for the former Parcel Post Building.</p>
<i>(3) Any future DA for new buildings within the sub-precinct is to be accompanied by a Heritage Interpretation Strategy that identifies opportunities for the presentation of the history of the site and surrounds and considers other HIPs prepared for sites within the Western Gateway. It is recommended that a program of Aboriginal ceremony be developed to re-awaken the landscape as part of the proposal. This is to include Aboriginal and non-Aboriginal themes such as living cultural practices, stories (including Stolen generation stories), social values, interpretive opportunities, measures and locations and present the findings of any desktop analysis of the likely archaeological significance of the site and the immediate surrounds. All documentation is to be prepared in accordance with Interpreting Heritage Places and Items Guidelines.</i>	<p>As Interpretation of the heritage fabric and the historical background of the subject site forms an integral part of the overall design and will be coordinated across the entire precinct. The proposed Interpretation Plan/Strategy is being developed by Interpretation specialists Freeman Ryan and will consider the Connecting with Country framework through a series of workshops and consultation with the relevant parties and stakeholders, and the historical uses of the site including Aboriginal cultural heritage values, the former asylum, and the development of the Parcels Post building. The broader significance and connections to Central Station, Australia Post and the development of the mail service across the State and Nationally. Urbis Pty Ltd is involved in the development of the Interpretation Plan/Strategy and has provided expert input.</p> <p>Reference should be made to the Heritage Interpretation Plan/Strategy for further detail regarding the heritage interpretation of the subject site and wider precinct.</p>
<i>(4) Development is to comprise of building forms and design treatments that give consideration and positively responds to heritage items within and immediately surrounding the sub-precinct. The Statement of Heritage Impact that accompanies a development application is to identify and assess any direct and/ or indirect impacts (including cumulative impacts) to the heritage significance of the buildings and elements within the precinct. It should also provide an understanding of the place's</i>	<p>This HIS has considered and discussed the direct and indirect impacts to both the former Parcels Post building and to the surrounding Sub-precinct. Discussion regarding the potential impacts and opportunities arising from the proposed works has been undertaken in detail in Section 5.2.</p>



Guideline	Response
<i>heritage values and assess opportunities that arise from these.</i>	
<i>(5) Buildings are to be constructed of durable and robust materials.</i>	Whilst the schedule of materials and finishes has yet to be finalised for the proposed works, the current design seeks to utilise robust materials including charcoal aluminium window framing, clear glazing to retail shop fronts and framed windows, insulated spandrels, and oxide red metal detailing. These materials and finishes have been selected in keeping with this design guideline.
<i>(6) Architectural detailing is to provide a higher order of priority to the levels interfacing with the heritage items, adjacent public domain and publicly accessible managed space. This should take an informed and strategic approach to form, colour, materials, and details and respond to the immediate context and character.</i>	The south façade would be retained with an adjacent atrium. The new atrium to the south façade, which will be comprised mainly of glass, will cohesively connect the former Parcels Post building to the new tower core and southern 'pod' whilst new fabric will remain discernible from original heritage material. Nonetheless, the new building elements will utilise materials and finishes such as oxide red precast concrete, appropriate within the context as it references traditional building materials of the Federation period in which the former Parcels Post building was constructed as well as aesthetically robust, charcoal aluminium window framing, clear glazing to retail shop fronts and framed windows, insulated spandrels, and oxide red metal detailing. The use of clear glazing within the atrium will allow for the infiltration of natural light and evoke the feeling of open space whilst providing shelter to pedestrians, in addition to maintaining the sense of the former Parcels Post building being a separate structure.
<p><i>(9) Development on Block C is to:</i></p> <p><i>a. Incorporate an innovative structural response in accordance with Section 3.1.2 (13) to minimise the impact of structural intrusion on significant heritage elements of the former Parcels Post Office building (fPPb), and enhance legibility of significant heritage facades</i></p> <p><i>b. Be designed to ensure vertical circulation (core) to access the floor plates above the fPPb:</i></p> <p><i>i. are positioned to the southern or eastern extent of the planning envelope</i></p> <p><i>ii. does not extend through or above the floor plate of the fPPb; and</i></p>	<p>a. The structural response relies on a secondary tower core within the floorplate of the fPPB and 4 columns between the tower and fPPB which transfer to 2 columns within the building. it also incorporates a secondary circulation core. The circulation core appears recessive as it references the character of the core to the east and to the structure which is also within the vertical separation area.</p> <p>b. i. The circulation cores are positioned to the southern and eastern side of the building.</p> <p>ii. The eastern circulation core is positioned minimally within the floor plate of the fBBb. It is understood that this has been proposed in order to</p>

Guideline	Response
<p><i>iii. minimises adverse impacts to significant heritage fabric.</i></p> <p><i>c. Be designed to ensure treatment of tower cores and lobbies adjacent to the heritage item are to have regard to the original form and facades, allow for interpretation and minimise intervention to all facades</i></p> <p><i>d. Include the use of materials or other measures (ie transparent materials and void spaces) to ensure the original eastern and southern facades of the fPPb can be interpreted from the public domain</i></p> <p><i>e. Increase ground level public access to the existing fPPb</i></p> <p><i>f. Development must demonstrate how visual connections between the core heritage buildings (former Parcels Post building, former Inwards Parcel Shed and broader Central Railway site) are preserved, or if this cannot be achieved, demonstrate heritage interpretation measures</i></p> <p><i>g. Development is to retain as far as possible original layouts and celebrate heritage interiors of the fPPb. The Applicant is to consult with the NSW Heritage Council and Heritage NSW in relation to any proposed internal intervention to heritage fabric, voids and spaces in the fPPb</i></p> <p><i>h. Address the recommendations of a precinct-wide Conservation Management Plan (CMP), the preparation of which needs to be informed by Heritage NSW. The precinct-wide CMP is to include an initial specific focus on the Western Gateway Sub-Precinct but is to be prepared to be updated over time to incorporate future planning for the rest of the Central Precinct in the long term</i></p> <p><i>i. Prior to the lodgement of a development application that includes the comprehensive development of Block C, the Applicant must engage with the City of Sydney's Aboriginal and Torres Strait Advisory Group and GANSW to identify practical ways of implementing the principles for action in the draft 'Connecting with Country Framework' (GANSW, 2020)</i></p> <p><i>j. Prior to the lodgement of a development application that includes the comprehensive development of Block C, the Applicant must</i></p>	<p>improve the quality of the public domain to the east. This is acceptable.</p> <p>iii. Refer to Section 5.2.1.</p> <p>c. The principal western façade is viewed in the immediate context of the lobby to the south which is the ground floor termination of the southern tower pod. The proposed western elevation shows a transparent materiality to the height of the fPPB parapet. This results in a balanced presentation in the context of views to the west façade which respect its symmetry. No structure is proposed adjacent to the northern or western facades are they able to be easily interpreted.</p> <p>d. There is a sense of enclosure of the southern facade given the structure to the south is internalised with hotel arrival and circulation space and a wide link through to the Lee Street Entry. This is offset by the transparency of the materials to create the enclosure. The placement of the structure allows for a western return and terminates logically below the sandstone detailing above level 3.</p> <p>e. Ground Level public access is facilitated on the north, south and west facades. The Lee Street Entry is confined within a structure that gives the entrance increased prominence and may encourage access.</p> <p>f. Refer Section 5.4.</p> <p>g. Limited internal features remain. The original structural grid is retained. Separate new structure allows for legibility of the original. The early atrium is reinstated on the top two floors and extended down to the lower ground floor of the building.</p> <p>h. Addressed in this report.</p> <p>i. Addressed by others.</p> <p>j. Refer to consultation under Section 1.4.</p>

Guideline	Response
<i>engage with the NSW Heritage Council and Heritage NSW and provide in the DA details of the consultation, the outcomes, and matters resolved/unresolved.</i>	

## 5.7. CONSERVATION POLICIES – FORMER PARCEL POST BUILDING CMP (URBIS 2022)

The following table addresses the relevant policies of the Parcels Post CMP prepared by Urbis in 2022. The updated CMP has been informed by the Precinct CMP 2022 prepared by Artefact.

Table 7 – Parcels Post CMP

Policy	Discussion
<b>9.4 Management of Heritage Significance</b>	
<p><b>Policy 13</b></p> <p>Extant significant building elements, spaces and fabric, both internally and externally should be retained and conserved, in accordance with the levels of significance identified in this CMP and in accordance with particular actions specified in specific policies of this CMP.</p> <p>Elements of <b>high significance</b> have a high degree of original fabric; they demonstrate a key aspect of the place's overall heritage significance and should be retained and conserved; minor change is allowed (subject to assessment) so long as significant values and fabric are retained and conserved. Where works are required by condition, conservation should preferably be undertaken in situ.</p> <p>Elements of <b>moderate significance</b> may have been altered or modified or do not demonstrate a key aspect of the significance of the place; they contribute to the place's overall heritage significance however change is allowed (subject to assessment) so long as it does not adversely affect</p>	<p>The proposed works have been developed in consultation with Urbis. The design developed as a result of a competitive design process and has been subject to consultation with the Approvals Committee of the NSW Heritage Council. Consideration has been given to the heritage significance of different built fabric elements of the former Parcels Post Building.</p> <p>As identified in Sections 4.2 and 4.3 of this report, there are few elements associated directly with the fPPB graded as having high heritage significance of which include:</p> <ul style="list-style-type: none"> <li>• The overall form, composition and materiality of the former Parcels Post building;</li> <li>• North, south, west and ends of the east façade including stone, trachyte and brickwork;</li> <li>• Fenestration pattern including steel and bronze framed windows;</li> <li>• Bronze glazing grills;</li> <li>• Brick retaining wall; and</li> <li>• Glass brick pavement lights/ stallboard lights.</li> </ul> <p>Intervention into the above fabric elements has been minimised where possible to ensure that the overall significance of the former Parcels Post Building is maintained irrespective of the proposed works. The proposal has been developed with a podium and cantilevered approach which draws the new works away from the north, south, and west facades, maintains the overall form and composition of the former Parcels Post Building, will retain the existing fenestration patterns to the north, south and west facades, and will incorporate the brick retaining wall into the overall design to ensure its retention. This is in keeping with this policy with regards to fabric of High significance and is considered appropriate from a heritage perspective.</p>



Policy	Discussion
<p>values and fabric of exceptional or high significance or compromise the holistic site values.</p> <p>Elements of <b>little significance</b> do not substantially add to the significance of the place in a positive way, though neither do they detract from its overall significance. Elements of little significance may also reflect fabric that may have been substantially altered or modified or may reflect non-significant phases of development. Changes are allowed so long as it does not adversely affect values and fabric of exceptional or high significance....</p> <p><b>Intrusive</b> elements are damaging to the place's overall heritage significance; they should be considered for removal or alteration.</p>	<p>Fabric of Moderate heritage significance, particularly the former 'Post Office' signage, internal structural grid, and modified sections of the eastern façade, will be partially altered under the proposal to facilitate expanded usage of the former Parcels Post Building for new offices and tenancies, pedestrian access and retail. The modifications to these fabric elements will not adversely impact the overall site significance and will instead contribute to the overall positive impact of the proposal on the former Parcels Post Building and surrounding streetscape of the Western Gateway Sub-Precinct, discussed further in Section 5.2.</p> <p>Where works are proposed to fabric comprised of Little significance, including to much of the contemporary external signage, landscaping, services, awnings and modified shopfronts associated with the former Adina Apartments (c. 1990s), it is considered that there will be an overall positive impact to the former Parcels Post Building and surrounding streetscape. These elements are not of significance enough where retention is required or recommended, and the proposed works present a positive opportunity to revitalise the building exterior in keeping with the overarching objectives of the Western Gateway Sub-Precinct outlined in the design guidelines (See Section 5.6).</p> <p>Further, the existing fabric identified as being Intrusive, particularly the contemporary hotel internal fitout and western elevation entry, will be removed and modified under the proposed works in keeping with this conservation policy.</p> <p>Refer to Section 5.2 for a further detailed discussion on the proposed works and assessed potential impacts to fabric of High, Moderate, Little and Intrusive significance.</p>
<p><b>Policy 18</b></p> <p>Elements of high significance should not be obstructed by new works, structures or services. Such elements should be legible and interpreted as part of any new works.</p>	<p>See discussion in Section 5.2.1.</p>
<p><b>Policy 19</b></p> <p>Any further alterations and additions to the place should seek to recapture and conserve highly significant fabric and spaces (as guided by documentation) where possible and where reasonable, accommodating its continued use.</p>	<p>See discussion in Sections 5.2.1 to 1.1.</p>
<p><b>9.6.1 Exterior Elements and Fabric</b></p>	
<p><b>Policy 29</b></p> <p>The principal façades of the site are identified as being of high heritage significance. The northern, western</p>	<p>The northern, western and southern facades will be retained and conserved under the proposal. Development will be drawn away from the significant exteriors to the south-eastern corner to minimise potential impact, to facilitate new use of the former</p>

Policy	Discussion
<p>and southern facades which have the highest degree of integrity should be retained and conserved, with interventions limited to those necessary to facilitate an appropriate new use.</p>	<p>Parcels Post Building and activate the ground plane between Central Station and the Henry Dean Plaza along Lee Street in keeping with this conservation policy. Refer to Sections 5.2.1 to 1.1 for further detailed discussion.</p>
<p><b>Policy 30</b></p> <p>The eastern façade has been variously modified including introduction of parcel lifts in c. 1915 and for the later extension c.1969. The majority of the façade therefore has been modified or reconstructed. Reconstructed elements following the removal of the 1969 addition is now failing. Where new openings or additions are required, there is an opportunity for these to be located on the eastern façade having regard for the modified fabric, subject to heritage advice.</p>	<p>The proposal makes use of the modified eastern façade to allow for a new 'pod' which will form the base of one section of the new tower structure. Additional modifications will be required to the eastern façade to facilitate this new 'pod', however this has been designed with consideration to the altered nature of the eastern façade and in consultation with Urbis.</p> <p>In addition, the modification of this section of the eastern façade is in keeping with the historical adaptation of the area to facilitate contemporary uses and appropriate from a heritage perspective.</p>
<p><b>Policy 32</b></p> <p>The pattern of fenestration and the existing window openings contribute to the significance of the façade and should not be enlarged or concealed. No new openings are permitted on the north, south or western facades.</p>	<p>No new openings will be created to the north, south or western facades in accordance with this policy. Some existing openings may be altered, such as the west elevation entry, in order to undertake reconstruction of the entry based on historical imagery. Refer to Section 5.2. This is a positive conservation action.</p>
<p><b>Policy 35</b></p> <p>Any proposal for major works to the site should seek to enhance the heritage significance of the site through the conservation of the façade and reinstatement of lost or modified elements of the principal façades (in accordance with documentation).</p>	<p>Refer to discussion in Section 5.2.</p>
<p><b>Policy 38</b></p> <p>The southern façade shopfronts assist to activate the plaza and may be retained in their current configuration, having regard to original fabric and necessary contemporary requirements for services and building compliance as well as use of the site. Significant original fabric such as stallboard lights, toplights, and steel framing should be retained and conserved. Where the shopfronts are no longer</p>	<p>Refer to discussion in Section 5.2.5.</p>

Policy	Discussion
<p>required the stallboard lights should be reinstated to original detail.</p>	
<p><b>Policy 39</b></p> <p>The eastern most bay of the southern façade should be retained as (or appear as) an entrance in accordance with the original design intent.</p>	<p>The eastern most bay of the southern façade will be retained as an entrance in accordance with this policy as well as incorporated into the proposed new pedestrian atrium connecting the eastern and southern 'pods' as part of a larger ground activation scheme. Refer to Section 5.2.5.</p>
<p><b>Policy 41</b></p> <p>The northern entry currently provides the only accessible entry and is able to be retained in this capacity. Sympathetic alterations are permissible and encouraged, including removal of the awning. There should be no further modifications to the remaining northern façade bays.</p>	<p>The northern façade will remain predominately unchanged under the proposed development with the exception of new works to the north-eastern corner which will act as an envelope to the new 'pod' to the south-east. However, these works will be undertaken as an extension to the northern façade, not as a modification to the existing façade with its general form and appearance maintained under the overall proposal. This is in keeping with this policy and acceptable from a heritage perspective.</p>
<p><b>9.6.2 Interior Elements and Spaces</b></p>	
<p><b>Policy 57</b></p> <p>The current fit out has resulted in the loss of the spatial characteristics of the building, this includes open plan and large volumes, views of the columns and the legibility of the expressed structural grid. An understanding of the original open plan layout and structural grid system should be reinstated where feasible.</p>	<p>The proposed works includes the removal of the contemporary hotel fitout and will substantially increase visibility of the significant internal structural grid. The proposal will incorporate an open plan layout, particularly to the lower levels, with new fitout works conforming to this grid structure. Refer to Section 5.2.3 for further discussion.</p>
<p><b>Policy 58</b></p> <p>The present fit-out is generally regarded as being of little or no significance. Alterations and additions in conjunction with the continued Hotel and commercial uses, including light weight, reversible partitions and fit-out are permissible in conjunction with other policies. So long as works do not further impact on significant fabric, spaces and façades as identified herein, and with consideration for required services. Any internal works should not compromise the heritage significant facades of the buildings. Where new uses or redevelopment is proposed, there is an opportunity to retrieve the original character, by reinstating a more open plan and removing suspended ceilings.</p>	<p>Refer to discussion in Section 5.2.3.</p>

Policy	Discussion
<p><b>Policy 60</b></p> <p>The original columns and the grid alignment of the structure should generally be retained and conserved. Some removal may be considered in conjunction with sympathetic adaptive reuse or redevelopment however must consider any structural implications. Where required, structural reinforcement of the columns may also be appropriate, subject to heritage and specialist engineering advice.</p>	<p>The existing original columns and grid alignment of the former Parcels Post Building interior is proposed to be retained. New works, including the new structural columns to be installed in support of the cantilevered tower above, will be undertaken to conform with this grid structure where possible. Refer to Section 5.2.3 for further discussion.</p>
<p><b>Policy 61</b></p> <p>Any additional structure required in conjunction with redevelopment should be sympathetic to the original expressed structural grid and should be apparent as a new insertion, without compromising the legibility of the original grid and any significant spatial characteristics. Reinforcement of the existing original grid may be preferred, subject to engineering and heritage advice.</p>	<p>Refer to discussion in Section 5.2.3.</p>
<p><b>Policy 68</b></p> <p>Elements and fabric of high significance should not be obstructed or modified by new services, they should be clearly visible and interpreted as part of any new works. New service cores must not compromise significant elements but be able to be read as separate elements.</p>	<p>It is understood that there are no significant services which would impacts the principal north and west facades. Intervention for other services should be resolved with the heritage consultant in accordance with this policy and a relevant condition of consent.</p>
<p><b>9.6.3 Guidelines for New Development</b></p>	
<p><b>Policy 72</b></p> <p>Having regard for the robust nature of the building and the previous modifications to the interior and the roof, vertical extensions or cantilevered development above the heritage item may be permissible, subject to heritage advice. Any substantial vertical extension or cantilevered forms should ensure that adequate visual separation is</p>	<p>Refer to discussion in Sections 5.2.1, 5.2.3 and 1.15.2.3.</p>



Policy	Discussion
provided, such that the original building remains legible and visually prominent.	
<b>Policy 73</b> The siting, scale and interface of any new built form and alterations to existing heritage items must demonstrate consideration of the principles of the Burra Charter and achieve design excellence.	The Burra Charter has been considered in consultation with Urbis during the design development phase.
<b>Policy 74</b> Where major redevelopment or development above the item is proposed, the removal of the 1990s roof addition should be considered. There is an opportunity to reinterpret the appearance of the original pitched roof.	The proposed development will necessitate and facilitate the removal of the 1990s Mansard roof addition. Further, it will necessitate the addition of a new roof along, proposed to be activated by the addition of a rooftop bar, and provide opportunity to pay homage to the original pitched roof form of the former Parcels Post Building through heritage interpretation. See Sections 5.2.3 and 1.1 for further discussion.
<b>Policy 75</b> Any proposed redevelopment of the site should facilitate and enhance public access to the former Parcels Post building, particularly to the former public facing ground floor.	Reinstatement of traditional swing doors to western entry is allowed for. A representative sample of a shopfront. The building would incorporate uses which encourage public access such as a function room.
<b>Policy 76</b> Redevelopment also presents a significant opportunity to reinterpret the original design intent of the interiors, characterised by large open plan volumes and exposed structure. There is also an opportunity to reinterpret known original finishes such as terrazzo flooring, polished cedar, and nickel finishes, in a contemporary form.	Limited internal features remain. The original structural grid is retained. Separate new structure allows for legibility of the original. The early atrium is reinstated on the top two floors and extended down to the lower ground floor of the building.
<b>Policy 77</b> Should new development be proposed above the building, design development should include details of the façade and soffit/ underside of any addition to minimise visual impacts to views from street level and minimise impacts to the heritage item by providing a complementary foil to the heritage item.	The proposed new development has been designed with consideration to this policy. Refer to discussion in Sections 5.2.3 and 5.2.2 for additional information.
<b>Policy 78</b>	Refer to discussion in Section 5.2.2.

Policy	Discussion
<p>The site has minimal internal fabric of heritage significance other than the structure. To mitigate impacts on significant fabric, structural works where required in the existing buildings should be situated in areas of lesser significance, or areas of previous modifications where possible, and should be designed to mitigate visual and other impacts.</p>	
<p><b>Policy 79</b> Any proposed vertical extension or tower redevelopment should consider views to and from the site and its relationship with Central Station.</p>	<p>Refer to discussion in Section 5.4.</p>
<p><b>Policy 80</b> Consideration should be given to the existing character of the site and its context within the locality. New development should seek to retain the visual prominence of the heritage item by providing for setbacks and or vertical separation and a sympathetic interface with any new development. New development should also retain and conserve the significant fabric of the existing building in accordance with policies herein.</p>	<p>Refer to discussion in Section 5.4.</p>
<p><b>9.7 Use</b></p>	
<p><b>Policy 81</b> Any future adaptive reuse of the building should be compatible with its conservation and heritage significance. Any change of use should be guided by the advice of a heritage consultant.</p>	<p>Whilst the conversion for the Adina (then Medina) Hotel provided an important adaptive reuse for a derelict building, it has also resulted in internal fitout which obscures the significant interiors. Proposed redevelopment presents an opportunity for renewal of the interiors in a more sympathetic manner, which strips the Hotel fitout and reinterprets significant fabric and spaces.</p>
<p><b>Policy 82</b> Where new internal fit outs are undertaken, it is preferable that existing intrusive fabric, or fabric that obscures significant fabric, including false ceilings, services or partitioning/ wall linings, are removed where possible. New works should aim to maximise exposure of original fabric, features, and reinstate significance spaces, including the retention and</p>	<p>Limited internal features remain. The original structural grid is retained. Separate new structure allows for legibility of the original. The early atrium is reinstated on the top two floors and extended down to the lower ground floor of the building.</p>

Policy	Discussion
increased visibility of the columns, and grid form.	
<b>9.9 Setting and Views</b>	
<p><b>Policy 87</b></p> <p>The rear yard and enclosing retaining wall should generally be retained and conserved, however this would not preclude sympathetic alterations including openings within the wall to facilitate east-west and north-south connections.</p>	<p>The proposed works will not result in the removal of the retaining wall nor the rear yard. The retaining wall will be incorporated into the proposed new development with minor sympathetic interventions to allow for a new link between the subject site (Block C of the Western Gateway sub-precinct) to the Atlassian Link Zone (Block A). This new link will recreate the historical connection between the former Parcels Post building and the former Parcels Shed, which was previously disrupted by development. This change will both maintain significant fabric where possible whilst actively incorporating the existing fabric into the greater development.</p>
<p><b>Policy 89</b></p> <p>The basement of the Parcels Post is accessed via a subway beneath the access ramp to the inward parcels shed. This formerly accessed the rear yard of the Parcels Post however has been modified to access the basement. The high relief decorative sandstone arch should be retained and conserved. The subway is able to be modified and there is an opportunity to reinstate or reinterpret its original connection to the yard.</p>	<p>As addressed in relation to Policy 87, the proposed development will reinstate the historical connection between the former Parcels Post building and the former Parcels Shed. This is a positive heritage impact that will retain the existing wall and sandstone arch.</p>
<p><b>Policy 90</b></p> <p>Where vertical extensions or redevelopment of the Parcels Post or immediate surrounds are proposed, the heritage item and proximate items should retain their visual prominence, in the context of the new development.</p> <p><b>Policy 92</b></p> <p>Alterations to the site to enable street front activation and access and necessary level changes are permissible but should be carefully considered.</p> <p><b>Policy 93</b></p> <p>Where works are proposed that would significantly alter the ground level, subterranean openings (to the extant basement) may be considered to allow for activation, subject to heritage</p>	<p>Refer Section 5.4.</p>

Policy	Discussion
and structural advice. Any new openings should consider the heritage façade and reference is characteristic proportions and hierarchy of design elements.	
<b>Policy 94</b> The significant facades and overall form and landmark quality of the building should be retained and conserved.	Refer to discussion in Section 5.2.
<b>Policy 95</b> Significant views and vistas as identified in the CMP should be retained and conserved, including views to and from Railway Square and Central Station and the site. This does not preclude redevelopment or vertical extensions to the Parcels Post, in accordance with policy herein.	Refer Section 5.4.
<b>Policy 96</b> The significant visual relationship between the site and Central Station, the Western Forecourt and Railway Square should be retained, conserved and interpreted.	
<b>Policy 97</b> Proposed works within the established visual curtilage should consider potential impacts upon the Parcels Post building, its setting and proximate heritage items as well as the character of the streetscape and the Square.	

## 5.8. CENTRAL PRECINCT RENEWAL CMP 2022

The following table addresses the proposed works in relation to the relevant policies for the former Parcels Post building outlined in the *Central Precinct Renewal: Precinct Inventories, Precinct 3: Sydney Terminal Conservation Management Plan (CMP)* prepared by Artefact Heritage in June 2022.

Policy	Discussion
<b>4. Item Specific Policy: Heritage Process</b> <i>See Section 3 in this CMP for Legislative Context, and Section 12.4.2 for Statutory Requirements for New Development. Ensure appropriate statutory approvals or exemptions are obtained prior to change on the site because:</i>	In accordance with this Policy, the proposed development has been designed with consideration to the relevant statutory controls, relevant CMP policies and Design Guidelines for the Western Gateway Sub-precinct (See Sections 5.1.15.1, 5.6, 5.7 and 5.10).



Policy	Discussion
<ul style="list-style-type: none"> <li>• The site is within the overall listing for <b>Central Station</b> on the State Heritage Register under the NSW Heritage Act 1977 for Sydney Terminal and Central Railway Stations Group.</li> <li>• The site is within the overall listing of the <b>Central Railway Station and Sydney Terminal Group</b> on Transport Asset Holding Entity's (TAHE) Heritage and Conservation Register under Section 170 of the NSW Heritage Act 1977.</li> <li>• The area is within the Railway Square/Central Station Special Character Area under the Sydney DCP 2012.</li> </ul>	
<p><b>5. Item Specific Policy: CMP and other Management documents</b></p> <p>Prior to any major program of change, the Conservation Management Plan for this building should be updated. Specifically examine the building's role in the Railway Square precinct. A Draft Conservation Management Plan for the building is currently being prepared by Urbis, due for completion 2022. Refer to the Draft CMP for specific design guidance in relation to the building.</p> <p>Prepare and implement an overall Commercial Tenancy and Signage Strategy for the site. Consider including other issues such as disability access and outdoor seating.</p> <p>These documents may allow for site specific exemptions under the NSW Heritage Act 1977.</p> <p>A cyclical maintenance plan should be prepared to guide the conservation and maintenance of the building.</p>	<p>Refer to Section 5.7.</p>
<p><b>6. Item Specific Policy: Masonry Conservation</b></p> <p>Conservation of the sandstone and brick facades should be undertaken as part of the cyclical maintenance of the building. Particular care and inspection should be undertaken for any projecting or decorative elements (such as parapets, dentils and mouldings) which has a higher risk of public injury. These should be regularly inspected to make sure the risk of falling is minimised and mitigated.</p> <p>A stone and brick strategy for the facades should be prepared to guide the conservation of the masonry.</p> <p>A strategy for the protection of the masonry facades during any major works should be undertaken by heritage architectural specialists and qualified stonemasons with heritage experience prior to the commencement of any works.</p>	<p>The proposal provides an opportunity to undertake much needed conservation works to the building, noting that the building requires substantial repairs to stonework and likely structural intervention to mitigate issues.</p> <p>Apex Diagnostics has prepared a detailed Schedule of Conservation Works to accompany this application which is to be implemented as part of the works. The SCW addresses masonry and windows.</p>
<p><b>7. Item Specific Policy: Fabric</b></p> <p>Specific elements for conservation include:</p> <ul style="list-style-type: none"> <li>• Sandstone and brick facades</li> <li>• Sandstone detailing including entablature, cornices, carvings and baulstrades</li> </ul>	

Policy	Discussion
<ul style="list-style-type: none"> <li>• <i>Trachyte plinth</i></li> <li>• <i>Multi-paned steel-framed windows and steel-framed oeil-de-bouef windows</i></li> <li>• <i>'Post Office' signage</i></li> </ul> <p><b>8. Item Specific Policy: Development</b></p> <p><i>As part of the Western Forecourt and entrance to Central Station, the context and setting of the Former Parcels Post Office within the Central Station Precinct is of exceptional significance. Any new development in this area should be respectful of this and aim to minimise impacts and enhance the existing context and setting.</i></p> <p><i>Proposed new development should refer and respond to the Draft Parcels Post CMP prepared by Urbis 2022 for policies and guidelines in relation to new development in and adjacent to the Former Parcels Post Office.</i></p> <p><i>Prior to the commencement of any proposed development or works, photographic archival records of the Former Parcels Post Office should be undertaken.</i></p> <p><i>Ensure the original external colour schemes and finishes are documented and archivally recorded.</i></p>	<p>Refer to Section 5.3 and 5.4.</p>
<p><b>9. Item Specific Policy: Alterations and Additions</b></p> <p><i>Where possible, further external alterations and additions to the building should be avoided. Vertical additions located directly above the building on the roof should be carefully considered and minimised.</i></p> <p><i>Do not paint the sandstone or masonry facades. Alterations and additions to the original or early external fabric should be avoided. If unavoidable, these changes should not impact significant fabric. Alterations to the later single storey addition to the east, pool area and mansard roof are permissible, but should be designed to minimise impacts to adjacent significant fabric.</i></p> <p><i>Changes to external colours and finishes of window/door joinery, steelwork or roofing material should be sympathetic to the heritage building and consider where possible the implementation of original or early schemes.</i></p> <p><i>Internal alterations to the building may be undertaken in a sympathetic manner, and should avoid further removal of original fabric and understanding of the original configuration of the interior.</i></p> <p><i>Future refurbishment should investigate avenues to recover significance by revealing more of the original use, original internal spatial configuration and detailing; and by interpreting original signage and lighting.</i></p>	<p>Refer to Section 5.2.</p>
<p><b>10. Item Specific Policy: Use</b></p>	<p>The original use of the building was as a mail sorting and parcel distribution centre. Upon the closure of the Post Office at</p>

Policy	Discussion
<p><i>Promote compatible uses for the building which retains a functioning grand main public entrance; provides street level activity.</i></p>	<p>Railway Square the building remained unoccupied for over a decade, with the adaptive reuse of the site into the Adina Hotel occurring in the late twentieth century. The original use no longer viable and the reuse of the building as proposed is a positive conservation action in ensuring the ongoing maintenance of the building and facilitating public access.</p> <p>The proposed development will be undertaken for long-term usages, as part of a larger scheme to revitalise the Western Gateway sub-precinct surrounding the subject site. Refer to Section 5.6.</p>
<p><b>11. Item Specific Policy: Interpretation</b></p> <p><i>See Sections 8 and 13.4.7 'Heritage Interpretation' in this CMP.</i></p> <p><i>Prepare a heritage interpretation strategy, based on the precinct-wide Central Precinct Heritage Interpretation Strategy, specific to the former Parcels Post Office as part of the Central Precinct. Particular focus should be given to the former landscape and cultivation of the space.</i></p> <p><i>Following this, develop and implement a detailed site-specific heritage interpretation plan, aligned with the themes and recommendations of the heritage interpretation strategy.</i></p>	<p>As Interpretation of the heritage fabric and the historical background of the subject site forms an integral part of the overall design and will be coordinated across the entire precinct. The proposed Interpretation Plan/Strategy is being developed by Interpretation specialists Freeman Ryan and will consider the Connecting with Country framework through a series of workshops and consultation with the relevant parties and stakeholders, and the historical uses of the site including Aboriginal cultural heritage values, the former asylum, and the development of the Parcels Post building. The broader significance and connections to Central Station, Australia Post and the development of the mail service across the State and Nationally. Urbis Pty Ltd is involved in the development of the Interpretation Plan/Strategy and has provided expert input.</p> <p>Reference should be made to the Heritage Interpretation Plan/Strategy for further detail regarding the heritage interpretation of the subject site and wider precinct.</p>
<p><b>12. Item Specific Policy: Vistas</b></p> <p><i>Ensure the Parcels Post Office continues to be understood as a landmark building in a prominent streetscape location. Ensure significant vistas to the former Parcels Post Office outlined in Section 7.6 of this CMP are not obscured. These include vistas from:</i></p> <ul style="list-style-type: none"> <li>• <i>George Street</i></li> <li>• <i>Pitt Street</i></li> </ul>	<p>Refer to Sections 5.3 and 5.4.</p>

Policy	Discussion
<ul style="list-style-type: none"> <li>• Lee Street</li> <li>• Quay Street</li> <li>• Ambulance Avenue</li> <li>• Railway Square</li> <li>• Western Forecourt and Railway Colonnade Drive</li> </ul>	

## 5.9. BETTER PLACED HERITAGE GUIDELINES

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

Table 8 – Impact Assessment against the Better Placed Guidelines

Guideline	Discussion
<p><b>A Understand the significance of the place</b></p> <p><i>Establish a clear understanding of the heritage significance of the building or site. The level of detail required will depend on the heritage status of the building or site, and the early involvement of heritage advice is crucial.</i></p> <p><b>B Articulate the Heritage Significance</b></p> <p><i>Conservation documents explain what is important about the place and guide the future of the site and its longterm management.</i></p> <p><i>They enable considered decisions about uses, approaches, and what to keep and change. The type of documents required will depend on the significance of the site and the nature of the reports and documents already available.</i></p> <p><b>E. Identify an appropriate use</b></p> <p><i>The proposed use must be appropriate to the heritage significance of the place, whether the project involves converting the place for a new use, or new work to</i></p>	<p>The identified significance of the place is outlined at Section 4 of this report and detailed within the Conservation Management Plan prepared for the fPPb in 2022.</p> <p>The proposal retains the significant elevations and form of the subject building, whilst providing an opportunity for more public uses and activation of spaces within the subject building and associated public domain, as well as interpretation of the significant fabric and use of the heritage item.</p> <p>The new use of the place will reinvigorate the building and allow for greater public accessibility to the subject site and Central Station precinct. The amendments to the ground plane of the subject site</p>



Guideline	Discussion
<p><i>facilitate an existing purpose. The Burra Charter describes an appropriate use as one that retains the cultural significance of the place.</i></p>	<p>support the historic and significant use of the Central Station precinct as a rail transport interchange.</p> <p>Urbis have reviewed the heritage impacts of this transformational project, and for the reasons outlined in this report, it is found that the heritage impacts are acceptable.</p> <p>Please refer to the detailed impact assessment herein for an assessment of the potential impacts and mitigation measures applied in the proposal to avoid or reduce heritage impacts.</p>
<p><b>G. Develop the brief</b></p> <p><i>The design brief establishes the ground rules for the project, and is informed by the work undertaken in the previous steps. The practical and aspirational requirements of the brief must be integrated with a full understanding of the heritage significance of the place.</i></p> <p><i>Articulating the needs, expectations, and aspirations of clients, owners, and users through the brief is essential to developing a sophisticated meaningful, and practical design response.</i></p>	<p>The development of the proposed design was led by Bates Smart with consistent and collaborative input from all consultant groups, including Urbis heritage consultants to help guide the design and manage the significance of the site.</p> <p>The new development, the result of a design competition is, in our opinion, of excellent design quality and the structural response is innovative and minimises impact on significant fabric.</p> <p>The design competition and subsequent design development has been guided by a competition brief and advice provided by Urbis which outlined the key conservation principles which include the following:</p> <ul style="list-style-type: none"> <li>- Full appreciation of the fPPb within the new architectural composition.</li> <li>- Clear delineating between heritage element and tower.</li> <li>- Appropriate tower massing and setbacks to create vertical separation.</li> <li>- Sympathetic interface zone.</li> <li>- Substantial façade conservation and remediation.</li> <li>- Reconstruction of lost or missing elements where possible including the principal western façade entry.</li> <li>- Sensitive location of new cores and structural interventions.</li> <li>- Minimising structural intervention.</li> <li>- Exposing internal structure and reinstating open plan spatial character.</li> <li>- Enhancing public access to the building.</li> <li>- Interpretation of connection between eastern heritage wall and Atlassian link zone.</li> </ul>
<p><b>H. Design for the Context</b></p> <p><i>Additions and new buildings in valued heritage contexts should be sympathetic to the local streetscape and urban grain. New design should respond to its heritage context through an informed analysis of the area's character.</i></p>	<p>Refer to Section 5.3 and 5.4.</p>
<p><b>K. Explore how heritage can inspire the new</b></p>	<p>Refer to Section 5.2.2 and 5.2.4.</p>

Guideline	Discussion
<p><i>The heritage significance of the place should inspire the adaptation and new work. Fully understanding the significance of a heritage place is a vital part of developing creative design solutions that ensure ongoing use and relevance and minimise negative impacts.</i></p>	
<p><b>L. Design new work to be read as distinct.</b></p> <p><i>One key principle of the Burra Charter is that new insertions and interventions, as distinct from restoration or reconstruction, should be clearly identifiable as new, and should not replicate the heritage fabric. This design approach must go hand-in-glove with other principles in the Burra Charter regarding respecting and having minimal impact on the significance of the place. It is not enough for the work to simply read as “new”.</i></p> <p><i>It must also be sympathetic to its setting and support the heritage significance of the place.</i></p> <p><i>This requires a sensitive design approach that ensures the new work complements and enhances the heritage place, rather than competing with it, or compromising it through poor design solutions. Detailed guidance can be found in the Burra Charter Practice Note – New Work.</i></p>	<p>The proposed development by way of its unique form and use of contemporary materials and façade treatments distinguishes itself from the heritage character of the setting. Its materiality and architectural detailing is sufficiently different from the character of the adjoining items to allow them to remain visually distinct and prominent. The VIA finds that the contemporary nature of the proposed development is successfully juxtaposed with the existing heritage character of the setting making it compatible with its surrounding visual context.</p>
<p><b>M. Understand “new work” and reconstruction</b></p> <p><i>It is also important to understand the difference between “new work” and reconstruction, as this determines how fabric should be treated.</i></p> <p><i>In the context of the Burra Charter, not all work on heritage sites is defined as “new work”</i></p>	<p>The most intensive changes to the building is proposed to the east façade which is a highly modified façade which constitutes primarily reconstructed fabric.</p>
<p><b>N. Minimise the impact of new work</b></p> <p><i>New design work should have minimal impact on the heritage place. The appropriate extent of new work</i></p>	<p>The proposed design aims to conserve the existing exteriors of the former Parcels Post building to the greatest extent feasible in the context of a major redevelopment by approaching the existing and proposed building as a series of elements. The approach has</p>

Guideline	Discussion
<i>should be guided by the significance of the place, and will vary according to context.</i>	resulted in a tower core, system of 'pods', and connecting atrium which will wrap around the existing form of the former Parcels Post building. The approach strategy will allow for the complete retention and conservation of two primary elevations to the former Parcels Post building (north and west) most visible on approach from the north from Central Station. Further, the north-west, north-east and south-west corners will be maintained with high visibility. Numerous alterations and additions have been undertaken to the former Parcels Post building previously. Some examples include modifications undertaken to facilitate the operation of the Adina Hotel and to accommodate later, contemporary lift cores and services as outlined in Sections 3.8 and 3.9. Notably the original lift and stair locations from the operating days of the Parcels Post have been removed and infilled. Remaining internal original fabric is therefore confined to the essential structure including grid structure. There is therefore an opportunity to introduce supports for the tower without impacting significant fabric including the structural column grid which will be entirely respected.

## 5.10. HERITAGE DIVISION GUIDELINES

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

Table 9 – Heritage Division Guidelines

Question	Discussion
<i>The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:</i>	Refer to the discussion in Section 5.2.
<i>The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:</i>	Refer to the discussion in Section 5.11.
<i>The following sympathetic solutions have been considered and discounted for the following reasons:</i>	Refer to the discussion in Section 5.2.

## 5.11. MITIGATION MEASURES

As discussed in the sections above regarding the key heritage considerations of the proposed works, several measures have been implemented to manage and minimised the impacts on significant heritage fabric as a result of the new TOGA tower. The following list relates to several of the methods implemented into the

design to mitigate against potential adverse impact. Please refer to the discussion in the sections above for further detail.

- The structural design has been developed to minimise the impact to, and to protect the integrity of, the former Parcels Post building. The new tower will be supported by a core (east) and 'pod' (south) with structural columns rising through the former Parcels Post building to support a cantilevered area above. The columns will be internally placed where no further intervention to significant fabric or the grid-like floor space layout will be impacted and modifications to floors/ceilings will be made good.
- The modifications to the eastern façade and south-east corner of the former Parcels Post building to allow space for the tower core will be relegated to intrusive, later fabric modified in in the 1990s. Intervention to significant structural fabric will be minimised where possible.
- The changes to the south-east corner will be mitigated by the inclusion of the atrium activating the space, providing a sense of arrival and opportunities for appreciation of the south façade, and providing access to the east.
- Minimal intervention will be undertaken to the north, south or west facades with views toward the former Parcels Post building maintained.
- Intervention into the 'heritage' wall to the east will be mitigated by opening up the historical connection between the former Parcels Post building and the former Parcels Shed. This will in turn activate the space and create a link with the Atlassian site (Block A of the Western Gateway Sub-Precinct).

In addition to the above, Urbis Pty Ltd makes the following recommendations for additional mitigation measures to conserve the heritage significance of the former Parcels Post building:

- Prior to the issue of a Construction Certificate a Photographic Archival Recording should be undertaken of the place and must be prepared in accordance with the NSW OEH Heritage Division's Guidelines for 'Photographic Recording of Heritage Items Using Film or Digital Capture'.
- A Temporary Protection Plan should be developed prior to the issue of a Construction Certificate to ensure appropriate methods for the protection of heritage fabric during construction are undertaken.
- A suitably qualified heritage consultant should be engaged to provide ongoing advice throughout the design development, contract documentation and construction stages of the project.



## 6. CONCLUSION

The proposal is the result of a detailed design competition which was driven in part by an objective to reconcile the heritage values of the site and surrounding heritage items with the broader strategic vision for the Western Gateway Sub Precinct. The proposal will result in substantial change to the immediate setting of the former Parcel Post Building and it will contribute to a substantial densification of development in the setting of Central Station. However, this impact is considered to be acceptable for the reasons outlined in this report and in the context of the overall benefits of the proposal to the precinct and the City that are in line with the State Government's ambitions for a tech precinct at the Western Gateway.

The following elements summarise the mitigation measures taken to minimise or avoid heritage impacts.

- Urbis has been providing continuous heritage design advice for this site for several years, from the Planning Proposal which was approved in 2022 through to the Design Competition and the detailed development of the current proposal. The works proposed under this application are the result of collaborative input from a number of consultants and the Design Competition winning architects, Bates Smart.
- Urbis was engaged to prepare the Conservation Management Plan (CMP) for the site to supplement the Central Station CMP prepared by Artefact Heritage Services in 2022. This site specific CMP focuses on the fPPb only and does not include other areas within the Central Station heritage item curtilage. The CMP outlines the significance of the place, includes a detailed fabric analysis and provides policies for the management of the heritage values of the place. The CMP was prepared in consultation with Artefact Heritage Services. Particular regard has been had to this proposal of appropriate conservation policies for the protection, conservation and interpretation of significant elements throughout the site. The policies in the Conservation Management Plan have provided heritage principles to guide the design development of the proposal to ensure that the heritage significance of the place is recognised and conserved.
- The structural design has been subject to rigorous testing and assessment to develop a solution which minimises structure in the vertical separation zone between the tower and the fPPb while ensuring the viability of the tower and the usability of the surrounding public domain. The new tower will be supported by a core (east) and 'pod' (south) with structural beams rising through the former Parcels Post building to support a cantilevered area above. The columns will be internally placed and no further intervention to significant fabric or the grid-like floor space layout will be impacted. The interior to the former Parcels Post is utilitarian in character and the proposal provides opportunity to introduce supporting structure without impacting significant architectural detail.
- Numerous alterations and additions have been undertaken to the former Parcels Post building previously. Some examples include modifications undertaken to facilitate the operation of the Adina Hotel and to accommodate later, contemporary lift cores and services as outlined in Sections 3.8 and 3.9. Notably the original lift and stair locations from the operating days of the Parcels Post have been removed and infilled. Remaining internal original fabric is therefore confined to the essential structure including grid structure. There is therefore an opportunity to introduce supports for the tower without impacting significant fabric including the structural column grid which will be entirely respected.
- The proposed tower, incorporating substantial setbacks from the northwest corner and adoption of a splayed form (approx. 13m minimum setback) and minimum 12.6m vertical separation above the heritage item, serves to mitigate impacts of scale and further enables the heritage item to be read independently (particularly in primary views from the north on George and Pitt Streets) and to create a sense of visual separation between the heritage item and the tower.
- The modifications to the eastern façade of the former Parcels Post building to allow space for the tower core will be relegated to later fabric modified in in the 1990s to reinstate the character of the eastern facades following intensive alterations throughout the 20<sup>th</sup> century. It is entirely appropriate that the circulation core is located to this highly modified façade. Minimal intervention will be undertaken to the north or west facades with views toward the former Parcels Post building maintained.
- The proponent and its consultants have consulted with the relevant heritage-related Government agencies to ensure that feedback on the heritage aspects of the design was received and integrated into the proposal as the design progressed. Throughout the design development phase of this project, we have collaboratively engaged with the Heritage Council of NSW and the Heritage NSW team. Feedback has been iteratively received and integrated into the proposal.

- Detailed analysis of the historical archaeological and Aboriginal archaeological values of the place have been undertaken in a separate Historical Archaeological Assessment and Aboriginal Cultural Heritage Assessment prepared for the proposal prepared by Urbis under separate cover.
- In recognition of the rich layering of heritage values associated with the site and in anticipation of the conditions of consent, and in response to the Design Guide for the Western Gateway Sub Precinct (2021) Freeman Ryan Design has been engaged as a key member of the consultant team for the project to provide a comprehensive heritage interpretation strategy for the place. Freeman Ryan are similarly developing interpretation devices for the Block A site and the precinct generally and their engagement for the subject project will ensure a cohesive, wholistic response to the interpretation of significance values in the precinct. While the strategy is still being developed, site investigations and opportunities for robust interpretation installations are being considered in collaboration with Bates Smart with regard to the final design. The interpretation strategies which will be outlined herein will enable the continued interpretation and celebration of the many and varied layers of history and cultural heritage on the site, and this strategy will be important to ensure the recognition and conservation of the identified heritage values of the place.
- The Urbis visual analysis has demonstrated an acceptable visual impact on the wider Central Station Precinct. It concludes that the proposed development is spatially well separated from immediate surrounding heritage items, and is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually documented public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower. The VIA also finds that the contemporary architectural detailing, façade treatment, materials and colours proposed for the tower highly contrast with the predominant colours and materials which characterise the visual setting of the items.
- The heritage impacts of the proposal must be considered in the context of the broader strategic vision for the precinct. The improvement to the site interface Henry Dean Plaza and the broader Central Station precinct demonstrates a public benefit that will contribute to the ongoing vitality and vibrancy of the Western Gateway Sub-precinct and broader Central Station precinct.

In addition to the above, Urbis Pty Ltd makes the following recommendations for additional mitigation measures to conserve the heritage significance of the former Parcels Post building:

- A comprehensive archival recording must be undertaken prior to any works being undertaken. The archival recording should include all elements of the building, the site, the retaining wall and Upper Carriage Lane, significant views and the setting of the place. Copies of the archival recording should be retained on site and provided to the relevant consent authorities (City of Sydney and Heritage NSW). This should include photography and / or measured drawings as deemed necessary. Archival recordings should be undertaken in accordance with the former NSW OEH Heritage Division's Guidelines for Photographic Recording of Heritage Items Using Film or Digital Capture'.
- The Schedules of Conservation Works prepared by Apex Diagnostics and Urbis (2022) which accompany this application are to be implemented as part of the project. The documents may require updates throughout the construction process as demolition works may reveal additional conservation issues. Conservation works are to be undertaken by a specialist conservator with demonstrated experience in heritage fabric and should be undertaken.
- The interpretation strategy being prepared by Freeman Ryan Design should be developed into a heritage interpretation plan prior to Construction Certificate to identify preferred interpretation media and content in conjunction with the finalised approved design for the proposal. Interpretation must be implemented as per the plan prior to obtaining an Occupation Certificate.
- The archaeological management recommendations outlined in both the Historical Archaeological Assessment and the Aboriginal Cultural Heritage Assessment Report must be implemented to appropriately manage the potential archaeological values of the place. A suitably qualified heritage consultant should be engaged to provide ongoing advice throughout the design development, contract documentation and construction stages of the project.

Following the implementation of the above mitigation measures, the remaining impacts are appropriate.

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## 7.1. BIBLIOGRAPHY

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*[Note: Some government departments have changed their names over time and the above publications state the name at the time of publication.]*



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