

**Tenancy 5**  
**Overseas Passenger Terminal**  
**Circular Quay**

**Heritage Impact Statement**

Report prepared for Jimmy's On the Mall

November 2016



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## Report Register



The following report register documents the development and issue of the report entitled Tenancy 5, Overseas Passenger Terminal, Circular Quay, Heritage Impact Statement, undertaken by GML Heritage Pty Ltd in accordance with its quality management system.

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## Quality Assurance

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The report has been reviewed and approved for issue in accordance with the GML quality assurance policy and procedures.

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**Cover Image:** Artist's impression of the proposed development. (Source: Collins and Turner, 257\_ADA\_111A)

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## 1.0 Introduction

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### 1.1 Preamble

GML Heritage Pty Ltd (GML) has been engaged by Jimmy's On The Mall to provide heritage and archaeological services in relation to the proposed new restaurant, bar and ancillary micro-brewery to be located in Tenancy 5, at the northern end of the Overseas Passenger Terminal (OPT), Circular Quay West, Sydney.

The proposal includes the construction of a separate structure, the micro-brewery pod, adjacent to the north western corner of the OPT building. This pod will house the beer-brewing plant and equipment, and will be fully glazed to allow the equipment to be viewed. The proposal also includes external alterations and additions to levels 1 and 2 of the building, related to new restaurants and bars proposed for Tenancy 5, including the construction of new external decks on level 2, on the northern and eastern sides of the OPT building, and the provision for retractable sun shading. It is proposed that the external leasable area to the immediate north of the building—included as part of Tenancy 5—will be used for outdoor dining.

This Heritage Impact Statement (HIS) assesses the potential built heritage and archaeological impacts of the proposed development on the OPT building, built heritage items within the vicinity, and potential subsurface archaeological remains.

This report was originally issued in August 2016. It was amended and reissued to reflect the minor changes made to the proposed design in October 2016. The report was amended and reissued in November 2016 to exclude exempt and complying development elements.

### 1.2 Statutory Context for Heritage

In New South Wales, cultural heritage is principally protected under three acts:

- *Heritage Act 1977* (NSW) (the Heritage Act);
- *Environmental Planning and Assessment Act 1979* (NSW) (EPA Act); and
- *National Parks and Wildlife Act 1974* (NSW) (NPW Act).

Other state statutory documents that might relate to the current and future heritage management of the site include:

- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*—Part 5; and
- *Sydney Local Environmental Plan 2012*—Clause 5.10.

The *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* provides for, among other things, protection of the visual setting of the buffer zone around the Sydney Opera House. The proposed development is located in the Sydney Opera House buffer zone.

There is also Commonwealth legislation that applies to places listed on the World Heritage List (WHL), National Heritage List (NHL) and Commonwealth Heritage List (CHL); these places are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth) (EPBC Act). The process for documenting the assessment of potential impacts on Sydney Opera House heritage is set out in the EPBC Act, which enables government authorities to 'self-assess' projects which may have an impact on places listed on the World, National and Commonwealth Heritage lists.

### 1.2.1 State Significant Development

This project is State Significant Development (SSD 7683) and the Secretary's Environmental Assessment Requirements (SEARs) were issued on 22 June 2016. The relevant SEARs requirements for heritage are as follows:

*The EIS shall include a Heritage Impact Assessment for the proposed works, and is to include:*

- *An assessment of any potential impacts of the proposal on all heritage items (including views to and from items) in the vicinity of the site, including but not limited to:*
  - *The Sydney Opera House, including view impacts on the Sydney Opera House buffer zone identified in Sydney Regional Environmental Plan (Sydney harbour Catchment) 2005;*
  - *Campbells Stores*
  - *The ASN Building*
  - *The Overseas Passenger Terminal; and*
  - *Any heritage conservation areas.*
- *An assessment of any Aboriginal and non-Aboriginal archaeological impacts, including any impacts on the overall archaeology of The Rocks.*
- *Mitigation measures to offset any potential impacts on heritage values.*

### 1.3 Site Identification

The OPT is located at Circular Quay West, Sydney, NSW (Figure 1.1). Tenancy 5 is located at the northern end of the building and includes a northern external area, which is the location of the proposed micro-brewery pod and external dining area. The real property description of the proposed development site is:

- Lot 1 DP 876516.

The location of the site and extent of existing structures are detailed in Figures 1.1 and 1.2.

### 1.4 Summary of Heritage Listings

**Table 1.1** Heritage Listings Directly Related to the Subject Site.

Heritage Item	Register
Sydney Cove Passenger Terminal	s.170 NSW state agency heritage register: Sydney Ports Corporation. Listing no. 4560023.
The Rocks Conservation Area	s.170 NSW state agency heritage register: Sydney Harbour Foreshore Authority.

There are several heritage items in the vicinity, the most relevant of which are included below:

**Table 1.2** Heritage Items in the Vicinity of the OPT.

Heritage Item	Significance	Register
Campbell's Stores	State	State Heritage Register (listing no. 01536). s.170 NSW state agency heritage register: Sydney Harbour Foreshore Authority.
ASN Co Building	State	State Heritage Register (listing no. 01526). s.170 NSW state agency heritage register: Sydney Harbour Foreshore Authority.
Metcalfe Bond Stores	State	State Heritage Register (listing no. 01562). s.170 NSW state agency heritage register: Sydney Harbour Foreshore Authority.
Sydney Harbour Bridge, approaches and viaducts (road and rail).	National	National Heritage List (place ID 105888). State Heritage Register (listing no. 00781). <i>Sydney Local Environmental Plan 2012</i> (item I539). <i>North Sydney Local Environmental Plan 2013</i> (item I0530).
Sydney Opera House	World	World Heritage List. National Heritage List (place ID 105738). State Heritage Register (listing no. 01685). <i>Sydney Local Environmental Plan 2012</i> (item. 1064).

## 1.5 Methodology and Terminology

This HIS has been prepared in accordance with the principles outlined in the *NSW Heritage Manual* guidelines for the preparation of Statements of Heritage Impact (NSW Department of Urban Affairs and Planning and the Heritage Council of NSW, First Edition, 1996). It is also consistent with the relevant principles and guidelines of *Australia ICOMOS Burra Charter, 2013* (the Burra Charter).

The terminology used in this report is consistent with the *NSW Heritage Manual* and the definitions provided in Article 1 of the Burra Charter for the following terms: 'place', 'cultural significance', 'fabric, conservation', 'maintenance', 'preservation', 'restoration', 'reconstruction', 'adaptation' and 'compatible use.'

This HIS has considered the relevant heritage planning controls contained in the following documents:

- *Sydney Local Environmental Plan* (LEP) 2013;
- *Heritage Act 1977* (NSW) (Heritage Act);
- *National Park and Wildlife Act 1974* (NSW) (NPW Act);

## **GML Heritage**

- *Environment Protection and Biodiversity Conservation Act 1999* (Cwth) (EPBC Act); and
- *State Regional Environmental Plan (Sydney Harbour Catchment) 2005*.

The following documents have been referenced in the preparation of this report:

- Sydney Cove Passenger Terminal Heritage Impact Statement, by GML, April 1999.
- *Sydney Opera House Conservation Master Plan*, Fourth Edition, by Alan Croker, June 2015.

## **1.6 Consultation**

The design of the proposed micro-brewery pod has been developed in consultation with Professor Lawrence Nield, the architect for the 1988 refurbishment of the OPT. This consultation took place in August 2016, with Huw Turner, of Collins and Turner, architect for the proposed development.

In accordance with the SEARs, GML has consulted with the Office of Environment and Heritage, Heritage Division regarding this proposal. This proposal does not include works to a State Heritage Register Listed item, however, State Heritage Register listed items are located in the vicinity of the OPT. Potential impacts arising on the significance of the State Heritage Register listed items in the vicinity are considered and addressed in this HIS and a copy of this report will be submitted to the Heritage Division for comment as necessary.

## **1.7 Limitations**

There is no existing Conservation Management Plan (CMP) for the OPT.

Site inspections were undertaken by Anna Simanowsky on 24 July 2016. The site inspections were limited to external parts of the OPT and its surrounds, and interiors were not able to be accessed.

The heritage impact of the signage proposed in conjunction with the development has not been assessed in this HIS.

## **1.8 Author Identification**

This report has been prepared by Anna Simanowsky, Senior Consultant. The historical overview was prepared by Melissa Moritz and Anna Simanowsky using a history of the site prepared by GML in 1999. The archaeological impact assessment was prepared by Sophie Jennings, Consultant, and reviewed by Madeline Shanahan, Archaeology Manager, GML. This report has been reviewed by Sharon Veale, Partner and CEO, GML.

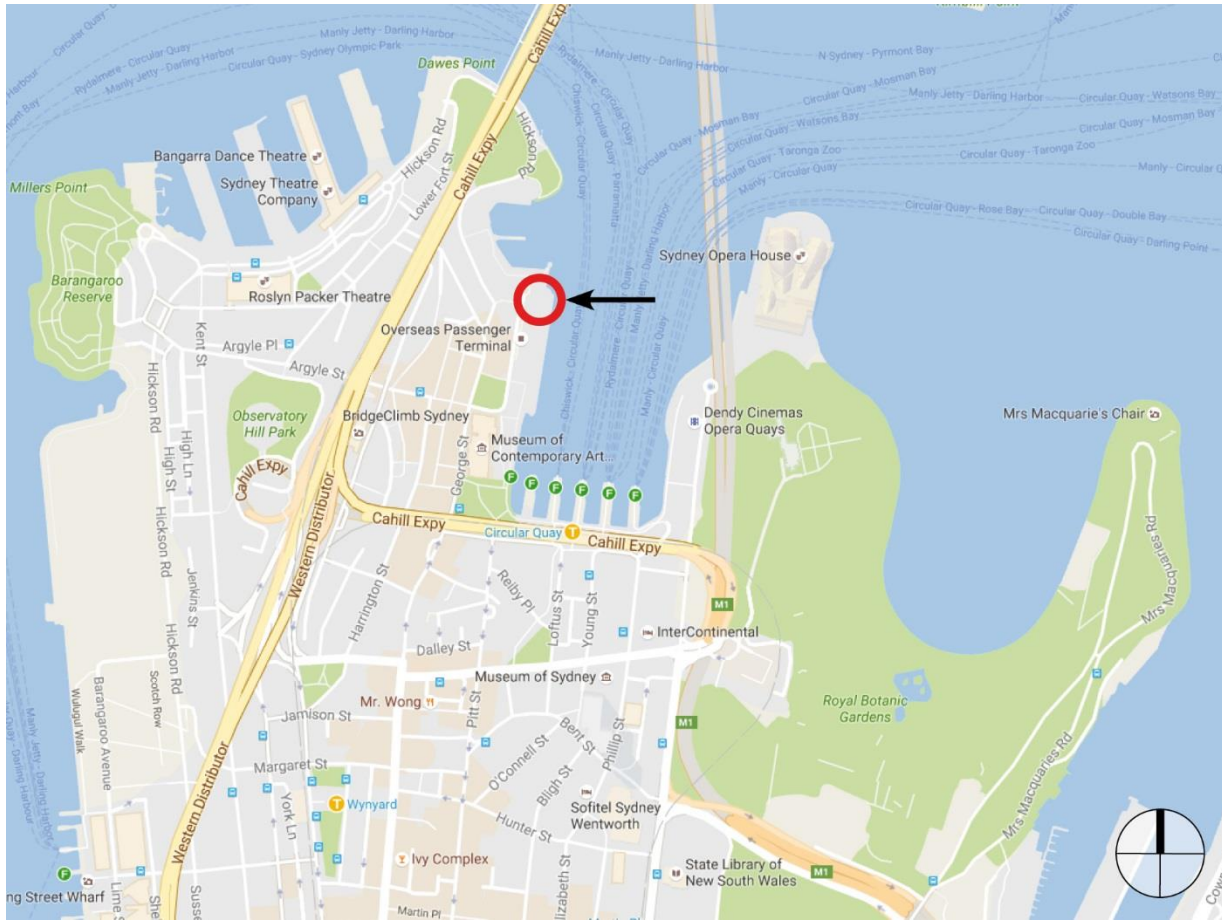


Figure 1.1 Map showing location of the subject site. (Source: GoogleMaps with GML overlay 2016)



Figure 1.2 An aerial view of the subject site, outlined in red. (Source: GoogleMaps, with GML overlay 2016)

## 2.0 Historical Outline

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### 2.1 Introduction

The following summary history of development at the site of the OPT is provided to assist in understanding the historical phases that have existed in the site's development and to document the physical development of the subject site over time.

The Pre-European History was originally prepared by GML as part of the EIS for the Circular Quay Waterfront Strategy, 1997, for the NSW Department of Works and Services. Other sections of this history were originally prepared by GML for the Sydney Cove Passenger Terminal Heritage Impact Statement, 1999. It has been informed by a range of primary and secondary sources, including a detailed examination of historical maps, plans, photographs (including aerials) and land titles documents.

In this section, the OPT is also referred to as the Sydney Cove passenger Terminal, which is a former name used for the building.

### 2.2 Pre-European History

#### 2.2.1 Original Topography

At the time of the arrival of the First Fleet in 1788, the area that was to be known as The Rocks rose from the shore of Port Jackson to the west of Sydney Cove. A continuous ridge of Hawkesbury Sandstone ran from the present location of George Street north at the Harbour Bridge to Grosvenor Street. Running parallel to the ridge approximately 100 metres to the east was a fresh water stream—to be known as the Tank Stream—which entered the Harbour at the head of the cove. At the stream's point of entry alluvial deposits had been laid down. This formed an area of mud flat and marshes that contemporary maps suggest extended to the present location of the Museum of Contemporary Art. A minor stream flowing down from the ridge near Grosvenor Street ran into the Tank Stream near its mouth.

#### 2.2.2 Aboriginal Occupation

The craggy nature of the area provided members of the local Cadigal tribe with caves and crevices to be used as shelters, resting places and vantage points to view the harbour below. The rocky slopes and outcrops were surrounded by dense stands of timber with an understorey of figs and edible berries. The harbour itself was also a rich source of food, with an abundance of fish, oysters and other seafood.

From these rocks the members of the Cadigal tribe more than likely watched the arrival of the first Europeans on their land. It was the start of a period of interaction between the two cultures that would bring monumental changes to the Aborigines, as European settlement established itself and grew more confident. Although the Cadigal people continued to move through The Rocks and areas of wider European settlement after 1788, they increasingly became fringe dwellers and eventually outcasts within the town of Sydney.<sup>1</sup>

## 2.3 European Development of Sydney Cove

The western shore of Sydney Cove (an 1807 map indicates that the area's original inhabitants knew the cove as 'Warrang'), is generally thought to be the site of the landing of the First Fleet.<sup>2</sup> It is from Sydney Cove that all subsequent development spread, and during the early years of the colony it was the gateway through which all arrivals—human, animals and material—passed.

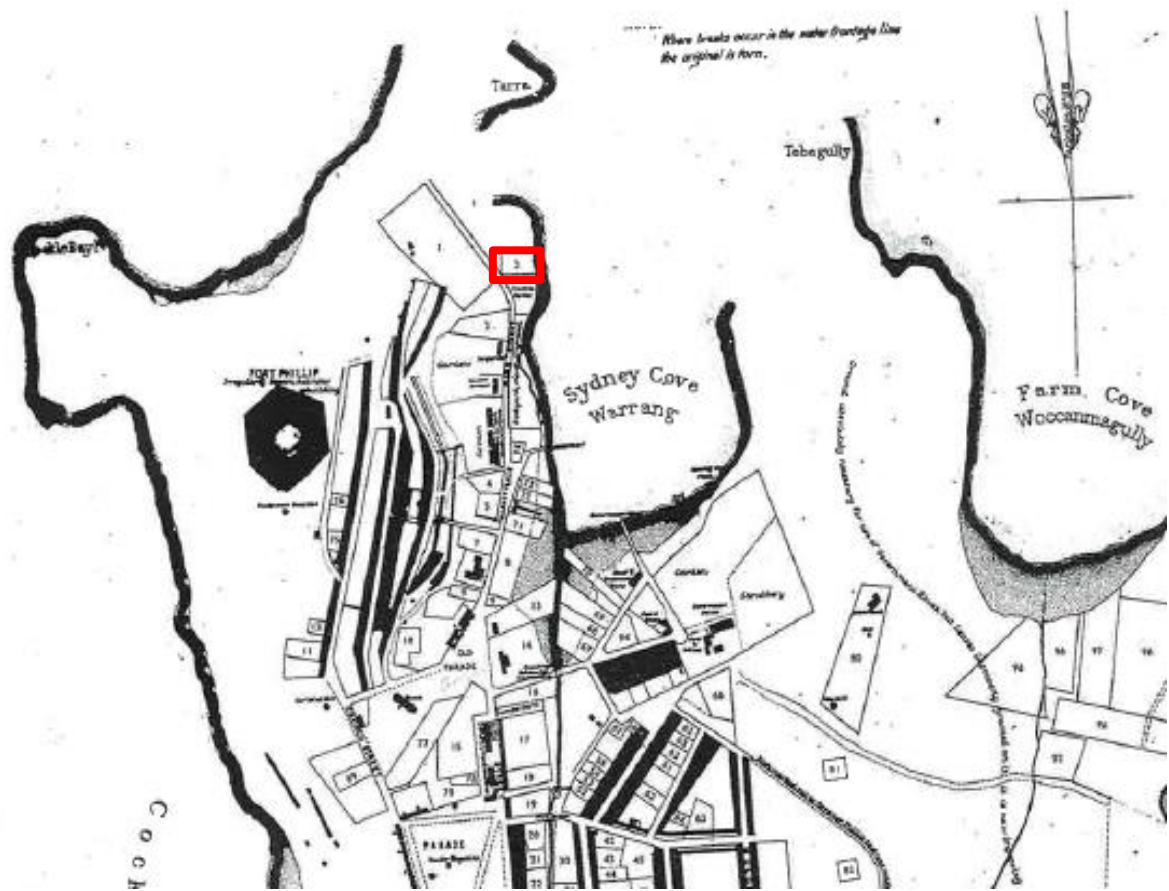
Figure 2.1 shows the development that had occurred around the cove by 1807. The main structures indicated on the west side of the cove are the merchant Robert Campbell's property (indicated as No. 2 on the map); the Government Dockyard, which had been constructed in 1797; the hospital (indicated on Figure 2.1 by three black rectangles south west of the dockyard); and the hospital wharf. The hospital wharf was the only wharf structure in the cove until the construction of another in front of Government House (see Figure 2.1) around 1800.<sup>3</sup>

Due to the mud flats at the southern end of the cove, building was restricted. The western side of the cove was taken up by the grounds of Government House and thus also remained undeveloped.

During the early decades of the nineteenth century there was consolidation, particularly on the western side of the cove. By 1813 the hospital wharf had been upgraded and renamed the King's Wharf. (It was renamed the Queen's Wharf in 1832.) The Commissariat Stores were constructed in 1809 adjacent to this wharf and south of the Government Dockyard. It was also during this period that the harbour master's cottage (Cadman's Cottage) was constructed. Meanwhile, Robert Campbell had built up his trading business and constructed a wharf stretching out into deep water to receive merchant ships.

To the south of the Commissariat Stores was a mud flat that extended from the mouth of the Tank Stream to the harbour. The tidal nature of this area ensured construction work was initially concentrated along the western edge of the cove. From 1805 land was granted and leased along the edge of the Tank Stream down to the head of the cove.<sup>4</sup> As many of the grants situated towards the Hospital Wharf (see Figure 2.1) also included part of the mud flats, a program of reclamation in the cove was initiated.<sup>5</sup>

Figure 2.2 shows Sydney Cove one year prior to the start of the reclamation works.



**Figure 2.1** Extract from James Meehan's 1807 Plan of the Town of Sydney. The area numbered '2' indicates the property of the merchant Robert Campbell. The study site is situated north of the Government Dockyard and takes up part of the area owned by Robert Campbell. (Source: Kelly and Crocker, *Sydney Takes Shape*, Doak Press 2000 with GML overlay)



**Figure 2.2** Extract from the 1836 plan showing Sydney Cove. The King's Wharf and the dockyards are indicated by the red arrow on the western side of the cove. Development north of the Government Dockyard toward Campbell's Wharf is sparse. This is the area now occupied by the OPT. (Source: Kelly and Crocker, *Sydney Takes Shape*, Doak Press 2000 with GML overlay)

In 1837 under the supervision of Colonial Engineer, Captain George Barney, the remodelling of the head of Sydney Cove began in earnest. Between the years 1837 and 1847 convicts worked on building a large stone sea wall and reclaiming approximately 10 acres of mudflats.<sup>6</sup> The completed project, one of the largest foreshore reclamation works in the nineteenth century, was given the name Semi-Circular Quay and had raised the whole area by approximately two feet (600mm) to overcome the extremes of the tide. The work included the covering of the Tank Stream and its adaptation to a drain and sewer. Soon after the completion of the Semi-circular Quay, a pair of entrepreneurs built a sixty-foot long wooden footbridge, known as the Bon Accord Bridge. This provided passage over the mud flats for a small fee.<sup>7</sup>

Semi-Circular Quay was extended further in the 1850s, under the guidance of Governor Fitzroy. The potential program included the extension of the stone sea wall right around the cove to Campbell's Wharf, and saw the name of the area changed to Circular Quay. Its completion allowed for the extension of the north-south running city streets, like Pitt Street, to the water's edge. The newly reclaimed ground was soon further developed for building. By the 1860s there was construction right up to Queen's Wharf, including a bank, a Chinese store and some merchant buildings.<sup>8</sup>

The construction of Customs House in 1845 and the reclamation of the mud flat at the southern end of the cove to form Circular Quay led the official focus of the sea trade to be shifted to the southern end of the cove.<sup>9</sup> In the three decades following 1850, the western side of the Cove was developed with large

warehouses that were used mainly for the storage of wool waiting to be loaded on to ships for export. The warehouses were demolished mostly during the 1950s. Meanwhile, on the eastern side of the cove the area behind the Commissariat Store, Dockyard and Campbell's Wharf had developed into a bustling community with its commercial focus centred on the myriad of small terraces and shops along the eastern side of George Street. This community maintained a link to the sea trade with many hotels where visiting sailors stayed whilst waiting for further employment, and with establishments such as the Sailors' Home and the Mariners' Church.

Expansion of trade and a need to be close to the developing rail links from the 1870s saw the shipping trade begin to move away from Circular Quay and relocate to Darling Harbour. In 1879, the construction of the first ferry jetty opposite the Customs House at Circular Quay signalled a change in usage that would characterise the southern end of the cove from that period onwards. From the 1880s onwards, commercial shipping was slowly pushed back from the southern end of the cove and down both the eastern and western sides.<sup>10</sup> During the 1880s the Australian Steam Navigation Company (ASN Co.) built its offices directly to the south of Campbell's Warehouses on the western side of the cove (Figure 2.3).

In 1900, the bubonic plague arrived in Sydney. Its arrival heralded a new era for the Circular Quay and The Rocks. The Government of NSW resumed these areas in 1900, in part responding to public opinion concerning the unhealthy nature of the area, but also as a deft political move to gain control over some of the most valuable and important real estate in the city. The Sydney Harbour Trust was created to administer the area. As part of the resumption, many of the older derelict buildings were demolished and the ferry wharves remodelled. Part of the demolition process included the buildings adjacent to the Queen's Wharf. The site they occupied was left vacant and was eventually converted to park space, now called First Fleet Park. Cadman's Cottage survived during this period.

Between 1903 and 1925, the Sydney Harbour Trust was involved in a number of improvements of the cove. These included the construction of a new sea wall around its southern edge and the repair or rebuilding of the ferry wharves. Six ferry wharves operated from Circular Quay until the 1950s when they were all demolished and rebuilt to accommodate the Circular Quay Railway Station and the Cahill Expressway overpass. The jetties were built on the same alignment but slightly further north to allow for the reclamation of a few more metres at the head of the cove.

On the western side of the cove, the Commissariat Store, which had overlooked the harbour since 1809 was demolished in 1940 (Figure 2.3). The site was redeveloped as the headquarters for the Maritime Services Board (MSB) and later transformed into the Museum of Contemporary Art.

During the twentieth century dramatic changes occurred at Circular Quay with the demolition of the warehouses on its eastern side that had serviced the wool trade during the 1950s, and the construction of the Opera House (completed in 1975) on the site of Macquarie's Fort. The site of the warehouses on the eastern side of the quay was occupied by office buildings and a multi-storey car park. In the 1990s these buildings were replaced with new buildings housing apartments, shops and restaurants and a hotel.

On the western side the most prominent visual change to Circular Quay after the erection of the MSB building (now the Museum of Contemporary Art) was the construction of the Sydney Cove Passenger Terminal in 1961.



**Figure 2.3** Sydney Cove's western shore in 1895, showing the Commissariat Store on the left. The ASN Co. Building can be seen behind a ship's mast. (Source: National Library of Australia <<http://nla.gov.au/nla.obj-141606290>>, viewed 8 August 2016. Photographer: Charles H Kerry)

## 2.4 The Sydney Cove Passenger Terminal

Until the beginning of World War II, very little special provision was found necessary to handle passenger traffic at the terminal—at that time more or less stable at between 20,000 and 30,000 arrivals each year with a similar number of departures.<sup>11</sup> After World War II, the Australian Government embarked upon a new immigration policy with the intention of attracting increased numbers of migrants to the country. This, combined with a higher level of general affluence in Australia during the 1950s and 1960s which in turn increased the tourist trade, resulted in a sharp rise in overseas passenger traffic.<sup>12</sup> As a result of a general rise in affluence, several of the major shipping lines instituted short cruise voyages to take advantage of a rise in demand for tourist services. During the financial year ending in June 1962 almost 160,000 passengers arrived at or departed from the Port of Sydney, an increase of over 10,000 on the previous year and about 14,000 more than in 1959–1960.<sup>13</sup>

Another factor that led to the need for new facilities was the increase in the size of ships constructed after World War II. The construction of bigger ships carrying large numbers of passengers meant that facilities needed to be able to clear the large numbers of people and luggage that passed through customs. Facilities also had to cater for passenger's friends and relatives visiting the wharf to greet or farewell travellers. It was also realised that the tourists needed facilities such as travel agencies, tourist bureaus and similar organisations upon disembarking the ship and that facilities of this nature would be most convenient if located in the passenger terminal building itself.<sup>14</sup>

As early as 1939 designs were being prepared for the reconstruction of Berths Nos 12 and 13 at Pyrmont, for use as a terminal by liners. However, these works were not completed until 1951 due to the interruption caused by the war.<sup>15</sup> The Sydney Cove Passenger Terminal was the first modern passenger terminal in Australia. However in 1956 a new passenger terminal was provided by reconstructing No. 7 Berth, Woolloomooloo. The amenities inside this terminal were similar to those provided at Pyrmont.<sup>16</sup> Even prior to the construction of this facility the Maritime Services Board realised that it would provide only a stop gap measure due to the rapid growth of the passenger trade. The current site of the Sydney Cove Passenger Terminal was chosen due to its proximity to public transport; its situation in a bustling commercial centre surrounded by stately buildings and the fact that the area was richly endowed with historical background. Work commenced in 1958. At the time the site was occupied by a long shed which had been built c1900–1903, most probably for the Norddeutscher Lloyd (Weber Lehmann and Co) shipping firm which occupied a section of the western side of Circular Quay during the early years of the twentieth century (Figure 2.4).

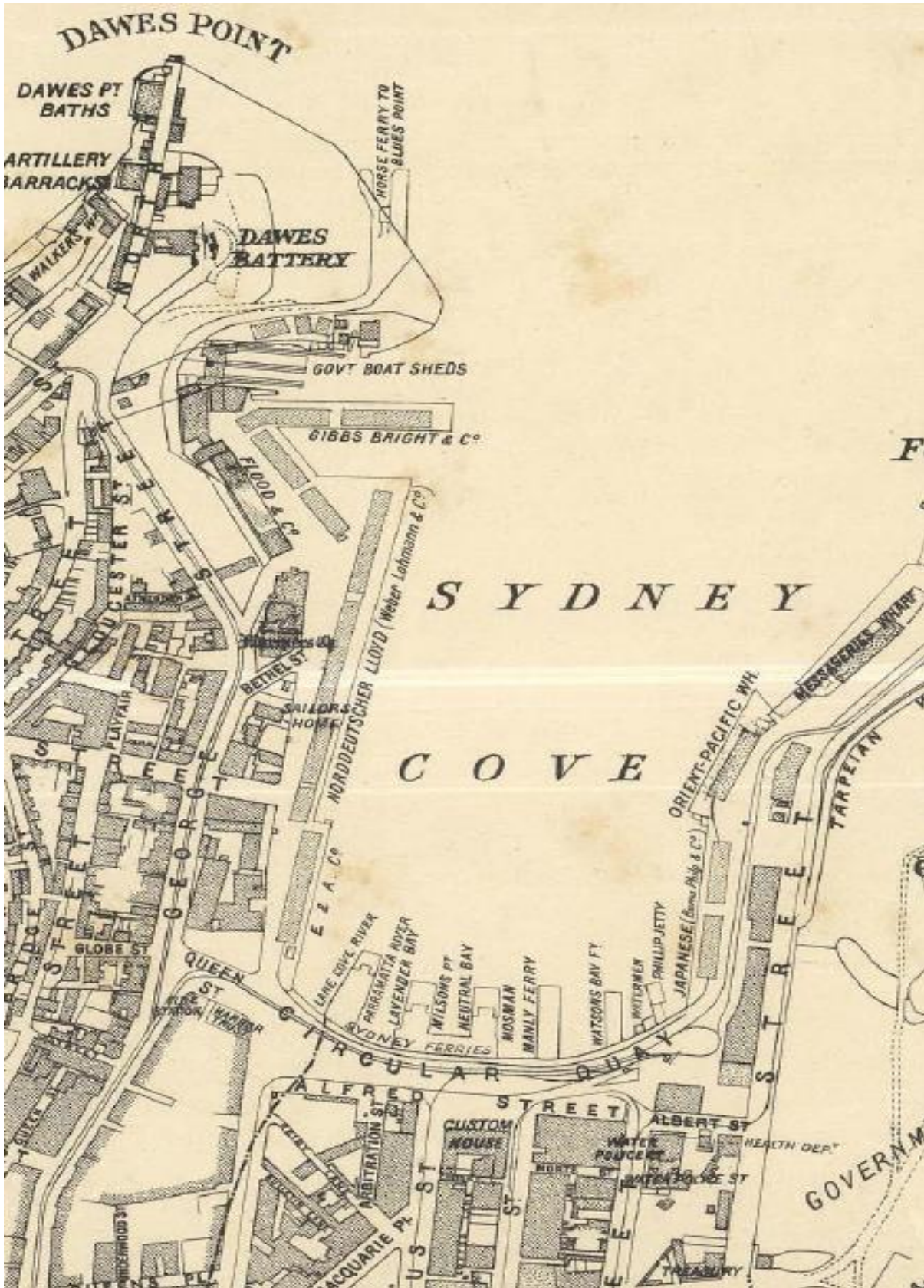


Figure 2.4 Map of the City of Sydney, 1903. Note the building indicated on the western side of Circular Quay (arrowed) occupied by Norddeutscher Lloyd Shipping Company. This is situated on the subject site. (Source: City of Sydney Archives with GML Overlay)

The decision to build a new terminal was further prompted by the decision of the P & O Orient Line to build two super liners for the Australian run.<sup>17</sup> The construction of the 'Oriana' and 'Canberra' heralded a new era in passenger travel to this continent.

Construction of the new terminal involved the use of reinforced concrete caissons to form a sea-wall enclosing solid-fill reclamation.<sup>18</sup> This was a major departure from the wooden decked structures supported by piles that had, in the past, been regarded as a standardised pattern for wharves in Sydney. Fourteen caissons were used in the sea-wall, each 50 feet long, surmounted by reinforced concrete 7 feet high, the overall length of the wall being 720 feet.<sup>19</sup> At the northern end, the fill was retained by steel sheet piling that linked the old seawall with the new, while to the south a new seawall extended in a curve from the southern end of the terminal to a promenade which transversed the ferry entrances from east to west across Circular Quay.<sup>20</sup> The ground floor was mostly taken up with cargo handling while the first floor catered for passengers joining or leaving the ship and customs facilities.

Landscaping was undertaken at the southern end of the terminal and a pedestrian footway linking the southern entrance of the terminal with the promenade running between the Quay ferry jetties and the railway station was provided.<sup>21</sup>

The terminal was officially opened on 20 December 1960. Ten days later, the 'Oriana' on her maiden voyage berthed at the terminal. On 1 February 1963 one of Sydney's largest murals was unveiled on the northern wall of the Customs/Baggage Hall of the Terminal. The mural, the work of Arthur Munch, depicts events connected with the foundation of the first white settlement in Australia and is intended as a symbolic portrayal of two separate episodes, the flag raising ceremony held on 26 January 1788 and the subsequent landing of the women, children, baggage and farm implements during the next 10 days.<sup>22</sup>

Over the next two decades the terminal was the arrival point of many newcomers to Australia and as such has played an important role in the history of Australia, of which the contribution of migrants is a large part.



**Figure 2.5** Aerial photo of the OPT, 1958–1960 phase, soon after completion. (Source: GML, Sydney Cove Passenger Terminal Heritage Impact Statement 1999)



**Figure 2.6** North elevation of the OPT, 1958–1960 phase. (Source: GML, Sydney Cove passenger Terminal Heritage Impact Statement 1999)

## 2.5 The 1985–1987 Refurbishment

By the 1980s the price of air travel had dropped to a point where it had become an affordable option for the majority of travellers. By 1983 it was suggested that up to one third of the terminal was obsolete. A design ideas competition was conducted by the Royal Australian Institute of Architects (NSW Chapter) in June 1983 to look into the revitalisation of the western side of Circular Quay and the Sydney Cove Passenger Terminal in particular. The competition focussed on overall ideas and concepts, rather than addressing issues of use and specific facilities. Commended ideas included submissions from Peter Tonkin (from Lawrence Nield and Partners) and Niel Durback.<sup>23</sup>

Following the ideas competition, a Circular Quay Advisory Committee was established by the NSW Government to focus on the urban design of the area around Sydney Cove, from the Opera House to Dawes Point and the Harbour Bridge.<sup>24</sup>

In May 1985, the NSW Public Works Department decided to focus their attention on the movement and traffic systems at the Sydney Cove Passenger Terminal. Lawrence Nield and Partners were commissioned for this purpose and subsequently were responsible for the major alterations that were undertaken. It is the design by Lawrence Nield and Partners that is substantially responsible for the building's current form, and the incorporation of restaurants and cafes into the use of the space and the 'enhanced interrelationship with open spaces'.<sup>25</sup>

The functions of the building were substantially changed during this phase of development. The major initiatives included the following:

- the creation of a public open space on the foreshore (Rocks Place) connecting to First Fleet Park;
- the conversion of the upper level to a modern Customs Hall;
- the reduction of cargo handling capacity;
- new areas to the north for wharf patrol and the port workers;
- demolition of an existing road ramp and construction of an elevated roundabout;
- the upgrading of the upper deck (Figure 3.14) and farewell balcony;
- the insertion of new cafes and restaurants; and
- the provision of car park facilities for industry works and coaches.<sup>26</sup>

The essential structure of the building was retained in this phase of development, although there were other substantial changes. Almost one third of the original length of the building was removed. The steel portal frame at the southern end from which the two escalators protrude—originally located at the other end of the building—was relocated to become a showpiece. New structural elements included the steel viewing tower at the northern corner of the terminal.

Much of the 1950s coloured window glazing on the western elevation facing Hickson Road remained intact although some cladding, including the original precast panels, was removed. Extensive areas of glazing were introduced, replacing the original panels (notably on the east elevation) in order to increase the transparency of the building. It was hoped that this approach would allow visibility through the building.

At this time, the northern end of the building came to be occupied by restaurants. An outdoor dining area was provided to the north of the building (Figure 2.8). A large external stair was built on the building's northern side for external access to upper floors of the building (Figure 2.7).



**Figure 2.7** View of the OPT from Campbell's Cove Plaza, 1999. The large external stair (now demolished) can be seen in its location between the rows of palm trees. (Source: GML, Sydney Cove Passenger Terminal Heritage Impact Statement 1999)



**Figure 2.8** The eastern elevation of Tenancy 5 in 1999, used at that time as a restaurant. (Source: GML, Sydney Cove Passenger Terminal Heritage Impact Statement 1999)

### 2.5.1 Architectural Style and Design Approach

The three main architectural concerns in the formulation of the design for the Sydney Cove Passenger Terminal were use of 'figures' to create a language and image for the building, the reduction of building bulk, and the clarification of movement systems.

Lawrence Nield describes his design approach and the use of architectural 'figures' in the following extract:

*When the precast panels were stripped away, that the great portals and the floating butterfly roof could become essential elements in the architectural language of the terminal. From these were developed 'figures' such as the glass butterfly roof, porte cocheres which became easily part of family of forms with the main butterfly roof. The use, reuse and adaption of the portals made a major supporting figure. Similarly a tower (Figure 3.17) was appropriate at the northern end of the building, both as an urban pivot and a reference to nearby towers at the Australian Steam Navigation building and the Mining Museum. This urban figure developed dialogue with the new lift tower at the southern end of the building. Thus a complex interaction of 'Figures' was used to develop scale and reference.<sup>27</sup>*

With this, a nautical effect was created by the use of towers, portholes and railings. The architectural approach of this phase was reductionalist, with an emphasis on the opening up of space, both internal and external, and in so doing exposing its structural elements.

The building was redesigned to improve the movement systems for both embarking and disembarking passengers as well as movement of public visitors to the farewell deck. The movement systems, largely externally visible, aim to act, without signage, to make the building legible.<sup>28</sup>

### 2.6 1988–2016

Since 1988, further alterations to the building have been undertaken. The 1990s saw substantial planning to the eastern section of The Rocks, including the foreshore and the OPT. Proposed changes included increased public accessibility and efficiency of the passenger terminal, influenced by the 'Sydney Cove Waterfront Strategy' released in 1997.<sup>29</sup>

2001 marked another phase of major development for the passenger terminal, with \$22 million devoted to refreshing the terminal and creating additional facilities and retail areas in preparation for the 100,000 passengers expected to visit in 2001 alone.<sup>30</sup> The external stair on the northern side of the OPT had been demolished by this time.

Just over a decade later, works began again to improve the efficiency and capacity of the passenger terminal.<sup>31</sup> The terminal was gutted, and rebuilt with steel and glass façade for ventilation and daylight, a new mezzanine level passenger check-in, and additional lifts, escalator and travelators for accessible access to more of the facility. In addition, the wharf adjacent to the building was extended by some 60 metres.<sup>32</sup>

Currently a masterplan for Campbell's Cove Promenade by Johnson Pilton Walker is being developed. The master plan includes for the upgrading of pedestrian areas around the cove. It includes for new paving to be installed across the pedestrian promenade area to the north of the OPT, including the external area of Tenancy 5.

## 2.7 Endnotes

- 1 Kelly, M 1997, *Anchored in a Small Cove: A History and Archaeology of The Rocks, Sydney*, Sydney Cove Authority, Sydney, p 30.
- 2 James Meehan's 1807 map of the Town of Sydney in M Kelly and R Crocker, *Sydney Takes Shape*, Dock Press, 1978.
- 3 Godden Mackay Pty Ltd, Circular Quay Waterfront Strategy, prepared for the NSW Department of Public Works and Services, October 1997, p 4.
- 4 Ibid, p 6.
- 5 Ibid.
- 6 Ibid.
- 7 Ibid.
- 8 Ibid.
- 9 Ibid.
- 10 Ibid.
- 11 P Tonkin and L Neild of Lawrence Neild and Partners, Sydney Cove Passenger Terminal Movement Study, for the NSW Department of Public Works, May 1985, p 4.
- 12 Ibid, p 5.
- 13 Maritime Services Board, Port of Sydney, Vol 8, June 1963, No. 5.
- 14 Ibid.
- 15 P Tonkin and L Neild, op cit, p 5.
- 16 Maritime Services Board, op cit.
- 17 Ibid.
- 18 Ibid.
- 19 Ibid.
- 20 Ibid.
- 21 Maritime Services Board, Port of Sydney, Vol 8, March 1963, No. 3.
- 22 Maritime Services Board, Port of Sydney, Vol 8, March 1963 No. 4.
- 23 Conversation with Lawrence Neild, 30 March 1999.
- 24 Statement supplied by Lawrence Neild titled *Overseas Passenger Terminal - Lawrence Neild and Partners Australia*.
- 25 NSW Office of Environment and Heritage, Sydney, 'Sydney Cove Passenger Terminal', viewed 9 May 2016 <<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4560023>>.
- 26 Statement supplied by Lawrence Neild titled *Overseas Passenger Terminal—Lawrence Neild and Partners Australia*.
- 27 Ibid.
- 28 Statement supplied by Lawrence Neild titled *Overseas Passenger Terminal—Lawrence Neild and Partners Australia*.
- 29 NSW Office of Environment and Heritage, Sydney, 'Sydney Cove Passenger Terminal', viewed 9 May 2016 <<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4560023>>.
- 30 Port Authority of NSW, Sydney, 'OPT Upgrade—History', viewed 9 May 2016
- 31 Port Authority of NSW, Sydney, 'OPT Upgrade', viewed 9 May 2016 <[http://www.sydneyports.com.au/projects-\\_and\\_planning/opt\\_upgrade](http://www.sydneyports.com.au/projects-_and_planning/opt_upgrade)>.
- 32 Port Authority of NSW, Sydney, 'OPT Upgrade', viewed 9 May 2016 <[http://www.sydneyports.com.au/projects-\\_and\\_planning/opt\\_upgrade](http://www.sydneyports.com.au/projects-_and_planning/opt_upgrade)>.

## 3.0 Contextual Analysis

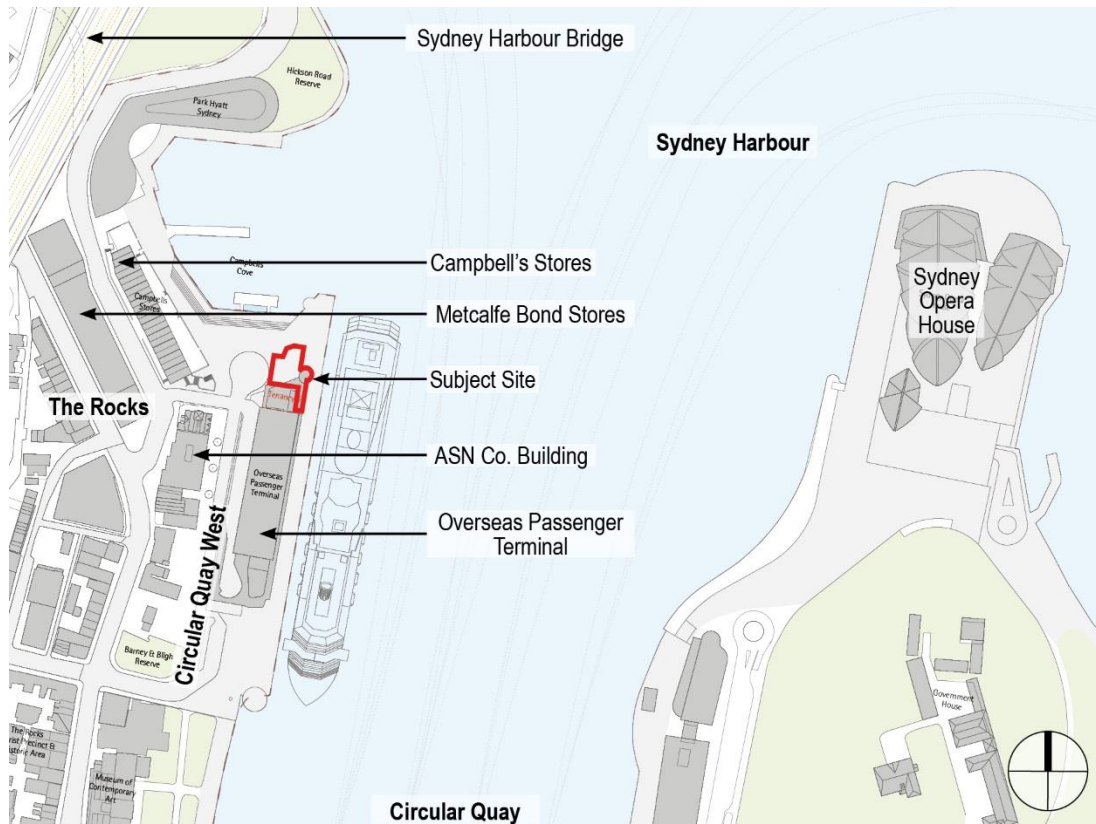
### 3.1 Site Location

The OPT has a prominent harbour side location on the western side of Circular Quay (Figure 3.1). On its eastern side the building faces the busy waters of Circular Quay with a waterside public promenade and dock located alongside the eastern length of the building. Further to the east, on the opposite shore (the eastern side of Circular Quay) is the Sydney Opera House. The OPT and the Sydney Opera House share views of the other across Circular Quay, except when ships are docked at the OPT blocking views between the two.

The western side of the OPT building faces the Circular Quay West roadway. Beyond this is the historic area of The Rocks, which contains numerous heritage-listed items. To the north is a public forecourt beyond which is Campbell's Cove, Sydney Harbour and the harbour's northern shore. To the south a pedestrian forecourt and public promenade extends south past the Museum of Contemporary Art, around to the ferry terminals of Circular Quay, and on to the eastern side of the Quay.

The subject site includes the external elevations of Tenancy 5 (the northernmost portion of the OPT building levels 1 and 2) as well as a paved external area to the north of the building, and external seating areas on the eastern side of the building (Figure 3.1).

The OPT is listed on the Section 170 Register of the Sydney Ports Corporation. The OPT is also located within The Rocks Conservation Area and is within the buffer zone for the Sydney Opera House, which is inscribed on the World Heritage Register.



**Figure 3.1** The subject site in its context. (Source: Collins and Turner, with GML overlays)

## 3.2 The Overseas Passenger Terminal

### 3.2.1 Description of the Building

The OPT is roughly rectangular in plan, and is orientated in a north-south direction parallel to the shoreline of West Circular Quay. The four storey building is some 140 metres in length (north-south), and approximately 34 metres in width. On the northeastern corner of the building is a steel framed and partly glazed circular six storey steel framed tower element that marks the northwestern end of Circular Quay.

Built between 1958 and 1960, the building was designed in the Modern Functionalist style. Between 1985 and 1987, a major upgrade saw precast cladding panels removed, and the original steel portal frame structure and butterfly roof exposed as 'essential elements in the architectural language of the terminal'.<sup>1</sup> The tower at the north of the building was built at this time. Much of the external fabric of the building (windows, awnings, balustrades) dates from this time, or from alterations that have been undertaken since.

The building's architectural character is defined by its exposed steel structure, butterfly roof, and extensive use of glass in its facades (Figures 3.2, 3.3). The heaviness of the building's steel structure—painted dark grey—is in contrast with the lightweight and lightly toned framing of the glazed facades. The building's eastern facade has a strong horizontal emphasis, which is balanced by the vertical form of the tower on its northern corner. The building's form, materiality and architectural detailing combine to give the building—particularly its eastern elevation—a maritime character (Figure 3.2).

The building continues to operate as a terminal for cruise ships, with the central portion of the building dedicated to this use. The building also contains bars and restaurants at its northern and southern ends. On its rooftop is a public viewing platform, accessible via stairs and lifts at the northern and southern ends of the building. A raised vehicular roadway (with controlled access) runs alongside the length of the building on its western side, which contains loading bays, administrative offices, and other 'back of house' facilities (Figure 3.4).



**Figure 3.2** The OPT, northern portion of the east elevation, as viewed from Circular Quay East. Buildings of The Rocks can be seen in the background, including the gables and tower of the ASN Co. Building. Campbell's Stores are on the right hand side. (Source: GML July 2016)



**Figure 3.3** The OPT, viewed from Cambell's Cove. The northern tower is on the left. (Source: GML July 2016)



**Figure 3.4** The OPT west elevation as viewed from the northwest. (Source: GML July 2016)

### 3.2.2 Description of The Building Envelope, Tenancy 5

Tenancy 5 is located in the northernmost portion of the building, and extends across level 1 (the ground floor level) and level 2. It includes the outdoor paved areas adjacent to the building on its northern, eastern and western sides.

External walls consist of clear anodised aluminium-framed windows and doors and glazed sectional overhead doors (Figures 3.5–3.12). The building's structure is visible and is painted dark grey. On the north elevation a steel-framed and glazed awning is suspended from the spandrel between the first and second floor levels (Figures 3.6, 3.7).

The northern outdoor portion of the tenancy consists of a flat, brick-paved area. Six palm trees are planted in two rows within the paving on the western edge of the space. To the west of the palm trees is the vehicular cul-de-sac that marks the end of the roadway of Circular Quay West (Figures 3.7, 3.8). The western paved outdoor area is partly covered by the raised roadway that connects into level three of the OPT on its western side (Figures 3.9, 3.10).

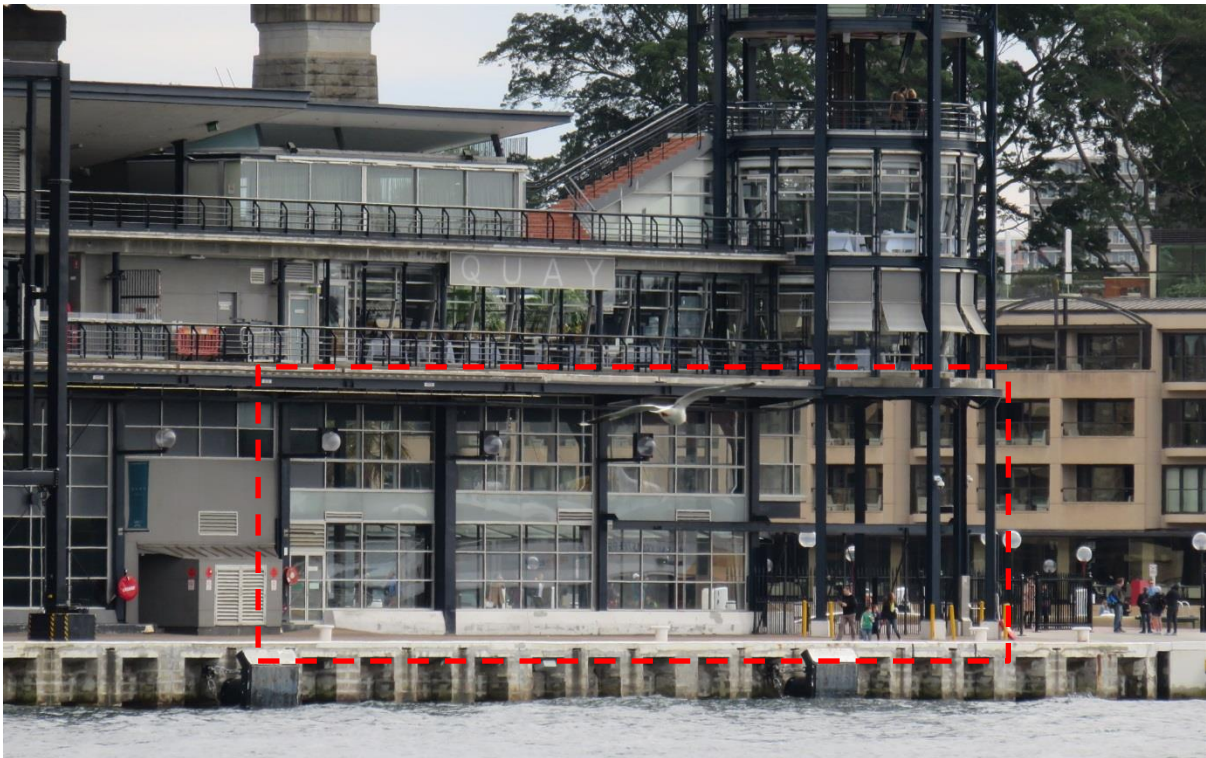
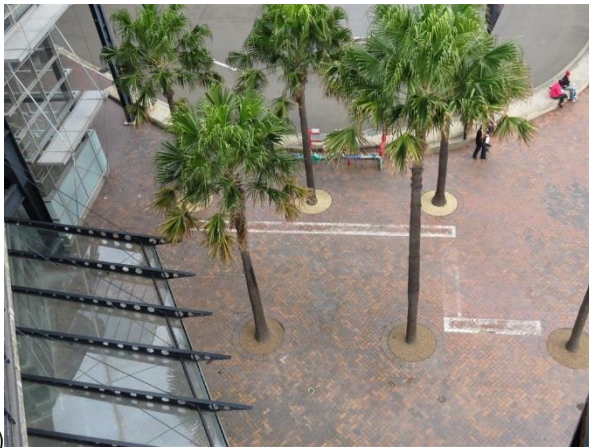


Figure 3.5 Northern part of OPT, east elevation. The extent of Tenancy 5 is outlined in red. (Source: GML July 2016)



Figure 3.6 The OPT from the northwest. Tenancy 5 includes the two lower floors plus the outdoor area in the foreground. (Source: GML July 2016)



**Figure 3.7** Looking down on the outdoor area of Tenancy 5. The glazed steel-framed awning is on the left. (Source: GML July 2016)



**Figure 3.8** The north elevation of the OPT, with the northern outdoor area of Tenancy 5 in the foreground. (Source: GML July 2016)



**Figure 3.9** The paved area to the west of Tenancy 5. The raised roadway over can be seen over part of the area. The western deck is proposed to be located here. (Source: GML July 2016)



**Figure 3.10** Tenancy 5 west elevation. (Source: GML July 2016)



**Figure 3.11** Detail of the existing east elevation, Tenancy 5. (Source: GML July 2016)



**Figure 3.12** Detail of the existing north elevation, Tenancy 5. (Source: GML July 2016)

### 3.3 Surrounding Development—The Rocks

#### 3.3.1 The Rocks Conservation Area

The OPT is located in The Rocks Conservation Area. The NSW Heritage Database provides the following description of The Rocks Conservation Area:<sup>2</sup>

*The Rocks is sited on a rocky promontory projecting into the Harbour on the western side of Sydney Cove, with the southern approach of the Sydney Harbour Bridge along the ridge marking the western boundary of the area, and is some 21 hectares in area. The ground falls steeply to the east, in a series of sandstone escarpments, giving the important harbour views characteristic of the area. The topography gave rise to an erratic street pattern with many cuts into the rock to provide building materials and enable streets and stepped pedestrian ways to traverse the area. The conservation of The Rocks from the 1970s has reinforced these diverse streetscapes, laneways and pedestrian links. There is a mixture of individually important buildings by significant architects and more humble shops, cottages and terraces from different eras. Within this diversity the area has a coherent and consistent character of streetscapes and urban spaces in a very strong topographical setting. It has a strong maritime character, with warehouses and bond stores, and philanthropic buildings for seamen who also were abundantly catered for in the provision of public houses. A large amount of public open space is included in the area, including Dawes Point Park, with its early fortifications and archaeological remains, Foundation Park, West Circular Quay, First Fleet Park, the public domain around the Museum of Contemporary Art, Overseas Passenger Terminal, Campbells Cove, Park Hyatt and the Hickson Road Reserve. South of the Cahill Expressway the area has pockets of heritage items and streetscapes intermingled with high rise buildings dating from the 1970s.*

The character of The Rocks area adjacent to the subject site contrasts with the architecture of the OPT. The area around the subject site is characterised by sandstone and masonry buildings dating from the late-nineteenth and early twentieth centuries. However, a common scale unites the buildings of the area, with all buildings of low to medium rise in height. A maritime theme also unites many of the buildings in the vicinity (Figure 3.13).

There are several items of heritage significance in the vicinity of the subject site. Immediately to the west of the subject site is the Campbell's Stores (Figure 3.15), and to the south west is the ASN Co. Building (Figure 3.14).

#### 3.3.2 The ASN Co. Building

The ASN Co Building is located on the western side of the Circular Quay West roadway opposite the OPT. Originally built as an office and warehouse development in 1884–1885, it is a five storey polychrome brick and stone building, built in the Pre-Federation Anglo Dutch style. The building features a prominent brick tower on its northern side, with steeply pitched spire roof (Figures 3.13, 3.14).

#### 3.3.3 Campbell's Stores

Campbell's Stores is located to the direct west of the subject site, across the vehicular cul-de-sac at the end of the Circular Quay West roadway. The building was built in stages, with the first five bays constructed in 1851/52, a further three bays built constructed c1858, and the final three bays completed by 1860 (Figures 3.13, 3.15). The NSW heritage Database provides the following description of Campbell's Stores:<sup>3</sup>

*Campbell's Stores comprise eleven gable fronted, three storey high rectangular plan bays. The bays are oriented almost due east-west and, when constructed, were built partially on reclaimed land and were only about 20 metres from the wharf edge. The building as a whole is oriented almost due north-south. The northernmost bay (Bay 11) is of different materials and construction to the other ten bays and was the last built being completed about 1890s. It abuts the homogenous series of ten bays which are immediately to the south. Bays 1–10 are almost identical measuring 8.1 metres wide and 15.8 metres long. Bays 1–10 have a continuous front (east facade) and rear (west facade) with openings in both.*

### 3.3.4 Metcalfe Bond Stores

The Metcalfe Bond Stores are located to the west of the subject site, to the south of Campbell's Stores. The five storey Federation former warehouse building, located in an elevated position, is prominent from Sydney Harbour and east Circular Quay. The State Heritage Register provides the following description of the Metcalfe Bond Stores:<sup>4</sup>

*The Metcalfe Bond comprises two adjacent buildings, both simple bond stores in the functionalist tradition with timber post and beam interior construction. Exterior walls are of load bearing red brick with minimal darker brick outlines.*

*66–76 George Street: The older of the two buildings, built in 1912, comprises three storeys to George Street and five to Hickson Road, seven bays long with a stucco parapet. Openings on ground and second floors are semi-circular in shape.*

*78–84 George Street: Located south of the earlier building and built in 1916, also of three storeys to George Street, five to Hickson Road but nine bays long. The parapet is stepped, dividing the façade into three large sections. All openings are rectangular with two prominent string courses between the first and second floors. The brick detailing is more elaborate than the 1912 store, but the two form a harmonious whole of uniform height and texture.*



**Figure 3.13** The northern end of the OPT, surrounded by buildings of The Rocks. Campbell's Stores and Metcalfe Bond Stores can be seen on the right. The tower and brick gables of the ASN Co. building can be seen on the left, behind the OPT. (Source: GML July 2016)



**Figure 3.14** The ASN Co. Building, as seen from the northwest. In the foreground is the raised roadway connecting to level 3 of the OPT. (Source: GML July 2016)



**Figure 3.15** Campbell's Stores, as seen from the northeast. (Source: GML May 2016)

### 3.4 Surrounding Development—The Sydney Opera House

The Sydney Opera House is located to the east of the subject site, on the opposite side of Circular Quay. The Sydney Opera House is world heritage listed, and the OPT falls within the related buffer zone that has been designated around the Opera House. There are clear views of the OPT from the Sydney Opera House and the OPT forms part of the visual setting of the Sydney Opera House. The buildings of The Rocks can be also be seen from The Sydney Opera House, in the background to the OPT, and adjacent to it (Figure 3.16). The following is included in the description of the Sydney Opera House, as provided in the State Heritage Register Listing:<sup>5</sup>

*Located on the prominent peninsula of Bennelong Point in the heart of Sydney's central business district, the Sydney Opera House faces north into Sydney Harbour. Visually juxtaposed against the strong curves of the Sydney Harbour Bridge, the Sydney Opera House adjoins the city's historic Royal Botanic Gardens and overlooks Circular Quay, the transport hub of Sydney's ferries, trains and buses. Joern Utzon's design for the Sydney Opera House consists of a monumental platform surfaced with ochre granite, a massive horizontal base that contrasts with the white-tiled sail-like roofs. Its public spaces and promenades have a majestic quality endowed by powerful structural forms. A huge external stairway up the platform to the performance venues is an important element designed for a grand approach on foot. The publicly-accessible Boardwalk around the building allows pedestrians to promenade and appreciate the ever-changing outlook. Huge expanses of glazing provide dramatic views into and out of the foyers. As an icon of modern architecture it combines an expressive freedom of form with the precise technology of the machine age.*

### 3.5 Surrounding Development—The Sydney Harbour Bridge

The Sydney Harbour Bridge forms the backdrop to views of the OPT from the south and east (Figure 3.16). Built between 1924 and 1932, it is an important visual element of Sydney Harbour. The following is included in the description of the Sydney Harbour Bridge, as provided in the State Heritage Register Listing:<sup>6</sup>

*The bridge is constructed of silicon steel trusses and joists painted dark grey. The pylons are faced with granite. The portion of the approaches nearest the arch are constructed of open work steel joists which are supported by granite-faced pillars. The remainder of the approaches are steel and masonry construction with render finish. The span of the arch, measured between the*

*centres of the end pins, is 1670 feet. The arch is divided into 28 panels of open steel work, each panel being 58 ft. 11 in. The rise of the arch at its crown is 250 feet and the depth of the truss at the centre of the arch is 60 feet and at the end it is 188 feet.*

*Under the heaviest allowable load, the deflection at the centre of the bridge is 4 and half inches, and the maximum thrust at the hinges (ie at the ends of the arch), is 435,000,000 lb. per hinge. The top of the arch is 445 ft. above water level and the roadway suspended below the arch is 170 ft. above the water level. The 'roadway' is 150 ft wide and total length including the approaches is 3816 ft.*



**Figure 3.16** The OPT as viewed from the Sydney Opera House. The raised approach to the Sydney Harbour Bridge can be seen in the background. (Source: GML May 2016)

### 3.6 Endnotes

- <sup>1</sup> Lawrence Neild, in GML, Sydney Cove passenger Terminal—Heritage Impact Statement, April 1999, p 22.
- <sup>2</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 4500458, viewed 6 July 2016 <[www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)>.
- <sup>3</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 5053151, viewed 5 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>4</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 5053177, viewed 5 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>5</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 5054880, viewed 6 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>6</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 5045703, viewed 8 August 2016 <<http://www.environment.nsw.gov.au>>.

## 4.0 Heritage Context

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### 4.1 The Sydney Overseas Passenger Terminal

The OPT is listed as an item of heritage significance on the Sydney Ports Corporation Section 170 Register. The following Statement of Significance for the OPT (referred to as Sydney Cove passenger Terminal) is provided in the State Heritage Inventory listing below:

*Sydney Cove Passenger Terminal is a significant building on the shores of Sydney Harbour. The site is important for its ongoing historical use as a commercial and passenger shipping facility and its early role as a public gateway to the city. The building displays a twentieth century approach to adaptive re-use in response to changing community needs and, in its fabric, illustrates layers of its own history and use. The original building constructed in 1958-60 has historical associations with the changing needs of international travel. As the first point of entry for many immigrants during the post World War II period in Australia, the building also possesses social value. The architecture of the building is representative of the utilitarian approach to terminal design at the time with its 'functionalist' character influenced by international trends. The 1988 modifications to the building by Lawrence Nield form part of the Bicentennial works that focussed on improving the urban design character of Sydney Cove. The building responded to a desire for increased public access to the foreshore and an enhanced interrelationship with open spaces including First Fleet Park and Campbells Cove Plaza. The architecture is of aesthetic significance for its successful adaptive re-use and reductionalist approach and reinterpretation of the robust steel portal frame structure. With its maritime imagery and use of strong visual devices, including the northern tower, the building is of landmark value from Sydney Harbour.<sup>1</sup>*

### 4.2 Heritage Items within the Vicinity of the Proposed Development

#### 4.2.1 Campbell's Stores

Campbell's Stores are located to the west of Tenancy 5, across a public forecourt. Campbell's Stores is listed on the State Heritage Register and on the Section 170 Register of the Sydney Harbour Foreshore Authority. The following Statement of Significance is provided in the State Heritage Register listing for Campbell's Stores:

*Campbell's Stores and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right. Campbell's Stores are a superb example of mid-nineteenth century warehouse buildings, now rare in Sydney. They are the only warehouses of their type remaining on the foreshores of Sydney Cove, the hub of commerce and international shipping transport until the late nineteenth century. As a memorable and easily recognisable landmark in The Rocks, visible from a wide area of Sydney Harbour, they have iconic value as a symbol of mid nineteenth century Sydney. Campbell's Stores have historic significance for their association with the Campbell family, one of the earliest and most influential free immigrant families in Australia. They are the surviving element of a complex of wharves and stores that began in 1801 with the construction by Robert Campbell of the first privately owned wharf in Australia. Later significant associations include the Australasian Steam Navigation Company, one of the most important commercial shipping and transport companies in Australian, and the Sydney Harbour Trust, established by the Government following of the bubonic plague scares of 1901. Campbell Stores is significant for its association with commercial Bond and Free store usage for over one hundred and twenty years, with each successive owner, including the Sydney Harbour Trust and Maritime Services Board, leasing sections of the Stores to a variety of merchant companies. The changes made to Campbell's Stores provide evidence of the changing commercial fortunes of maritime Sydney. The construction of the first five bays demonstrate economic growth following the 1840s depression, and the additional six bays demonstrate further economic growth, following the 1850s gold rushes. The construction*

*of the third level by the ASN Co in the mid 1880s demonstrates a further period of economic growth and also of a change in the functional operation of the Stores, as evidenced by the inter-connection of the top floor spaces. The adaptive reuse of the building in the 1970s represents an early approach to the conservation of historic buildings. The continued subsequent use of the building for a series of restaurants demonstrates the changing uses of Sydney Cove from industrial purposes to largely*

*tourist-related purposes. The design, form and materials of Campbell's Stores contribute to their aesthetic significance as a complex of buildings of high visual and sensory appeal. Their design elements reflect their original function in a simple but dignified manner. Their form is a coherent whole, made up of repetitive gabled bays combined with an undulating rhythm of door and window openings. The consistent use of sandstone, brick and slate materials reinforces this visual coherence and provides an appearance of solidity and quality. Campbell's Stores represent a surviving example of mid nineteenth century style warehouses; a building type once common around Sydney Cove, but now rare. The gabled bay form, cathead beams, hoists, goods aprons and doors are evidence of an older warehouse style. The form, bars on openings and lack of internal connections between bays evidence the security required for bond store use. Campbell's Stores have social significance for their contemporary role in cultural tourism. They are esteemed as an historic icon by Sydney-siders as well as international and domestic tourists, due to their appearance, location and use. Campbell's Stores have technical/research significance because of their potential to contribute further to our understanding of the early maritime activity around Sydney Cove and, in particular, within the Campbell's Wharf complex. They also have the ability to contribute further to our understanding of the use and operations of mid-nineteenth century warehouse buildings, particularly in relation to goods handling and the changes in technology that occurred over time. The remnant hoisting equipment of the Campbell's Stores building provides evidence of the changes of technology in goods handling and haulage that occurred during the nineteenth and twentieth century. The hydraulic hoisting equipment and the winches in particular are evocative of the industrial nature of the site and the hydraulic hoists are prominent examples within the Sydney area. They demonstrate the scale and efficiency of the industrial processes undertaken at Campbell's Stores during its use as dockside goods storage.<sup>2</sup>*

#### **4.2.2 ASN Co. Building (Australian Steam Navigation Company Building)**

The ASN Co. Building is located to the southwest of the subject site, on the opposite side of the Circular Quay West vehicular roadway. The ASN Co. Building is an item of state heritage significance, listed on the State Heritage Register and on the Section 170 Register of the Sydney Harbour Foreshore Authority. The following Statement of Significance is provided in the State Heritage Register listing for the ASN Co. Building:

*ASN Co Building and site are of State heritage significance for their aesthetic, historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right. The former ASN Co warehouse and office building was built in 1884. The site has a long history because of its prominent location in the Rocks area, situated on the edge of the Quay and adjacent to the various wharfs, within the main commercial maritime centre. It is associated with the famous early merchant, Robert Campbell. No later store of this construction type was built in the area. The building was designed by the very prominent architect, William Wilkinson Wardell, who chiefly practiced in Victoria. He was an outstanding architect of the nineteenth century who was prolific and best known for building churches, including St Mary's Cathedral in Sydney, public buildings, including the Treasury building, the Mint and Government House in Melbourne, banks including the English Scottish and Australian Bank in George St, The Rocks as well as warehouses. The architectural style of the building is a rare intact example of the Pre-Federation Anglo Dutch style. It is a very rare and fine Victorian example of an office and warehouse development in Sydney. The mix of office and warehouse, each exhibit the same architectural style to varying degrees which forms a pleasant whole. Wardell allowed the site shape to partially dominate his design, which is an excellent example of his style. Each bay was a different length, stepping down the site. Although there were other buildings of similar style that existed in Sydney, none of them incorporate such picturesque facades with this type of layout nor do they mix office and warehouse design together. When it was completed it was one of the most*

*prominent buildings in Sydney, and remains an extremely prominent landmark, being visible from Port Jackson and the North Shore and being part of an important vista from Circular Quay to Campbells Cove and beyond. (Tropman 1990: 15- 21) It was one of the last substantial warehouses with a timber structural system built in Sydney, from 1885 cast iron columns were used instead of timber. The construction method of the building is possibly the earliest surviving example of the use in Sydney of steam cranes imported from England. The importance of steam shipping to the colony's economy is strongly reflected through the high architectural style and the prominent waterfront location of the building.*

*The building is significant as a Landmark building, from its original construction to the present day in Sydney. It holds significance in its associations with The Rocks, Campbell Cove and Circular Quay and is part of a historical precinct that includes Cadmans Cottage, Mission to Seaman Chapel and the Sailors Home which together strongly illustrate this former maritime neighbourhood. It contributes strongly to the character of The Rocks and is an area that is well visited by residents and tourists. Its inclusion on the registers of the National Trust and the National Estate demonstrate the esteem the building is held in by the broader community. It is a benchmark building form capable of providing information about the special relationship between its design and function, being a very rare example of a mix of office and warehouse. It has research and scientific potential in the information that its fabric displays and retains, including the very early sprinkler system. It is possible that the sprinkler system is a rare surviving example, with cast iron pipework and 1929 sprinkler heads still intact. The remaining early sprinkler pipework is probably part of the original sprinkler system, possibly being installed when the water tower was constructed between 1892 and 1894.<sup>3</sup>*

#### **4.2.3 The Metcalfe Bond Stores**

The Metcalfe Bond Stores is located west of the OPT, with Campbell's Stores located between the two buildings. The Metcalfe Bond Stores is an item of state heritage significance, listed on the State Heritage Register and on the Section 170 Register of the Sydney Harbour Foreshore Authority. The following Statement of Significance is provided in the State Heritage Register listing for the building:

*Metcalfe Bond Stores and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right.*

*The building known as the Metcalfe Bond Stores has simple unobtrusive lines with pleasing rhythm and texture. (Crocker 1976) The building has landmark significance as part of a group of early 20th century buildings in George Street North complementing in scale, materials, façade treatment and fenestration the ASN Co Building, No. 88 George Street, and the Harrington's Buildings, and being visible as a backdrop to Campbell's Stores from Campbell's Cove, Sydney Cove and Harbour, and Circular Quay East. Its conversion to shops and offices in 1973 also demonstrates attitudes to conservation philosophy and practice of the period as the first such conversion by the SCRA.<sup>4</sup>*

#### **4.2.4 The Sydney Harbour Bridge**

The Sydney Harbour Bridge is located in an elevated position to the north-west of the subject site. A landmark structure, the bridge is listed on the National Heritage List and State Heritage Register. The State Heritage Register provides the following Statement of Significance for the Sydney Harbour Bridge:

*The bridge is one of the most remarkable feats of bridge construction. At the time of construction and until recently it was the longest single span steel arch bridge in the world and is still in a general sense the largest. The bridge, its pylons and its approaches are all important elements in townscape of areas both near and distant from it. The curved northern approach gives a grand sweeping entrance to the bridge with continually changing views of the bridge and harbour. The bridge has been an important factor in the pattern of growth of metropolitan Sydney, particularly in residential development in post World War II years. In the 1960s and 1970s the Central Business District had extended to the northern side of the bridge at North Sydney which has been due in part to the easy access provided by the bridge and also to the increasing traffic problems associated with the bridge (Walker and Kerr 1974).<sup>5</sup>*

#### 4.2.5 The Rocks Conservation Area

The OPT (and subject site) is located near the eastern edge of The Rocks Conservation Area (Figure 4.1). The State Heritage Inventory includes the following Statement of Significance for The Rock Conservation Area:

*The Rocks, with its complex layering of significant fabric, uses and associations, is a precinct of national cultural significance. The Rocks is valued as a place of major social history, reflecting more than two centuries of significant activity; including European invasion, early contact between Aboriginal people and European settlers, and colonial settlement. The drama of cross-cultural encounters reflects The Rocks' focal location as a place linking continental, colonial, city and maritime histories. The Rocks was saved through fierce battles for its conservation, and by government ownership. Despite ongoing incremental change in The Rocks, continuity and authenticity remain major themes, manifest in increasingly rare and fragile relics of original topography and built fabric, remnants of history and a living community. The State Heritage Inventory provides the following description of The Rocks Conservation Area <sup>6</sup>: The Rocks is sited on a rocky promontory projecting into the Harbour on the western side of Sydney Cove, with the southern approach of the Sydney Harbour Bridge along the ridge marking the western boundary of the area, and is some 21 hectares in area. The ground falls steeply to the east, in a series of sandstone escarpments, giving the important harbour views characteristic of the area. The topography gave rise to an erratic street pattern with many cuts into the rock to provide building materials and enable streets and stepped pedestrian ways to traverse the area. The conservation of The Rocks from the 1970s has reinforced these diverse streetscapes, laneways and pedestrian links. There is a mixture of individually important buildings by significant architects and more humble shops, cottages and terraces from different eras. Within this diversity the area has a coherent and consistent character of streetscapes and urban spaces in a very strong topographical setting. It has a strong maritime character, with warehouses and bond stores, and philanthropic buildings for seamen who also were abundantly catered for in the provision of public houses. A large amount of public open space is included in the area, including Dawes Point Park, with its early fortifications and archaeological remains, Foundation Park, West Circular Quay, First Fleet Park, the public domain around the Museum of Contemporary Art, Overseas Passenger Terminal, Campbells Cove, Park Hyatt and the Hickson Road Reserve. South of the Cahill Expressway the area has pockets of heritage items and streetscapes intermingled with high rise buildings dating from the 1970s.<sup>7</sup>*



**Figure 4.1** The location of the OPT and subject site (outlined in red) within the Rocks Conservation Area (outlined in yellow). (Source: Google Maps with GML overlay, 2016)

## 4.3 The Sydney Opera House

### 4.3.1 Heritage Listings

The Sydney Opera House is located to the east of the subject site, across the waters of Circular Quay. The Sydney Opera House is included on the:

- World Heritage List;
- National Heritage List—listing number 105738;
- State Heritage Register—listing number 01685; and
- Sydney LEP 2012—listing No. 1064.

The following Statement of Significance is provided in the State Heritage Register for the Sydney Opera House:

*The Sydney Opera House is of State significance as a twentieth century architectural masterpiece sited on a prominent peninsular in Sydney Harbour. In association with the Sydney Harbour Bridge it has become an internationally recognised symbol of Sydney and Australia, which is also widely admired by local citizens. Designed for the NSW Government by renowned Danish architect Jorn Utzon between 1957 and 1966, and completed in 1973 by Hall, Todd and Littlemore, the building has exceptional aesthetic significance because of its quality as a monumental sculpture in the round, both day and night, and because of the appropriateness of its design to its picturesque setting. Its public spaces and promenades have a majestic quality, endowed by powerful structural forms and enhanced by vistas to the harbour and the city. An icon of modern architecture, the Sydney Opera House uses the precise technology of the machine age to express organic form. It has scientific and technical significance for the ways in which its construction continually pushed engineering and building technologies to the limit. It also has significance for the extensive associations of the site with many famous people and important themes in Australian history. Abutting the site of the first settlement of Europeans in Australia at Sydney Cove, the Sydney Opera House stands on Bennelong Point, Aboriginal land which was named after a Wangal Aboriginal man and which is of significance in the history of the entanglements and interactions between Aboriginal and non-Aboriginal cultures in Australia. Other historic themes associated with the site include the arrival of the First Fleet in Sydney Cove, scientific investigation, defence, picturesque planning, marine and urban transport and most recently, cultural showcasing. Since its official opening by the Queen in 1973, the Sydney Opera House has been the scene of many notable achievements in the performing arts and has associations with many nationally and internationally renowned artistic performers. The Sydney Opera House provides an outstanding visual, cultural and tourist focal point for Sydney and Australia.<sup>8</sup>*

### 4.3.2 Sydney Opera House Buffer Zone

The OPT (and subject site) are located within the Sydney Opera House buffer zone. The buffer zone has been defined around the Sydney Opera House as a means of managing its visual setting in planning terms (Figure 4.2). This buffer zone was included as part of the World Heritage listing process, and is legislated through the State Regional Environment Plan (Sydney Harbour Catchment) 2005 (SREP 2005), which states the following:

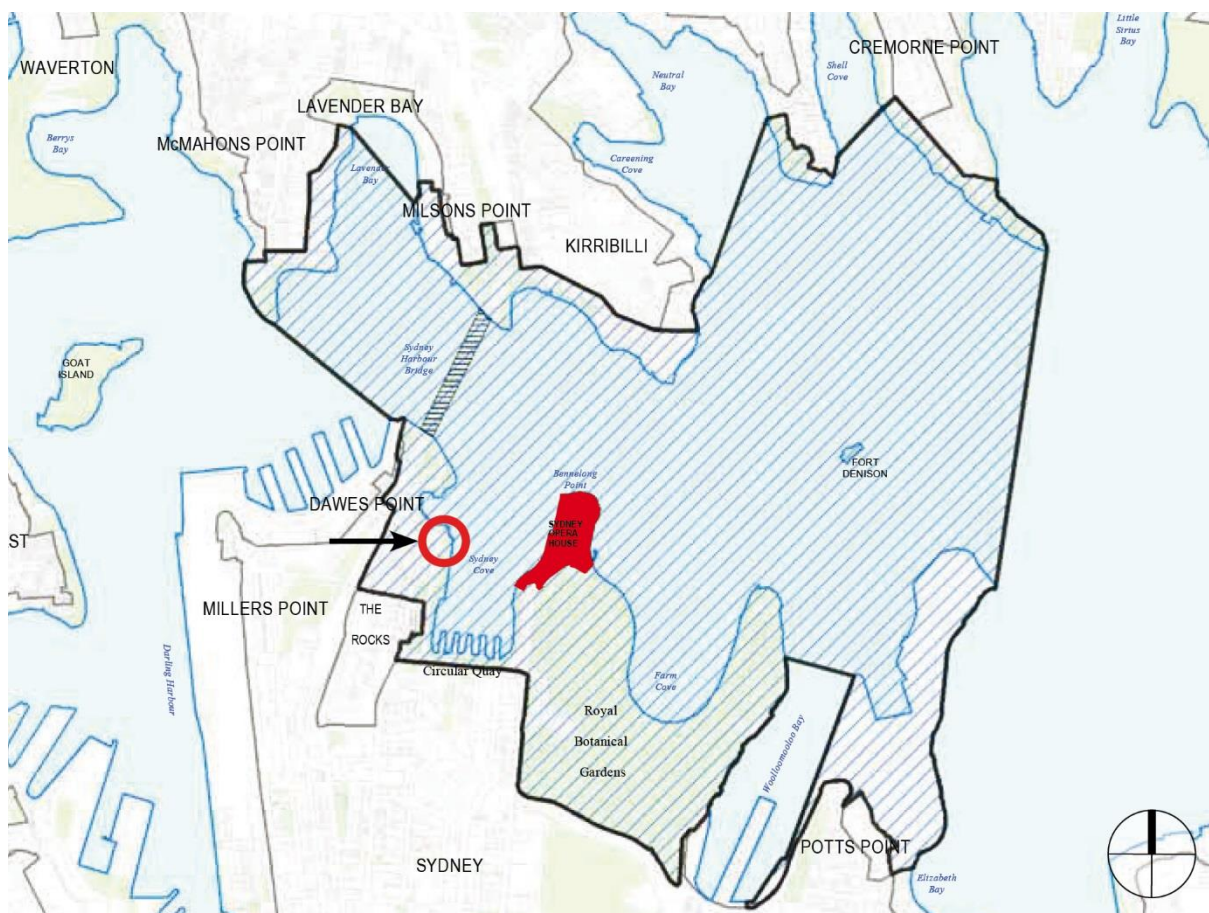
*The objectives of this plan in relation to the Sydney Opera House are:*

- (a) to establish a buffer zone around the Sydney Opera House so as to give added protection to its world heritage value, and*
- (b) to recognise that views and vistas between the Sydney Opera House and other public places within that zone contribute to its world heritage value.<sup>9</sup>*

Further to this, The SREP 2005 states the following:

*The matters to be taken into consideration in relation to development within the Sydney Opera House buffer zone include the following:*

- (a) *the objectives set out in clause 53 (2),*
- (b) *the need for development to preserve views and vistas between the Sydney Opera House and other public places within that zone,*
- (c) *the need for development to preserve the world heritage value of the Sydney Opera House,*
- (d) *the need for development to avoid any diminution of the visual prominence of the Sydney Opera House when viewed from other public places within that zone.<sup>10</sup>*



**Figure 4.2** Extract from the Sydney Opera House Buffer Zone Map, with location of subject site shown. The extent of the SOH buffer zone is shown in grey. (Source: Sydney Regional Environmental Plan [Sydney Harbour Catchment] 2005, Amendment No. 1, with GML overlay)

## 4.4 Endnotes

- <sup>1</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 4560023, viewed 6 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>2</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 5053151, viewed 5 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>3</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 5053141, viewed 6 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>4</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 5053177, viewed 8 August 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>5</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 5045703, viewed 8 August 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>6</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 4500458, viewed 6 July 2016 <[www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)>.
- <sup>7</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 4500458, viewed 6 July 2016 <[www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)>.
- <sup>8</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 5054880, viewed 6 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>9</sup> NSW Government, *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*, Clause 52, viewed 1 August 2016 <<http://www.legislation.nsw.gov.au>>.
- <sup>10</sup> NSW Government, *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*, Clause 58B, viewed 1 August 2016 <<http://www.legislation.nsw.gov.au>>.

## 5.0 Project Description

### 5.1 Description

A new tenancy is proposed for Tenancy 5 in the OPT, Circular Quay. The new tenancy will consist of a restaurant and bar, with an ancillary micro-brewery facility for the production of beer on site. The following general description of the proposal has been extracted from the Environmental Impact Statement for the proposal prepared by Dan Keary Urban Planning Pty Ltd and Michael Woodland Consulting Pty Ltd:

- *Fitout, alterations and additions of Levels 1 & 2 for use as a restaurant and bar.*
- *External amendments to the OPT building including:*
  - *Replacement of existing glazing on the northern and eastern elevations, with new window and door openings*
  - *New ground floor terrace treatment and additional outdoor seating areas*
  - *New Level 1 balcony on the western elevation*
  - *New outdoor decks on Level 1 on the east and north elevations and within the tower drum providing additional outdoor seating*
- *New retractable awning/sun shading structure to proposed outdoor seating areas*
- *Landscaping of outdoor areas*
- *New micro-brewery within a pod structure located outside the OPT building.*

The micro-brewery equipment will be visually featured in a new glazed structure—the micro-brewery pod—which is proposed to be built adjacent to the OPT on its northern side (Figure 5.1). The proposed pod is raised up on concrete twin columns. It consists of a lozenge-shaped single storey room which houses the micro-brewery equipment. All walls are fully glazed to allow the brewing equipment to be seen from all sides (Figure 5.1). A bar is proposed to be located below the micro-brewery pod, consisting of two parallel fixed counters. A small glazed skirt will be located on the eastern side of the pod to provide shelter for the bar. Below-ground structure (preliminary concept) consists of a wide concrete footing supporting the columns, on piles.

The micro-brewery pod has been designed to be able to be removed at the end of the lease of Tenancy 5 (20 years) if required, with minimal physical disturbance to the OPT and its environs.

### 5.2 Resources

The assessment of heritage impact undertaken for this HIS is based on development application drawings prepared by Collins and Turner, as outlined in Table 5.1 below.

**Table 5.1**

Drawing No.	Title	Revision	Date
257_ADA_000	Cover Page	B	24 August 2016
257_ADA_001	Location Plan 1:4000	A	5 August 2016
257_ADA_002	Location Plan 1:1000	A	5 August 2016

## GML Heritage

Drawing No.	Title	Revision	Date
257_ADA_010	Level 1 Demolition	F	07 November 2016
257_ADA_011	Level 2 Demolition	F	07 November 2016
257_ADA_012	Level 1 Proposed	G	04 November 2016
257_ADA_013	Level 2 proposed	G	04 November 2016
257_ADA_020	Elevation East	C	29 September 2016
257_ADA_021	Elevation West	C	29 September 2016
257_ADA_022	Elevation North	C	29 September 2016
257_ADA_023	East Elevation (Demolition)	A	16 September 2016
257_ADA_024	Elevation West (Demolition)	A	16 September 2016
257_ADA_025	Elevation North (Demolition)	A	16 September 2016
257_ADA_030	Section 1	C	29 September 2016
257_ADA_031	Section 2	C	29 September 2016
257_ADA_060	Brewery Pod Plan	B	29 September 2016
257_ADA_061	Brewery Pod Perspective	B	29 September 2016
257_ADA_080	View Impact Analysis View 1 Plan–Opera House	A	24 August 2016
257_ADA_081	View Impact Analysis View 1–Opera House	A	24 August 2016
257_ADA_082	View Impact Analysis View 1–Opera House	B	29 September 2016
257_ADA_083	View Impact Analysis View 1A Plan–Opera House	A	24 August 2016
257_ADA_084	View Impact Analysis View 1A–Opera House	A	24 August 2016
257_ADA_085	View Impact Analysis View 1A–Opera House	B	29 September 2016
257_ADA_086	View Impact Analysis View 2 Plan–Ferry	A	24 August 2016
257_ADA_087	View Impact Analysis View 2–Ferry	A	24 August 2016
257_ADA_088	View Impact Analysis View 2–Ferry	B	29 September 2016
257_ADA_089	View Impact Analysis View 3 Plan–Hyatt Hotel	A	24 August 2016
257_ADA_090	View Impact Analysis View 3–Hyatt Hotel	A	24 August 2016
257_ADA_091	View Impact Analysis View 3–Hyatt Hotel	B	29 September 2016
257_ADA_092	View Impact Analysis View 4 Plan–Public Stair	A	24 August 2016
257_ADA_093	View Impact Analysis View 4–Public Stair	A	24 August 2016
257_ADA_094	View Impact Analysis View 4–Public Stair	B	11 October 2016
257_ADA_095	View Impact Analysis View 5 Plan–ASN CO	A	24 August 2016
257_ADA_096	View Impact Analysis View 5–ASN CO BLDG	A	24 August 2016
257_ADA_097	View Impact Analysis View 5–ASN CO BLDG	B	29 September 2016
257_ADA_110	Materials/ Images Sheet 1	B	25 August 2016
257_ADA_111	Artist's Impression	A	24 August 2016
257_ADA_120	Outdoor Shading Structure Preferred Option Plan	B	29 September 2016
257_ADA_121	Outdoor Shading Structure Preferred Option 3D	B	29 September 2016



**Figure 5.1** Perspective of the proposed micro-brewery pod and external seating area. (Source: Collins and Turner, 257\_ADA\_121B)

## 6.0 Heritage Impact Assessment

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### 6.1 Impact on the Overseas Passenger Terminal Building

This section of the HIS considers the impact of the proposed development on the heritage significance of the OPT and heritage items within the vicinity of the subject site. Issues considered include use, views to and from the subject site, and the setting of heritage items.

#### 6.1.1 Use

One of the key aspects of the OPT's cultural significance is associated with its historic use as a passenger terminal. The bar, restaurant and micro-brewery proposed for Tenancy 5 will not affect the historic use of the building as a passenger terminal, as the central section of the OPT will remain dedicated to that use. As such the building's heritage significance for its 'ongoing historical use as a commercial and passenger shipping facility'<sup>1</sup> remains unaffected. The previous use of Tenancy 5 as a restaurant with outdoor seating area, and the ongoing use of the other tenancies as restaurants and bars, demonstrates that food and beverage use is compatible with the significance of the building and can be managed without a material adverse impact.

#### 6.1.2 External Works—General

The external appearance of the OPT has been altered substantially since it was first built. The Statement of Significance for the building includes the following:

*The building displays a twentieth century approach to adaptive re-use in response to changing community needs and, in its fabric, illustrates layers of its own history and use.<sup>2</sup>*

As such, minor changes to the external appearance of the building are acceptable as part of the ongoing evolution of the building. However, in assessing any proposed changes, the following—also part of the Statement of Significance for the OPT—should be considered:

*With its maritime imagery and use of strong visual devices, including the northern tower, the building is of landmark value from Sydney Harbour.<sup>3</sup>*

Thus any changes proposed to the building, particularly those changes visible from Sydney Harbour, should be assessed against how they affect the form, composition and overall appearance of the building. This HIS considers the proposed external changes to the building in the following three sections.

#### 6.1.3 External Works—Changes to Glazed Facades

New glazed facades, including full height operable windows, are proposed for the northern and eastern sides of the building, which enclose Tenancy 5 (levels 1 and 2). The new facades replace the existing facades, which consist primarily of clear glass in clear anodised aluminium framing. The existing glazed facades are divided into a regular grid with a horizontal emphasis expressed through mullions and transoms. The new facades also comprise clear anodised aluminium-framed glazing, but the articulation of the proposed glazing differs from the existing: new facade elements consist of full height panes of glass, without transoms.

The glazed facades are an important external feature of the building: the lightweight and lightly toned mullions and transoms contrast with the dark coloured, heavy steel structure. The rectangular gridded

articulation of the glazing contributes to the scale of the building and its maritime theme. This architectural language is used across the lower floors of the building, serving to unify the many components of the external facades so that the building is legible as a cohesive architectural entity. Although the proposed facades will match the existing in the use of clear anodised aluminium framing, the changes to the proportions of the glazing articulation will mean that the unifying effect of having a predominant glazing articulation pattern used throughout the lower floors, is lessened. This will give rise to a minor visual impact on the appearance and architectural language of the OPT.

Horizontal metal louvres are proposed to be installed over the existing glazing on part of the west elevation. The horizontal louvres, finished to match the steelwork of the balustrades in colour, will be in keeping with the horizontal aesthetic qualities and the materiality of the building. For this reason, and because the west elevation is the least prominent elevation of the building, this change to the building's appearance is acceptable from a heritage viewpoint.

#### **6.1.4 External Works—New Decks**

Four new decks are proposed to be built externally on level 2. Open decks already exist on the upper floors of the north and east elevations, and as such there is a precedent for the use of decks on the building. It is proposed that the balustrades of the new decks will match the existing balustrades in material and detail, but with glazed wind barriers—1400mm high—located adjacent to the inside face of the balustrades. The decks proposed for the east and north elevation are long and narrow, in keeping with the proportions of existing decks above, and will complement the strong horizontal lines of the elevations. The deck on the north elevation replaces an existing glass awning of a similar footprint. As such, these decks will have an acceptable impact on the appearance of the building.

It is proposed that a steel-framed and glazed awning roof be constructed over the level 2 north deck. The footprint of proposed awning over the level 2 northern deck will match the footprint of the deck below. It will be a steel framed and glazed structure, extending from the existing open deck on level 3. The awning roof has been designed with a minimal fall, to ensure the awning's visible depth is minimised. Visually it will read as a crisp, narrow, horizontal band, which is in keeping with the horizontal emphasis of the OPT's architecture, and views of the existing level 3 deck will be maintained. Although the awning represents a change to the northern elevation of the OPT, it is not a substantial change, and will not adversely affect the appearance of the OPT.

The third deck is partly recessed into the northwestern corner of the building, located below the bridged access to the upper floor. It will not be visible from the east, and will not be prominent when seen from the north and west. As such, the third deck will have little impact on the appearance of the overall appearance of the building.

The fourth deck is proposed to be constructed within the northern tower on level 2, in the double-height space at the base of the tower. Currently levels three and four of the tower are enclosed by glazing, and form part of the restaurant that occupies the upper floors of the building. The fifth floor of the tower is an open deck accessible to the public. The construction of a deck on level two of the tower makes use of the tower in a similar way to the restaurant above, although it will have balustrades to match those on level 5, with glazed wind barriers on the inside face to 1800mm height. The proposed deck will result in a minor change to the appearance of the tower. However, the overall form of the tower will remain unchanged and its steel structure will remain visible. Changes to the appearance of the tower will be mitigated by the design of the balustrades to the new deck, which are proposed to match those of the existing open deck on level 5. As such, the construction of the fourth deck is considered acceptable from a heritage viewpoint.

### 6.1.5 The Micro-Brewery Pod

The micro-brewery pod is a new and separate structure located adjacent to the OPT near its northwestern corner. It is lozenge-shaped in plan—approximately 15.4m x 4.4m—with its length aligned north-south. It is connected to the north elevation of the OPT by a narrow access gantry at level 2. The pod consists of a fully glazed single-storey space, the floor level of which corresponds to level 2 of the OPT. The roof parapet of the pod aligns with level 3 of the OPT. The beer brewing plant and equipment will be visible within the pod through its glazed facades as a visual feature. The pod is supported on a simple structure consisting of twin concrete columns. According to preliminary structural concepts, the columns will be supported on a wide concrete footing (5m x 3.3m nominally), which will be supported on piles.

A bar is proposed to be located beneath the raised body of the micro-brewery pod. The two fixed counters of the proposed bar will be aligned with the east and west sides of the pod over. The bar counters will be nominally 10 metres long and are proposed to be 900 to 1200mm in height, representing a relatively small proportion of the 3700mm nominal height to the underside of the pod itself. A narrow glazed skirt—one metre wide by some 9.8 metres long—will project from the eastern side of the micro-brewery pod at approximately the floor level of the pod (coinciding with the level of the operable shade structures), providing weather protection to the bar.

The micro-brewery pod, being physically separate from the OPT, will be legible as a separate entity to the OPT. This will be reinforced by the contemporary architectural language of the pod including its concrete and steel structure, and frameless glass facades. At the same time, the extensive use of glazing and its simplicity of form will complement the architecture of the OPT. The micro-brewery pod, a far smaller structure than the OPT in height and length, will be subservient to the larger building, and will not visually overwhelm it. The transparency of the pod, and its raised form will further serve to minimise its physical impact.

As the micro-brewery pod is located to the north-west of the OPT it will have minimal effect on views of the east elevation of the building. Views of the north elevation of the OPT will also be partly affected (Figures 6.1, 6.4). Because the pod is small in scale compared to the OPT, the overall form of the OPT will remain visible and legible from north and east. The OPT's northern tower will remain largely visible from all viewpoints, the only interruption being views of its lower floors from some viewpoints to the northwest. As such, the landmark qualities of the OPT will not be affected by the micro-brewery pod. Overall the proposed micro-brewery pod has been assessed and it is considered that it will give rise to a minor impact on the significance of the OPT.

Because the brewery pod is largely a separate structure to the OPT, connected only by a narrow service gantry, the removal of the pod and its bars, if required at the end of the lease, will have a minimal physical impact on the OPT.

### 6.1.6 Sunshading

It is proposed that retractable pleated fabric sunshading be installed over the outdoor leasable area on the northern side of the building. A structure consisting of three steel portal frames will support two fabric sunshades, which will retract into two drums located below the proposed northern deck. The two sunshades will each extend horizontally to cover a 12m x 5m area.

When the sunshades are retracted, the remaining steel portal frame structure will have minimal impact on the views of the OPT. The slim steel structure, relatively small in scale compared to the OPT, will

be visually unobtrusive. Similarly, the structure will have minimal effect on views to the Sydney Opera House, or to The Rocks from the Opera House.

The proposed sunshades will open into a horizontal plane. As such the impact on views will continue to be minimal: views to lower parts of the building will be partially interrupted, but views of the OPT for the most part unaffected. The fabric sunscreens, referencing the sails of boats on the harbour, will be in keeping with the harbourside setting and maritime theme of the OPT.

### **6.1.7 Fencing Around the External Seating Area**

A low-height fence is proposed to enclose the external seating area on the north side of the OPT. It is intended to provide a windbreak for patrons using the external seating area. The fence will run along the northern and western sides of the external leasable area. It will be 1400mm high, and consist of clear glazed panels between powdercoated metal uprights. It is proposed that the metal fence posts be powder-coated to match the steelwork of the OPT building. The clear glazed panels and slender metal posts of the proposed fence will ensure that any disruption to views to and from the OPT is minimised. While the addition of the fence will result in a minor impact to the visual presentation of the external area, the heritage impact of the proposed fence is considered to be acceptable. The provision of the fence will not affect public access to the public promenade to the north of the OPT.

## **6.2 Impact on Heritage Items in the Vicinity**

The changes proposed to the exterior of the OPT—new glazed facades, new decks and awning, and fencing to external seating area—represent relatively minor changes to the building that are deemed to have minimal impact on listed heritage items in the vicinity.

The proposal will involve the removal of six palm trees. The palm trees, adjacent to the OPT, are not significant trees and do not contribute to the heritage significance of the OPT or the Rocks Conservation Area. As such the removal of the trees is considered to be acceptable in heritage terms.

The micro-brewery pod, as a separate structure external to the OPT, has potential to impact on the views to heritage items in the vicinity, and their settings. The effect of the micro-brewery pod on heritage items in the vicinity is assessed below:

### **6.2.1 Campbell's Stores**

The micro-brewery pod—its proposed location approximating that of the existing palm trees adjacent to the building—is located to the east of Campbell's Stores. These two built elements are separated by the circular vehicular drop off area of Circular Quay West and harbourside pedestrian promenade. The wide space between the two elements—some 50 metres— is sufficient to ensure that the pod will have a minimal impact on the setting of Campbell's Stores. Campbell's Stores will remain legible as a mid-nineteenth century sandstone warehouse building, and part of the historic Rocks area. The relatively small size of the pod and its simplicity of form will further ensure that it does not dominate or visually overwhelm Campbell's Stores (Figure 6.1). The materiality, architectural language and form of the pod reflects the character and form of the OPT, and contrasts with that of Campbell's Stores. This will serve to highlight the historic character of the fabric and architecture of Campbell's Stores.

Views to Campbell's Stores will remain largely unaffected by the micro-brewery pod, with the only potential impact on views from the east. Currently views of Campbell's Stores from east Circular Quay are obscured by the OPT, except when seen from the immediate surrounds of the Sydney Opera House. Photomontages show that the brewery pod will have a minor effect on views of Campbell's

Stores from this location, with the pod interrupting views of a small portion of the eastern end of the building (Figure 6.2). For the most part, views of the north elevation of Campbell's Stores—some 50 metres in overall length—will remain unaffected.

Views of Campbell's Stores from within Tenancy 5 will be partially obscured by the brewery pod. However, the architecture of the pod—raised, and transparent—will in part mitigate this visual impact.

The proposed micro-brewery, with its brewing equipment operational and on visual display, will echo the historically industrial character of the precinct, and as such has the potential to enhance the setting of Campbell's Stores. The original warehouse use of Campbell's Stores is referenced through its remnant hoisting equipment and winches, which 'are evocative of the industrial nature of the site'.<sup>4</sup> The proposed micro-brewery will reintroduce a form of industry to the precinct, reinforcing and interpreting the historically industrial theme. The tones and colours associated with the micro-brewery equipment are also considered to be compatible with Campbell's Stores.

### 6.2.2 ASN Co Building

The ASN Co Building is located to the southwest of the proposed micro-brewery pod, on the opposite side of Circular Quay West roadway. The two are separated by the raised roadway that provides access to the western side of the OPT. The wide distance between the micro-brewery pod and the ASN Co Building, plus the physical separation provided by the raised roadway, mean that the pod will have a minor effect on the setting of the ASN Co Building. The pod will not dominate or visually overwhelm the ASN Co Building. Due to the scale and form of the micro-brewery pod, key features of the ASN Co Building will remain visible (Figures 6.1, 6.3).

Photomontages show that the pod will have a minor effect on views of the building from the Harbour (northeast) and from the Sydney Opera House (Figures 6.2, 6.3). The pod is, however, far smaller in scale than the ASN Co Building, so that interruptions to views of the building are minor in nature, and the building as a whole remains legible. Views of the building's towers and roof gables will remain unaffected by the proposed pod, and the building will retain its landmark status.

The photomontage in Figure 6.4 shows that the micro-brewery pod will have a negligible impact on views of the building from the northern end of the west Circular Quay dock. This is acceptable, as the building and its key features of significance remain largely visible.

### 6.2.3 Metcalfe Bond Stores

The small scale of the micro-brewery pod, and its distance from Metcalfe Bond Stores, will result in minimal impact on the setting of this building. Due to its height and elevated position, views of Metcalfe Bond Stores from Sydney Harbour and from the Sydney Opera House will not be impacted by the proposed pod (Figures 6.2, 6.3).

### 6.2.4 Sydney Harbour Bridge

The small scale of the micro-brewery pod and its distance from the Sydney Harbour Bridge will result in minimal impact on the setting of the bridge. Due to its height and elevated position, views of the Sydney Harbour Bridge will only be impacted from within Tenancy 5, and will remain unaffected from spaces in the public realm surrounding Circular Quay and the Sydney Opera House (Figure 6.2).

## 6.2.5 The Rocks Conservation Area

The OPT is located on the eastern edge of The Rocks Conservation Area. Due to its small scale and simplicity of form, the micro-brewery pod will have a minimal impact on the heritage significance of the area, as the historic character of the area will remain dominant (Figures 6.1–6.4). The contemporary architecture of the pod will contrast with the historic buildings of the conservation area, and ensure the authenticity of the area is maintained.

The micro-brewery pod and fence around the outdoor seating area will form a minor physical barrier between The Rocks and the waterfront. However, the raised form of the pod will ensure that the perception of the pod as a barrier is minimised, as light and air will flow below the main building form of the pod. This is considered positive in heritage terms. The fence, consisting of clear glazed panels, will have a minimal visual impact. The provision of the fence will not prevent public access to the public promenade area to the north of the OPT.



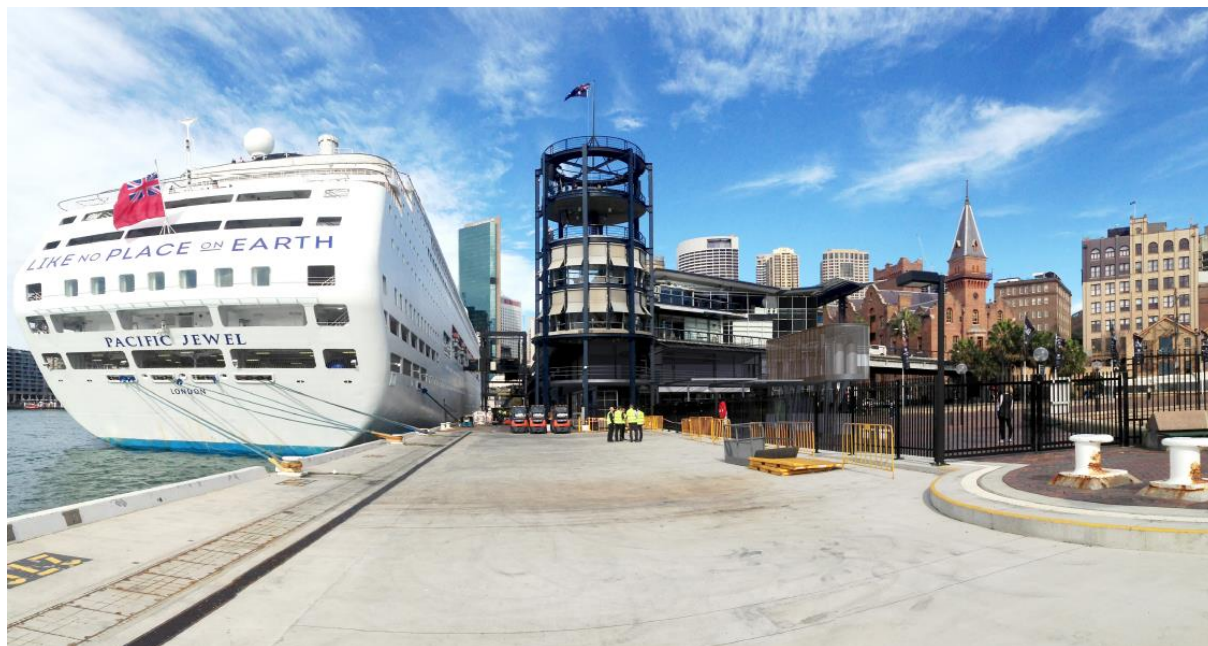
**Figure 6.1** Photomontage showing the brewery pod, as seen from Sydney Harbour to the north. The pod will not visually dominate the ASN Co Building or Campbell's Stores. (Source: Collins and Turner, 257\_ADA\_091B, 2016)



**Figure 6.2** Photomontage showing the effect of the brewery pod on views of Campbell's Stores, Metcalfe Bond Stores, and the Sydney Harbour Bridge from outside the Sydney Opera House. (Source: Collins and Turner, 257\_ADA\_085B)



**Figure 6.3** Photomontage showing the effect of the brewery pod on views of the ASN Co Building from Sydney Harbour to the northeast of the OPT. (Source: Collins and Turner, 257\_ADA\_088B)



**Figure 6.4** Photomontage showing the view of the proposed brewery pod from the northern end of the west Circular Quay dock. (Source: Collins and Turner, 258\_ADA\_097B)

## 6.3 The Sydney Opera House

### 6.3.1 Matters of National Environmental Significance

The Sydney Opera House, which is located adjacent to the OPT, is included in the National Heritage List and is also a World Heritage listed place.

Places on the National and World Heritage lists are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), which requires that approval be obtained before any action takes place that may have a significant impact on the heritage values of a listed place. An action is a project, a development, an undertaking, an activity or a series of activities, or an alteration of any of these things. A referral under the EPBC Act is required if a proposed action has, will have or is likely to have a significant impact on the heritage values of a National or World Heritage place.

As there are matters of national environmental significance in the vicinity of the proposed action, an assessment has been undertaken below to consider whether there is potential for an impact upon the heritage values of the Sydney Opera House.

Further details regarding the referrals process can be found on the Department of the Environment's website.<sup>5</sup>

### 6.3.2 Assessment of Impact on the Values of the Sydney Opera House

Under the EPBC Act, a 'significant impact' is an impact that is important, notable or of consequence, having regard to its context or intensity. Whether or not an action is likely to have a significant impact depends upon the sensitivity, value, and quality of the environment which is impacted.

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The Sydney Opera House is a sensitive place with exceptional heritage value and of the highest quality nationally and internationally. The action will be located outside of the National and World Heritage boundary, but within the World Heritage buffer zone for the property.

In assessing the impact on the setting of the Sydney Opera House, the requirements of the Conservation Management Plan (CMP) for the Opera House have been considered. The CMP for the Sydney Opera House, Policy 4.1—Context and Setting states:

*The significant, tangible and intangible aspects of the physical, visual, social, spiritual and historic setting and context of the Sydney Opera House should be retained, protected and conserved for present and future generations, in accordance with the Utzon Design Principles and this CMP... and include:*

- *physical and visual relationship with the city and Sydney Harbour*
- *quality as a monumental sculpture in the round*
- *approach and arrival sequence of spaces, both beyond and within the site, providing an exceptional experience for patrons, performers and visitors*
- *international recognition as a masterpiece of 20<sup>th</sup> century architecture and as an architectural icon*
- *function as Australia's pre-eminent performing arts venue*
- *place in the Australian psyche as a cultural icon and as a focus for national celebrations and events.*<sup>6</sup>

The micro-brewery pod, proposed to be located to the west of the Sydney Opera House on the opposite side of Circular Quay, will be of sufficient distance from the Opera House to have a minimal effect on the building's setting and context as described in the CMP (above). The small scale of the pod will represent a minor change to the built environment of Circular Quay, and to the physical setting of the Sydney Opera House. As such the World Heritage values of the Sydney Opera House will be preserved.

The proposed use of the Tenancy 5 as a restaurant, bar and ancillary micro-brewery will draw activity into the area, which will serve to enhance the context of the Sydney Opera House. Tenancy 5 is currently vacant, and as such the area around it is largely devoid of activity. Drawing people to the northern end of the OPT, where views of the Sydney Opera House can be appreciated, will enhance the status of the Sydney Opera House as a cultural icon and the focus point of a lively social and cultural precinct.

Views of the Sydney Opera House from areas adjacent to the OPT are impacted when a ship is docked in Circular Quay, a regular occurrence. However, the effect on views of the Sydney Opera House when no ship is in dock must be considered. As such, the effect of the brewery pod on views to and from public spaces within the Sydney Opera House (SOH) buffer zone have been considered from key viewpoints east of the brewery pod, as follows:

- Emerging views of the Sydney Opera House from The Rocks Conservation Area (Viewpoint A).

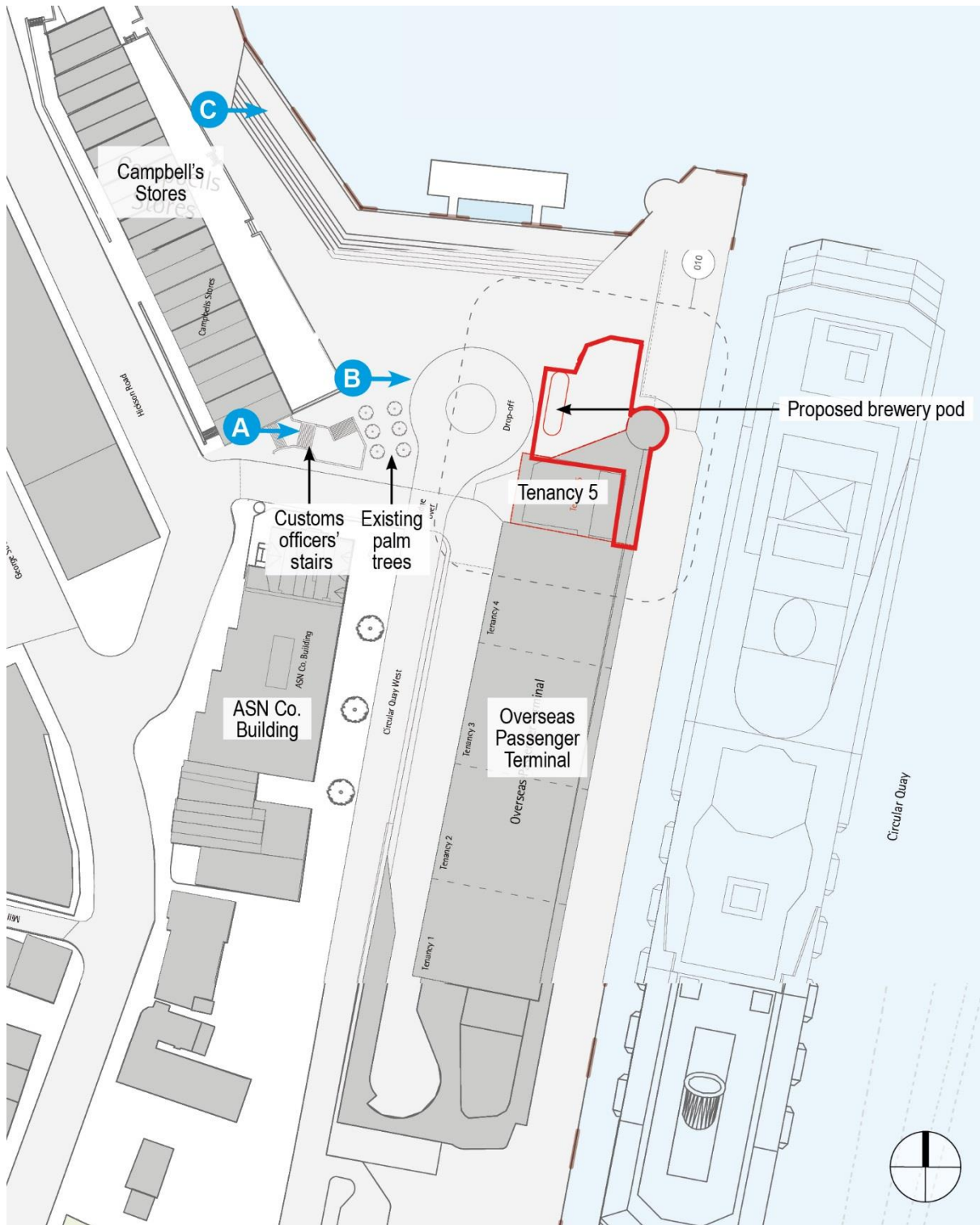
The Customs Officers' Stairs, located between the OPT and Campbell's Stores, are part of a well-utilised pedestrian thoroughfare providing access from Hickson Road to the waterfront and the OPT. Potential emerging views of the Sydney Opera House from the stairs are currently obscured by the existing grove of palm trees adjacent to Campbell's Stores (Figures 6.6, 6.7). If the current grove of trees is discounted, there would be emerging views of the Sydney Opera

House from this location, with full views partly blocked by the northern tower of the OPT. The brewery pod could potentially further block these views.

- Views from the public promenade adjacent to Campbell's Stores (Viewpoints B and C).

Views of the Sydney Opera House from the promenade near the eastern end of the Campbell's Stores will be impacted by the brewery pod, with the Opera House partially concealed by the pod (Figures 6.5, 6.7). However, for the most part, views of the Sydney Opera House from the promenade will be unaffected—Figure 6.8 shows the current view from the promenade near the centre of Campbell's Stores, where there is a wide separation between the Opera House and the OPT.

Although the micro-brewery pod will potentially impact on some views of the Sydney Opera House, only viewpoints in close proximity to the pod will be affected. For the most part, views of the Sydney Opera House from The Rocks will remain unchanged. For this reason, the impact of the micro-brewery pod on views of the Sydney Opera House is considered to be acceptable and the World Heritage values of the Sydney Opera House will not be adversely impacted by the proposed development.



**Figure 6.5** Plan showing location of Viewpoints A, B and C, looking towards the Sydney Opera House. (Source: Collins and Turner, with GML overlays, 2016)



**Figure 6.6** Viewpoint A: Views of the Sydney Opera House from the Custom Officer's Stairs are blocked by existing palm trees. (Source: GML, July, 2016)



**Figure 6.7** Viewpoint B: Photomontage showing views of the Sydney Opera House from the public walkway near the eastern end of Campbell's Stores will be impacted by the brewery pod. (Source: Collins and Turner, 257\_ADA\_094A)



**Figure 6.8** Viewpoint C: Existing view of the Sydney Opera House from the public walkway near centre of Campbell's Stores. This view will be unaffected by the brewery pod, the proposed location of which is outlined in red. (Source: GML, with GML overlay, July 2016)

### 6.3.3 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (the SREP)

As the OPT site is located within the World Heritage buffer zone of the Sydney Opera House, the project location is also included within the SREP. The SREP specifies ‘the need for development to preserve views and vistas between the Sydney Opera House and other public places’ within the buffer zone, for development to preserve the world heritage values of the place, and for ‘development to avoid any diminution of the visual prominence of the Sydney Opera House when viewed from other public places’ within the buffer zone.

The aim of the SREP provisions is to ensure that any development within the buffer zone would not create any additional impacts on the visual setting of the Sydney Opera House when compared with the current infrastructure and buildings associated with the OPT.

The nature and scale of the proposed development at the OPT does not exceed the height of the existing buildings and would have only a minor effect on the views or vistas from or to the Sydney Opera House. In summary, the proposed development would not reduce the visual prominence or have any adverse impacts on the significance or setting of the place.

### 6.3.4 Summary of Impact on Sydney Opera House

The subject site is located outside the National and World Heritage boundary of the Sydney Opera House, but is within the World Heritage buffer zone for the site.

As indicated in the assessment above, the proposed development will not visibly alter or impact the views and vistas to and from the Sydney Opera House. It is our view that the proposal would not be considered a controlled action under the EPBC Act and would not require referral as such to the Federal Minister for the Environment.

## 6.4 Endnotes

- <sup>1</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 4560023, viewed 6 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>2</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 4560023, viewed 6 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>3</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 4560023, viewed 6 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>4</sup> NSW Office of Environment and Heritage, State Heritage Inventory, database No. 5053151, viewed 5 July 2016 <<http://www.environment.nsw.gov.au>>.
- <sup>5</sup> Department of the Environment <[www.environment.gov.au](http://www.environment.gov.au)>.
- <sup>6</sup> Croker, A, Sydney Opera House Conservation Management Plan, Fourth Edition, June 2015.

## 7.0 Archaeological Impact Assessment

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This section evaluates the subject site's potential to contain archaeological resources—both Aboriginal and historical—and identifies potential development impacts on those predicted resources. It also assesses the heritage significance of known or potential archaeological remains, in order to identify appropriate mitigation measures for the management of the development impacts.

### 7.1 Aboriginal and Historical Archaeological Background

This discussion of the Aboriginal and historical background focuses specifically on developments within the subject site itself that would have contributed to the formation of the archaeological record, and is based on primary and secondary sources. Please refer to Section 2 of this report for a detailed history of the development of Campbell's Cove and Circular Quay.

#### 7.1.1 Phases of Development

##### **Phase 1: Aboriginal Occupation**

As the subject site was originally located within the waters of Sydney Cove there is a very limited probability that evidence for Aboriginal use or occupation of this area would be present. Furthermore, as the subject site has been occupied by Europeans since the very early days of the colony and undergone extensive modifications to the original landscape, any evidence of traditional occupation of the area is unlikely to have survived.

##### **Phase 2: European Development of Sydney Cove—1788 to 1958**

Analysis of historic maps from the mid-nineteenth century shows that the site lies beyond the edge of land which was reclaimed on the western side of Sydney Cove in the 1850s. On Woolcott and Clarke's map of the City of Sydney dated to 1854 (Figure 7.1) and the Trigonometrical Survey of Sydney dated to 1865 (Figure 7.2) the study area lies within the waters of Sydney Cove. The seawall, as mapped on these plans, lies adjacent to the southwestern corner of the study area.

Dove's Plan of Sydney, dated 1879–1880 (Figure 7.3), shows the expansion of the seawall undertaken by the Australasian Steam Navigation Company, who purchased Campbell's Wharf (immediately northwest of the study area) in 1876.<sup>1</sup> The seawall now extends on a roughly north–south alignment through the western part of the study area. Two timber wharves contemporary with the new seawall were situated further north and outside of the study area.

The map of the City of Sydney dated to 1903 (Figure 2.4) shows the newly constructed wharfage facilities built by the Norddeutscher Lloyd Shipping Company, who had taken possession of the area (including the subject site) from 1901. The subject site is occupied by the northern end of the newly constructed warehouse, situated within the triangular wharf extension. An historical aerial photograph dated to 1949 (Figure 7.4) indicates that no further additions or changes were made to the wharf or warehouse situated within the boundary of the study area prior to the redevelopment of the site for the Sydney Cove Passenger Terminal.

##### **Phase 3: Overseas Passenger Terminal—1958 to Present**

The OPT was constructed on a new reinforced concrete seawall which was positioned to the east of the earlier 1876 seawall to form a new wharf (see Section 2.4 for construction details). This initial phase of construction extended as far north as the southern edge of the study area. A photograph of

the OPT from the mid-1960s (Figure 7.5) shows that the early twentieth-century timber wharf, still extant in the northern half of the subject site, was constructed on timber piles which extended out over the water. The photograph demonstrates that this area had not yet been reclaimed. In the north-western section of the site part of the 1903 Norddeutscher Lloyd Shipping Company warehouse also remained extant at this time. In the late 1960s the extant timber wharf, partially situated within the subject site, was removed and the area reclaimed (Figure 7.6). The reclamation comprised the construction of a concrete seawall (visible in the foreground of Figure 2.6) which extended northwards from the existing concrete retaining wall built for the OPT building and then turned westwards to connect with the extant seawall to the northwest of the subject site. The area was used as a carpark.

Further alterations were undertaken within the subject site between 1985–1987.<sup>2</sup> This comprised the remodelling of the existing carpark to accommodate new restaurant facilities. A stairway leading from the ground to the second floor of the OPT building was erected on the western edge of the study area. The stair case was subsequently removed during additional remodelling completed between 1999–2000.

### 7.1.2 Previous Historical Archaeological Investigations

To date, there has been one archaeological investigation within the OPT site which has direct relevance to the nature and extent of potential archaeological remains which may exist within the subject site. Although a number of other archaeological investigations have been undertaken to the west of the study area,<sup>3</sup> the archaeological remains uncovered during these works are significantly different to those likely to be uncovered within the current study area. As such, the findings from these past investigations have not been reviewed for this report.

In February 2000, during the redevelopment of the Doyle's Restaurant, located at the northern end of the OPT and immediately south of the study area (Figure 7.7), the remains of a north–south aligned seawall were exposed within an area being excavated for a new lift pit.<sup>4</sup> The excavation exposed an in situ section of wall measuring approximately 2.1m long and comprised of a single course of four sandstone blocks, each with a maximum width of 560mm and approximately 300–400mm in depth. A single dislodged block located immediately east of the in situ wall segment may have been part of a second course of the wall. The top of the wall was located approximately 1m below the current ground level. On either side of the wall were fill deposits related to earlier reclamation works, although there is no information available on the possible date of these deposits. In addition to the seawall, remains of an east–west aligned timber beam were observed at the base of the pit (approximately 3m below the modern ground level). This was potentially part of an early wharfage. However, as access to the pit base was not possible, no further information on the timber was recorded.

## 7.2 Assessment of Site Disturbance and Impacts

This section discusses the events that may have disturbed archaeological remains at the site, and thus affected the potential for this evidence to remain in situ. This analysis has relied upon the historical aerial photographs and plans records of archaeologically excavated areas outlined in Section 7.1.

For the purpose of this assessment low, moderate and high levels of disturbance are defined as follows:

- low disturbance—minimal and/or superficial impact to the landscape which has resulted in little or no disturbance to subsurface remains, characterised by such activities as capping of areas with introduced fill, or construction of roads and pathways;

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- moderate disturbance—shallow or localised impacts to the landscape, characterised by excavations for shallow building footings or service trenches; and
- high disturbance—largely disturbed landscape, characterised by such land use impacts as deep building footings (piled foundations, deep slab foundations), basements, or quarrying.

The main impact to potential archaeological remains within the subject site will have arisen from the land reclamation works undertaken in the late 1960s, which is considered to have resulted in a high level of disturbance to some, if not all of the subject site. The extent of the reclaimed area is outlined on Figure 7.6—photographic evidence taken during the construction works shows the concrete seawall and the solid fill which was dumped behind this wall to raise the area level with the existing forecourt surrounding the OPT. This development would have entailed demolition of the early twentieth-century timber wharf, although it is not clear from the available evidence how much of the wharf structure, if any, may have been retained within the reclamation fill.

Remodelling of the subject site during the 1985–1987 alterations would have resulted in a low impact to potential archaeological remains within the subject site. The main change to the subject site was the construction of an external staircase (demolished by 2001<sup>5</sup>) which connected the ground level to the second floor of the OPT. Although specific foundation information for the staircase is not available, based on photos of the staircase (see Figure 2.7), it is likely to have been supported by concrete pads or similar foundations, which are assumed to have extended to an estimated depth of 1m below the modern ground surface. The results of the archaeological monitoring undertaken within the southern part of the subject site suggest that archaeological remains, if present, would likely survive at a depth of 1m or greater below the modern ground level. As such, excavation for the staircase foundations is likely to have resulted in a low level of disturbance.

### 7.3 Historical Archaeological Potential

This section summarises the findings of previous archaeological studies and investigations relating to the development history of the subject site, in order to identify the historical archaeological potential of the study area. It will also address and the heritage significance of the archaeological potential. ‘Archaeological potential’ refers to the level of possibility that physical evidence of past historical phases will survive on a site. It is an assessment made by interpreting the results of historical analysis (Sections 2 and 7.1) and the extent of previous physical disturbance at a site (Section 7.2), to determine the likelihood of historical archaeological remains to survive.

Archaeological potential is usually described as low, moderate or high, and is assessed as follows:

- low—it is unlikely that archaeological evidence associated with this historical phase or feature survives;
- moderate—it is possible that some archaeological evidence associated with this historical phase or feature survive. If archaeological remains survive they may have been subject to some disturbance; and
- high—it is likely that archaeological evidence associated with this historical phase or feature survives intact.

The overall potential for archaeological remains to be present in the western half of the subject site is considered to be high. Based on the historical analysis, the eastern half of the site remained

undeveloped prior to the construction of the OPT wharf and there is no potential for archaeological remains in this area.

Assessment of the historical evidence suggests that remains of the 1840–50s seawall would be located outside of or bordering the western edge of the study area, with remains of the 1876 seawall potentially situated within the western part of the site. This may have been the section of wall observed during the 2000 archaeological monitoring, although it is not possible to attribute a date to the wall based on the currently available information. The archaeological monitoring also noted the presence of reclamation deposits potentially of historical interest and there is considered to be a high potential for similar deposits to be present in the western part of the site behind the segment of seawall. There is also a moderate potential for remains of the c1903 timber wharf comprising supporting piers and structural components to be present within the 1960s reclamation fill.

Table 7.1 contains a summary of the potential archaeological remains and factors which may have compromised their survival within the subject site.

**Table 7.1** Summary of Potential Archaeological Remains.

Potential Historical Archaeological Remains	Integrity of Remains	Archaeological Potential
Remains of 1840s–1850s seawall	Intact remains of the seawall may survive on, or more likely outside of, the western edge of the subject site beneath the existing pavement surface.	High
Remains of the 1876 seawall	Intact remains of the north–south seawall may survive within the western section of the subject site beneath the existing pavement surface—the remains of the sandstone wall identified in 2000 may be part of this wall.	High
Nineteenth-century reclamation deposits	Deposits may survive below modern fill associated with the multiple phases of construction of the OPT.	Moderate or High
Remains of the c1903 timber wharf	Intact remains of the timber piles, piers and other structural remains associated with the c1903 wharf may survive within the 1960s reclamation fill deposits.	Moderate

## 7.4 Assessment of Significance

### 7.4.1 Preamble

Archaeological significance refers to the heritage significance of known or potential archaeological remains. As with other types of heritage items, archaeological remains should be managed in accordance with their significance. In situations where development is proposed, this can influence the degree of impact that may be acceptable or the level of investigation and recording that may be required. This section assesses the significance of the potential archaeological resource at the study area, in conjunction with its built heritage values and against the NSW Heritage Branch (now Heritage Division) criteria.

While subsurface archaeological remains often form an integral component of the overall significance of a heritage place, it is necessary to assess them independently from above ground, as well as other historic elements. Assessing the heritage value of these subsurface archaeological remains is made more difficult by the fact that their extent and nature is often unknown. It becomes necessary for judgements to be made on the basis of expected or potential attributes.

This significance assessment specifically considers the historical archaeological resource of the site.

#### **7.4.2 Assessment Framework**

The assessment of significance of historical archaeological relics requires a specialised framework for consideration of their research potential. Generally, relics with a greater research potential will be of higher heritage significance. The most widely used framework for assessing archaeological research potential is three key questions developed by Bickford and Sullivan in 1984:<sup>6</sup>

1. Can the site contribute knowledge that no other resource can?
2. Can the site contribute knowledge that no other site can?
3. Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

Use of the Bickford and Sullivan questions provide basic but essential information. In addition to the current NSW Heritage Criteria, the Heritage Branch has prepared a set of guidelines to allow consideration of how an individual archaeological site or relic may be assessed in its own right.

The significance assessment of the subject site's archaeological resource is carried out by applying criteria expressed in the publication *Assessing Significance for Historical Archaeological Sites and Relics*, prepared by the Heritage Branch, formerly Department of Planning (NSW) (now the Heritage Division, OEH, Department of Premier and Cabinet) in December 2009, which also includes Bickford and Sullivan's questions.

#### **7.4.3 Bickford and Sullivan's Questions**

##### **Can the site contribute knowledge that no other resource can?**

The research undertaken as part of this project has included an evaluation of available documentary evidence. While much is already known about the historical development of the site and the specific land-use over time, additional information obtained through archaeological investigation has the potential to supplement or contradict documentary sources and provide a more complete picture of the site. Evidence associated with any surviving occupation or other artefact-bearing deposits may also provide insight into details of the activities that were carried out there. For example, remains of the earlier nineteenth century seawall(s) have the potential to provide information on reclamation processes and wharf construction.

##### **Can the site contribute knowledge that no other site can?**

The potential archaeological remains within the subject site have the potential to provide physical evidence that could be used to supplement and test what is known about the place and its history from other sources. Archaeological evidence relating to the development of the private wharves in the nineteenth and early twentieth century can contribute to a more comprehensive understanding of the development of Circular Quay as a major maritime hub throughout Sydney's history. The knowledge gained from this site can also be compared with remains excavated at sites such as Barrangaroo which, while contemporary were used for differing maritime trades, and variations in use through differing wharf constructions may be evident.

**Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?**

The subject site forms part of the historical development of Sydney Cove, a highly significant site connected to the initial European settlement in Sydney. Furthermore, the site lies adjacent to the Sydney Cove West Archaeological Precinct which is considered to be of 'national significance for its potential to inform of human endeavour in the Sydney Cove West precinct, and by extension, the development of the colony of New South Wales and Australia'.<sup>7</sup> To this end, the knowledge that may be derived from the archaeological investigation of this site may be able to address specific research questions about the development of the later nineteenth and early twentieth century wharves, including developments in maritime technology.

**7.4.4 NSW Heritage Criteria for Assessing Significance Relating to Archaeological Sites and Relics**

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

Circular Quay has been in continuous maritime use since the landing of the First Fleet in 1788 until the present day. Remains of the nineteenth century seawalls, reclamation deposits and the early twentieth century timber wharf can contribute to our understanding of the modification of the landscape and changes in maritime practices.

Remains of the 1876 seawall and early twentieth century timber wharf would meet this criterion at a local level. If present within the subject site, remains of the 1850s seawall would meet this criterion at a state level due to its association with an earlier phase of development at Circular Quay and its connection with state significant archaeological remains within the adjacent Sydney Cove West Archaeological Precinct.

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

The subject site is associated with the Australasian Steam Navigation Company, a Sydney-based company founded in 1851, who took possession of Campbell's Cove in the 1870s and has connections with development of the maritime industry and sea transportation.

The potential archaeological remains of the 1876 seawall, constructed by the company, meet this criterion at a local level.

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

The aesthetic significance of archaeological features remains unknown until the features have been exposed. However, based on the expected degree of archaeological survival within the study area, it is not considered likely that the remains would exhibit evidence of either aesthetic characteristics, or creative/technical achievement.

This criterion is not considered to be met at a state or local level.

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

The subject site, as it forms part of the wider Sydney Cove, is of significance to the people of Sydney due to its association with European settlement and development. The subject site has served continuously as a wharf facility since the 1850s and has operated as a public space since construction of the OPT in 1960.

The intact historical archaeological remains would meet this criterion at a local level.

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

Subsurface archaeological remains within the subject site have a high research potential to yield information on the development of the maritime industry in Sydney. The multiple phases of seawall construction and the associated reclamation fills have potential to reveal interpretive information for the gradual conversion of the cove, the function of sealed reclamation surfaces and the methods of infilling and seawall construction. To a lesser extent, remains of the c1903 timber wharf could also contribute information on the development of construction techniques, and provide comparative data to the remains recently excavated at Barangaroo which provide a contemporaneous commercial maritime site.

The potential archaeological remains of the 1876 sea wall and associated reclamation deposits, and the c1903 timber wharf, would meet this criterion a local level. Remains of the 1840s–1850s sea wall, if present within the subject site, would meet this criterion at a state level.

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

The extension of the sandstone seawall to Campbell's Cove in the 1850s represents a major piece of colonial engineering. Although these remains would be fragmentary as a result of disturbance caused during construction of the OPT, the 1850s seawall is considered an uncommon remnant of the public works around Circular Quay from this date, and can contribute to our understanding of the development of this area as an important maritime site. The potential archaeological remains would meet this criterion at a state level.

Remains comparable to the 1876 seawall and c1903 wharf structure are more widely represented across the Sydney region, in particular with the development of Darling Harbour and Woolloomooloo as competing maritime ports in the later nineteenth and twentieth centuries. This means that these remains are not considered to be an uncommon resource and would not meet this criterion at a state or local level.

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

The archaeological remains within the subject site are likely to be heavily disturbed and fragmentary as a result of continuing development impacts within the site, and would provide limited evidence for the overall characteristics of the wharf facilities.

This criterion is not met at the state or local level.

### 7.4.5 Summary Statement of Significance

The archaeological resources of the OPT site hold significance as a component of the place's history and importance to NSW. The 1840s–1850s seawall, which represents a major stage of development in the establishment of Circular Quay as a continuing site of commercial maritime use, is particularly notable. The archaeological remains are expected to consist exclusively of evidence for the establishment of private wharves during the latter half of the nineteenth and early twentieth centuries, and have the potential to contribute to our understanding of the development of the Circular Quay, and particularly Campbell's Cove, as a commercial maritime hub. The subject site has connections to a local nineteenth-century shipping company, and is considered to be of value to the people of Sydney for its more recent continued use as a public space.

## 7.5 Archaeological Impact Assessment

### 7.5.1 Potential Impacts

Further to the description of the proposed development outlined in Section 5 of this report, this section will be focused on the proposed brewery pod. Construction of the proposed pod would require excavation for new foundations, which will have the potential to impact on archaeological remains. As all other works proposed within the subject site would entail modifications to above ground structures and would not result in any impacts on subsurface remains, these works have not been assessed further.

The proposed brewery pod would consist of a single storey structure founded on a concrete slab extending to a depth of approximately 1m below the modern ground level and would be supported by piled foundations.<sup>8</sup> The extent of the slab has yet to be finalised. Based on the preliminary design information the slab would measure approximately 5m x 3.3m (Figure 7.9). This information has been relied upon to assess the potential impacts that the development may have on any archaeological remains identified within the study area.

### 7.5.2 Summary of Archaeological Impacts

Based on the results of this assessment there is a moderate to high potential that archaeological remains may be present within approximately 1m of the modern surface. Excavation for the concrete slab, although only proposed to descend to a depth of 1m, may have an impact on archaeological deposits or structures present within the site, should these be at a higher level than anticipated. Additionally, the insertion of piled foundations would have a high level of impact, completely removing any archaeological remains within the pile footprint to the maximum depth of excavation.

### 7.5.3 Mitigation Measures

Based on this assessment, it is considered that the proposed development would result in a high level of impact to archaeological 'relics' which may be present within the subject site. These relics are considered to be of local, or potentially state significance depending on the nature and extent of any archaeological remains present. Therefore, to mitigate against the impacts of the proposed development a program of archaeological test excavation within the footprint of the proposed pod foundations is recommended. This will help to determine the location of the predicted archaeological remains, in particular the nineteenth-century seawalls, and assess their degree of survival and intactness. It is recommended that the 1840–1850s and 1876 seawalls be retained in situ as these represent significant aspects of the early development of Sydney, and are integral to the maritime history of Circular Quay. Impacts to the early twentieth-century wharf structure and any reclamation

deposits could be mitigated through a program of detailed archaeological recording. The results of the archaeological text excavation could also be used to inform the final foundation design for the proposed pod to avoid any impacts to archaeological remains if necessary.



Figure 7.1 Woolcott and Clarke's map of the City of Sydney, dated 1854. (Source: NLA with GML overlay)



Figure 7.2 Trigonometrical Survey of Sydney, dated to 1865. (Source: City of Sydney Archives with GML overlay)

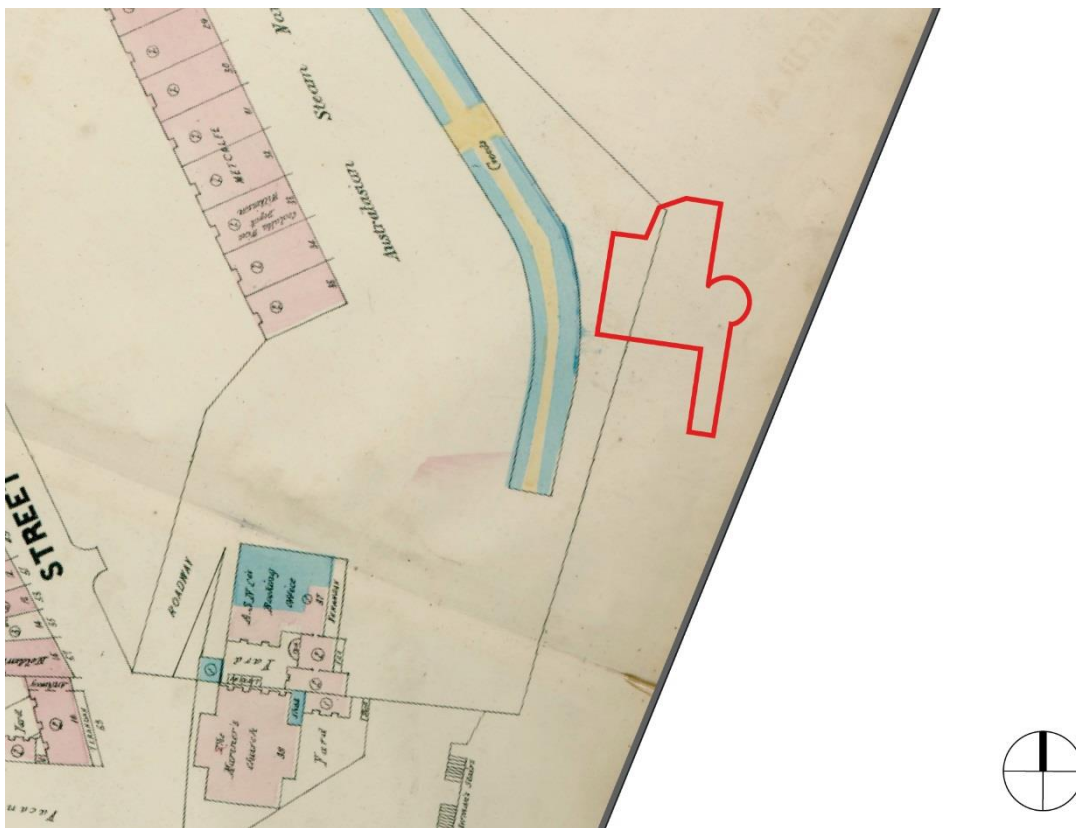


Figure 7.3 Doves Plans of Sydney, dated 1880. (Source: City of Sydney Archives with GML overlay)



**Figure 7.4** Historic aerial photograph dated 1949. (Source: LPI NSW with GML overlay)



**Figure 7.5** Looking southwest towards subject site (circled) from the South West Pylon, Sydney Harbour Bridge c1960s. (Source: SLNSW, Government Printing Office 2-17672 with GML overlay)



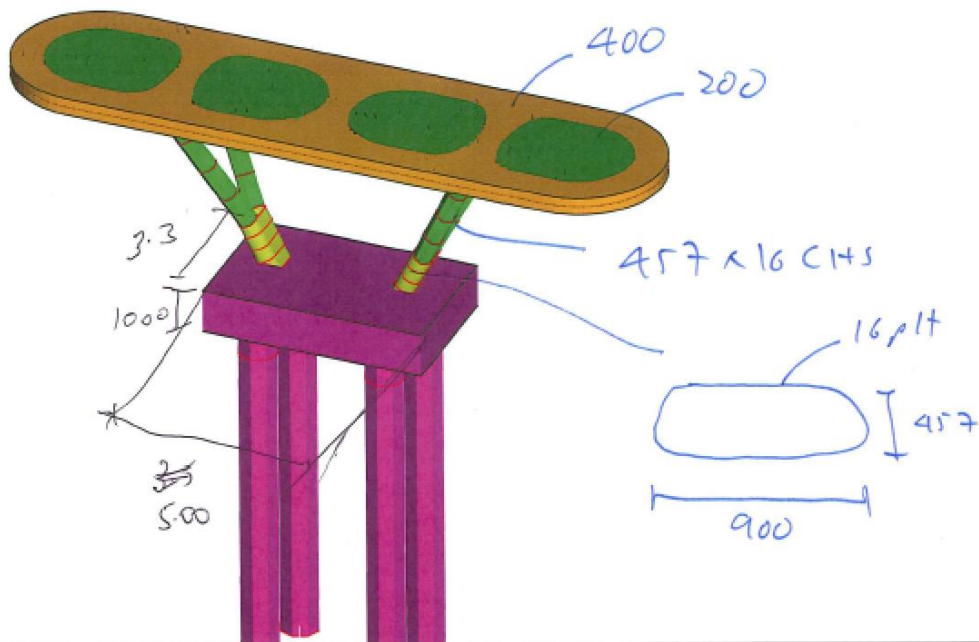
**Figure 7.6** Looking southwest at subject site (circled)—construction of new reclaimed area immediately north of the OPT building is visible in image foreground, dated 1969. (Source: City of Sydney Archives SRC17932 with GML overlay)



**Figure 7.7** Looking southwest towards the subject site (white arrow) showing works associated with the building upgrade—the white framework in the background is for the existing steps situated outside the northern edge of the study area, June 1987. (Source: City of Sydney Archives, CRS 422/3/523 with GML overlay)



**Figure 7.8** Plan showing the location of previous archaeological investigation and areas of potential archaeological survival. (Source: Google Earth Pro with GML overlays 2016)



**Figure 7.9** Preliminary design sketch showing proposed foundation options for the brewery pod. (Source: Collins and Turner, 8 August 2016)

## 7.6 Endnotes

- <sup>1</sup> Sydney Harbour Foreshore Authority, 2012, *Sydney Harbour Foreshore Authority: Campbell's Cove Initial Archaeological Assessment*, Draft Report, June 2012, p 28.
- <sup>2</sup> Godden Mackay Logan, 1999, *Sydney Cove Passenger Terminal. Heritage Impact Statement*, report prepared for Australian Pacific Projects.
- <sup>3</sup> See: Casey and Lowe, Sydney, *Museum of Contemporary Art—Macquarie Dockyard*, viewed 19 August 2016 <<http://www.caseyandlowe.com.au/sitemca.htm>>.
- <sup>4</sup> N. Iacono, letter to NSW Heritage Office, 8 February 2000.
- <sup>5</sup> Port Authority of NSW, Sydney, 'OPT Upgrade', viewed 18 August 2016 <[http://www.sydneyports.com.au/projects\\_and\\_planning/opt\\_upgrade](http://www.sydneyports.com.au/projects_and_planning/opt_upgrade)>.
- <sup>6</sup> Bickford, A and Sullivan S 1984, 'Assessing the Research Significance of Historic Sites', in Sullivan S and Bowdler S (eds), *Site Surveys and Significance Assessment in Australian Archaeology* (proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, the Australian National University, Canberra.
- <sup>7</sup> Property NSW, Sydney, 'Sydney Cove West Archaeological Precinct', viewed 19 August 2016 <[http://www.shfa.nsw.gov.au/sydney-About\\_us-Heritage\\_role-Heritage\\_and\\_Conservation\\_Register.htm&objectid=484](http://www.shfa.nsw.gov.au/sydney-About_us-Heritage_role-Heritage_and_Conservation_Register.htm&objectid=484)>.
- <sup>8</sup> J. Stanfield, Jnr Project Manager of Ridgemill Pty Ltd, email 17 August 2016.

## 8.0 Conclusion and Recommendations

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### 8.1 Conclusion

This HIS has considered the impacts on the heritage significance of the OPT and potential subsurface archaeological remains that are likely to arise should the proposed redevelopment of external areas of Tenancy 5 proceed. In addition, the proposed impacts on heritage items in the vicinity and The Rocks Conservation Area have been assessed. The following conclusions and recommendations are made as a result of that assessment.

#### 8.1.1 Built Heritage

The proposed works associated with the use of Tenancy 5 as a restaurant, bar and ancillary micro-brewery have been assessed as giving rise to a minimal impact on the heritage significance of the OPT. The proposed use and occupation of Tenancy 5 will have a positive impact on the building and its surrounding area, as it will serve to activate the area and increase access to and appreciation of The Rocks Conservation Area, heritage items in the vicinity and the harbourside setting.

The physical alterations proposed to the exterior of the OPT building are considered to be acceptable and will not impact significant historic fabric. In heritage terms, the construction of the brewery pod will change and impact on some views of the OPT, but these impacts are regarded as minor due to the scale, form and design character of the proposed micro-brewery pod, and are as such considered to be acceptable from a heritage perspective. Similarly, the scale and simplicity of form and detail of the pod will help to ensure that it will not impact on the overall appreciation of the significance of the OPT.

The proposed works, in particular the micro-brewery pod, will have a minor effect on the setting and views of The Rocks Conservation Area and heritage items in the vicinity: Campbell's Stores, the ASN Co Building, Metcalfe Bond Stores and the Sydney Harbour Bridge. The pod's location (set some distance from neighbouring built elements), its comparatively small scale, and its simple contemporary form elevated from ground level will ensure that it will not overwhelm its neighbours. The proposed visual display of the workings of the micro-brewery will complement the historical industrial character of the area and give rise to a positive heritage impact.

The proposed works, in particular the micro-brewery pod, will have a minor visual impact on the physical setting of the World Heritage inscribed Sydney Opera House. The pod is small in scale and separated from the Opera House by water and the width of Circular Quay, and therefore will not dominate or overwhelm the Sydney Opera House. There will be some obstruction to views of the Opera House from areas to the west of Tenancy 5, but these interruptions are limited to a small viewpoint area, and for the most part views of the Sydney Opera House will be unaffected. The proposed external and internal works and use of the spaces at Tenancy 5 will give rise to a positive impact on the setting of the Sydney Opera House by increasing the level of activity in the Circular Quay precinct.

#### 8.1.2 Aboriginal and Historical Archaeology

The archaeological assessment has identified a high potential for historical archaeological remains of state and local significance to be present within the subject site. The site does not have potential to contain intact Aboriginal archaeological deposits. The insertion of piled foundations to support the brewery structure would result in a high level of impact removing any archaeological remains completely within each pile footprint, although based on the size of the proposed structure the surface

area to be piled would be fairly limited. Excavation for the concrete pad foundation may also have a high level of impact on archaeological remains. However, as the exact depth of any remains in relation to the modern current surface is currently unknown these ground works may not reach the top of any archaeological remains which would survive intact below this impact. The recommendations set out below take into consideration this level of uncertainty regarding the potential impacts and the heritage significance of potential remains.

## **8.2 Recommendations**

### **8.2.1 Built Heritage**

The following recommendations are made in relation to the proposed development.

- Glazing to the proposed facades should be articulated to correspond with the pattern of glazing articulation that exists on the lower floors of the OPT building.
- Colours and finishes for the proposed decks and facades are to match the existing building.
- The existing steel structure of the OPT is to be retained, and protected during construction.
- Sun shading devices, furniture and fixtures proposed for external areas shall be of a quality and durability suited to an exposed harbourside location to ensure that these items do not detract from the OPT or its surroundings.
- Heritage advice should be obtained for future design development stages.

### **8.2.2 Historical Archaeology**

The following recommendations are made in relation to the proposed development.

- A program of archaeological test excavation should be completed within the footprint of the proposed pod foundations to determine the presence and integrity of potential historical archaeological remains.
- Remains of the 1840s–1850s or 1876 sea walls, if present, should be retained in situ depending on their nature and extent.
- Remains of reclamation deposits and the early twentieth century timber wharf structure should be recorded to an appropriate standard if these would be disturbed.



## 9.0 Appendices

### Appendix A

Collins and Turner architectural drawings

Drawing No.	Title	Revision	Date
257_ADA_000	Cover Page	B	24 August 2016
257_ADA_001	Location Plan 1:4000	A	5 August 2016
257_ADA_002	Location Plan 1:1000	A	5 August 2016
257_ADA_010	Level 1 Demolition	F	7 November 2016
257_ADA_011	Level 2 Demolition	F	7 November 2016
257_ADA_012	Level 1 Proposed	G	4 November 2016
257_ADA_013	Level 2 proposed	G	4 November 2016
257_ADA_020	Elevation East	C	29 September 2016
257_ADA_021	Elevation West	C	29 September 2016
257_ADA_022	Elevation North	C	29 September 2016
257_ADA_023	East Elevation (Demolition)	A	16 September 2016
257_ADA_024	Elevation West (Demolition)	A	16 September 2016
257_ADA_025	Elevation North (Demolition)	A	16 September 2016
257_ADA_030	Section 1	C	29 September 2016
257_ADA_031	Section 2	C	29 September 2016
257_ADA_060	Brewery Pod Plan	B	29 September 2016
257_ADA_061	Brewery Pod Perspective	B	29 September 2016
257_ADA_080	View Impact Analysis View 1 Plan–Opera House	A	24 August 2016
257_ADA_081	View Impact Analysis View 1–Opera House	A	24 August 2016
257_ADA_082	View Impact Analysis View 1–Opera House	B	29 September 2016
257_ADA_083	View Impact Analysis View 1A Plan–Opera House	A	24 August 2016
257_ADA_084	View Impact Analysis View 1A–Opera House	A	24 August 2016
257_ADA_085	View Impact Analysis View 1A–Opera House	B	29 September 2016
257_ADA_086	View Impact Analysis View 2 Plan–Ferry	A	24 August 2016
257_ADA_087	View Impact Analysis View 2–Ferry	A	24 August 2016
257_ADA_088	View Impact Analysis View 2–Ferry	B	29 September 2016
257_ADA_089	View Impact Analysis View 3 Plan–Hyatt Hotel	A	24 August 2016
257_ADA_090	View Impact Analysis View 3–Hyatt Hotel	A	24 August 2016
257_ADA_091	View Impact Analysis View 3–Hyatt Hotel	B	29 September 2016
257_ADA_092	View Impact Analysis View 4 Plan–Public Stair	A	24 August 2016

## GML Heritage

<b>Drawing No.</b>	<b>Title</b>	<b>Revision</b>	<b>Date</b>
257_ADA_093	View Impact Analysis View 4–Public Stair	A	24 August 2016
257_ADA_094	View Impact Analysis View 4–Public Stair	B	11 October 2016
257_ADA_095	View Impact Analysis View 5 Plan–ASN CO	A	24 August 2016
257_ADA_096	View Impact Analysis View 5–ASN CO BLDG	A	24 August 2016
257_ADA_097	View Impact Analysis View 5–ASN CO BLDG	B	29 September 2016
257_ADA_110	Materials/ Images Sheet 1	B	25 August 2016
257_ADA_111	Artist's Impression	A	24 August 2016
257_ADA_120	Outdoor Shading Structure Preferred Option Plan	B	29 September 2016
257_ADA_121	Outdoor Shading Structure Preferred Option 3D	B	29 September 2016