

# HERITAGE IMPACT STATEMENT



*Former Inwards Parcels Shed*

Nos 8–10 Lee Street, Sydney

October 2019 | J3201

**Weir  
Phillips**  
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and Planning

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## 1 Executive Summary

This Heritage Impact Statement accompanies a technical package to inform the preparation of a self-repealing SEPP for the Western Gateway Sub-precinct. The SEPP will amend the *Sydney Local Environmental Plan 2012* (SLEP 2012) changing the building height and floor space ratio development standards and land use zoning for the part of Lot 118 in DP 1078271 which apply to the site at 8-10 Lee Street, Haymarket (Block A or the Site). Block A is within the Western Gateway Precinct, which is a sub precinct of the Central State Significant Precinct (Central SSP), which was declared by the NSW Government on 12 July 2019. The Western Gateway sub-precinct will form the first stage of rezoning for the Central Precinct. The Planning Statements will inform the preparation of a self-repealing SEPP for the Western Gateway Sub-precinct including the amendments outlined in the documentation prepared for Block A.

The intended outcome of the self-repealing SEPP is to create Australia's first 'Innovation Precinct' adjacent to Sydney's Central Railway Station, by introducing new built form controls for Block A to support the development of an iconic commercial office tower for the new global headquarters of Atlassian (who would anchor, grow and nurture the Precinct), a re-imagined improved YHA tourism accommodation the adaptive re-use of the Former Inwards Parcels Shed, and a range of spaces for local and emerging tech/start-up companies to thrive.

In a wider context, Block A forms part of the NSW Government's plan to transform Central Station Precinct. This project the "Central Precinct and Over Station Development (OSD)" which seeks to reimagine Central Station by creating a new commercial, and public precinct.

Key considerations for the proposal relate to the location of the former Inwards Parcels Shed within a broader site which is listed on the State Heritage Register as the *Sydney Terminal and Central Railway Station Group* and for the desired future character of the site. The site location is highly strategic and significant, located directly adjacent to Central Railway Station, which is undergoing rapid transformation by the NSW State Government to allow for the integration of rail, metro and light rail transport infrastructure to improve connectivity in Sydney. Strategies for urban renewal opportunities include:

- *Central Station Strategy - Towards 2060*, prepared by GHD Pty Ltd (unpublished report 2011-2012) to identify the areas where improvements should occur and offer proposals to direct these improvements with a planned logic which approaches the site as a whole. This document also which recognises the opportunity for clusters of towers in certain locations within Central Sydney where solar access planes and aircraft operations allow, including in and around Central Station. This has not been finalised as planning for the overall metropolitan strategy is still underway.
- *Draft Metropolitan Strategy for Sydney to 2031* and *Metropolitan Plan for Sydney 2036* by the NSW Government, which highlights the need for 114,000 new jobs and thousands of new homes in Sydney. Associated announcements by the government have described the construction of seven new major bike paths, six high density neighbourhoods, the Australian Technology Park and high-rises over rail lines at Central and Redfern stations.
- *Central to Eveleigh Urban Transformation Strategy* by UrbanGrowth NSW (2014 to 2016). This strategy investigates the potential of land within and around the rail corridor from Central to Eveleigh considering opportunities for improved access to public transport, job opportunities and residential and open space recreational facilities close to the city centre.

Any future development of the former Inwards Parcels Shed will be informed by the Conservation Management Strategy located in Appendix 1 of this document. Engagement with key stakeholders to ensure the heritage significance of the site is retained. The Conservation Management Strategy will help to inform an international design competition proposed to be undertaken (in accordance with the City of Sydney and Government Architect NSW's Design Excellence Policies) to achieve a high level of design excellence for the site while enhancing and celebrating the site's history. A State Significant Development

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Application (DA) will be submitted following a design competition and any feedback from the Office of Environment and Heritage will be reviewed and incorporated as part of this process.

The former Inwards Parcels Shed, is a relatively simple building comprised of bolted timber frames clad in corrugated sheet steel. The building has a number of brick bays containing fireplaces to brace the entire structure. The shed is built over a large separate basement that connects Lower Carriage Lane (Ambulance Avenue) with Henry Deane Square and the Devonshire Street Tunnel and has a passage going under the country platforms of Central Station to provide access for delivery of parcels via lifts to those platforms.

Although there is a strong history of occupation on the site prior to the construction of the former Inwards Parcels Shed, the Aboriginal Due Diligence and Non-Aboriginal (Historic) Archaeological Assessment by Artefact (December 2018) indicates there are no Aboriginal heritage constraints for future development within the study area and a Nil to Low potential that significant non-Aboriginal archaeological remains are present within the study area.

The building forms part of a narrative that describes the delivery and dispatch of parcels from Central Station during the period up to the early 1980s when overnight mail trains were run to many parts of NSW delivering all kinds of items to country customers.

The subject building was part of a well organised system of mail and parcels delivery which included the Parcels Post Office on Lee Street (now the Adina Hotel) which in combination was the point of reception for parcels from various department stores and other suppliers in the vicinity. The two platforms adjacent to Platform 1 were originally used for the loading of parcels. There is a tunnel and goods lift below the former Inwards Parcels Shed that is now separated from it and the former Parcels Post Office. Originally this tunnel was used to convey parcels to the country platforms via lifts. These functions no longer operate.

The building was extensively altered to be adaptively reused as a backpacker's hostel run by the YHA in the early 2000s. In addition to the accommodation located within the building, four 1930s timber bodied passenger carriages are permanently located on what were originally parcels sidings to provide additional dormitory accommodation. These carriages do not form part of the site's heritage listing.

To maintain an understanding of this narrative of the principal building, being the shed, which forms part of a State Heritage listing, is to be retained. In the case of the former Parcels Post Office very little understanding of its original use remains, although its exterior is relatively intact. An understanding of the parcels platform is maintained through the location of passenger carriages in these former sidings. The use of passenger carriages, however, masks the original use for the dispatch of parcels into parcels vans. The tunnel and goods lifts remain substantially intact but are not accessible by the general public and have been separated from the former Inwards Parcels Shed.

The former Inwards Parcels Shed is a link building between the Parcels Post Office and the western wing of Central Station along Platform 1. Some of its functions are still legible, particularly the unloading of parcels using the covered loading dock that runs the entire length of the western elevation. Aside from the timber structure much of the interior detail has been removed so that an understanding of the interior as a parcels shed is no longer possible.

The Reference Design prepared by EC3 and Terroir envisages a multi-storey building containing office space for Atlassian and new premises for the YHA. To achieve this, a tower is proposed above the original timber and corrugated iron structure.

This leads to a number of potential heritage issues arising from dealing with the structure of the tower reaching the ground and the impact this will have on the shed which covers most of the site.

The reference design proposes to retain the former Inwards Parcels Shed and to construct a tower above the shed on a series of columns. The Tower is accessed by a lift and stair core that penetrate a portion of the former Inwards Parcels Shed. The existing shed would function partly as a lobby. The existing level below the former Inwards Parcels Shed is

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required to support pedestrian movement associated with Central Station and the new Metro and becomes a critical piece of infrastructure to ensure future pedestrian comfort and safety.

To provide access to a tower, careful consideration has been given to the impact of a building constructed over the shed in particular with regard to the following:

- The preservation of the view to the Shed from the north, along with an understanding of the interrelation of the Shed with the Central Station buildings and the Parcels Post Office.
- Sufficient height between the roof of the former Inwards Parcels Shed and the underside of a tower in order provided to maintain a visual separation between the two.
- An understanding of the simple form of the former Inwards Parcels Shed is maintained.
- An understanding of the bolted timber post and truss system is maintained.
- Interpretation of the site history, and contribution to the wider significance of Central Station to be incorporated into the design.
- How the building will be integrated into a future over station development.

The three buildings, Central Station South Wing, (Adina Hotel) former Parcels Post Office and the former Inwards Parcels Shed form an important vista in their unusual composition and difference in materials. It is important that the 'iconic' view of these three elements is retained.

Development of this proposal has had regard to:

- The site forms a crucial link between the Central Metro Station (under construction) development to the south of Henry Dean Square and proposed development over the approach tracks to Central Station.
- The future pedestrian environment and the need to ensure that central station continues to function comfortably and safely for pedestrians
- As an inner city location, the site is underutilised, particularly in light of its location at the core of extensive new development.
- The building forms part of the state heritage listing of the whole of the Central Station Precinct.
- The constraints and opportunities arising from the assessment of heritage significance.
- The physical condition and degree of integrity of the fabric of the place.
- The requirements imposed by external factors and agencies including the applicable planning controls.



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Report Preparation	
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**Cover Image:** The former Inwards Parcels Shed as viewed from Ambulance Avenue.

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## 2 INTRODUCTION

### 2.1 Background

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The intended outcome of the self-repealing SEPP is to create Australia's first 'Innovation Precinct' adjacent to Sydney's Central Railway Station, by introducing new built form controls for Block A to support the development of an iconic commercial office tower for the new global headquarters of Atlassian (who would anchor, grow and nurture the Precinct), a re-imagined improved YHA tourism accommodation the adaptive re-use of the Former Inwards Parcels Shed, and a range of spaces for local and emerging tech/start-up companies to thrive.

In a wider context, Block A forms part of the NSW Government's plan to transform Central Station Precinct. This project the "Central Precinct and Over Station Development (OSD)" which seeks to reimagine Central Station by creating a new commercial and public precinct.

Key considerations for the proposal relate to the location of the former Inwards Parcels Shed within a broader site which is listed on the State Heritage Register as the *Sydney Terminal and Central Railway Station Group* and for the desired future character of the site. The site location is highly strategic and significant, located directly adjacent to Central Railway Station, which is undergoing rapid transformation by the NSW State Government to allow for the integration of rail, metro and light rail transport infrastructure to improve connectivity in Sydney. Strategies for urban renewal opportunities include:

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Any future development of the former Inwards Parcels Shed will be informed by the Conservation Management Strategy located in Appendix 1 of this document. Engagement with key stakeholders to ensure the heritage significance of the site is retained. The Conservation Management Strategy will help to inform an international design competition proposed to be undertaken (in accordance with the City of Sydney and Government Architect

NSW's Design Excellence Policies) to achieve a high level of design excellence for the site while enhancing and celebrating the site's history. A State Significant Development Application (DA) will be submitted following a design competition and any feedback from the Office of Environment and Heritage will be reviewed and incorporated as part of this process.

There is an existing Conservation Management Plan for the site, the details of which are as follows:

- Rappoport Heritage Consultants and the NSW Government Architect's Office, *Central Station: Conservation Management Plan* (2013). This plan is hereafter referred to as the *CMP June 2013*.

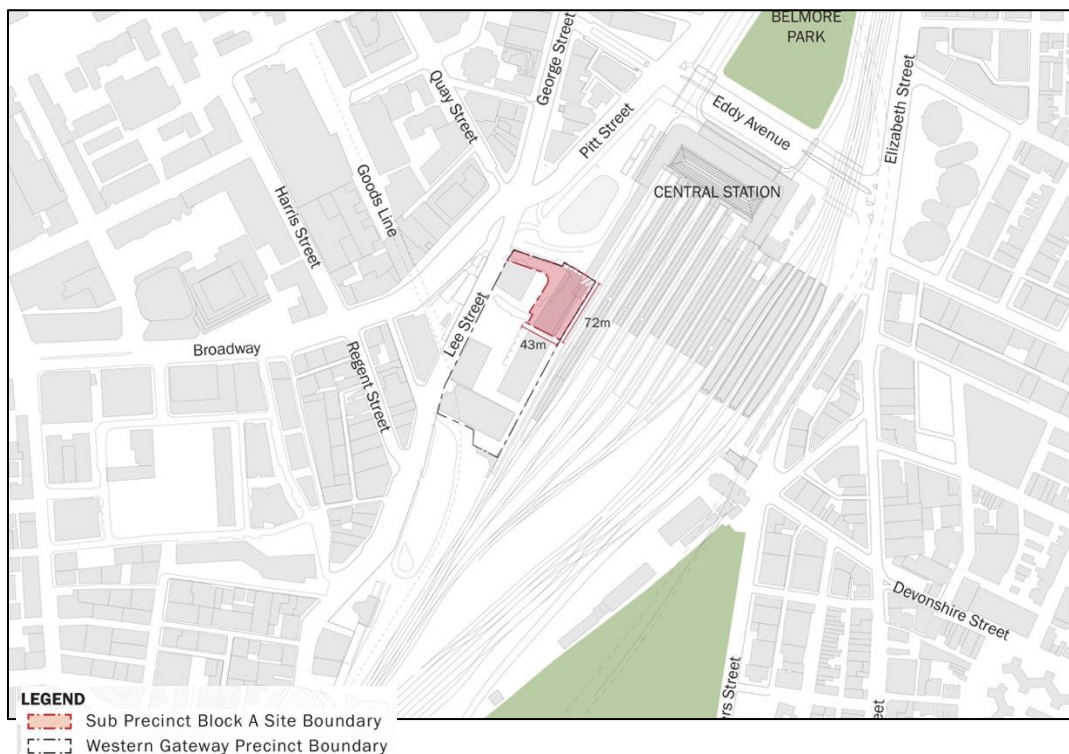
This statement relies on the information provided by the CMP June 2013 and the additional sources listed under Section 2.7 below.

## 2.2 Site Location

The former Inwards Parcels Shed is located at Nos. 8-10 Lee Street, Sydney within Railway Square of the Central Railway Station Precinct. The site is currently used as the Railway Square YHA and is owned by Transport for NSW and occupied by YHA Australia, who have a 99-year lease on the site.

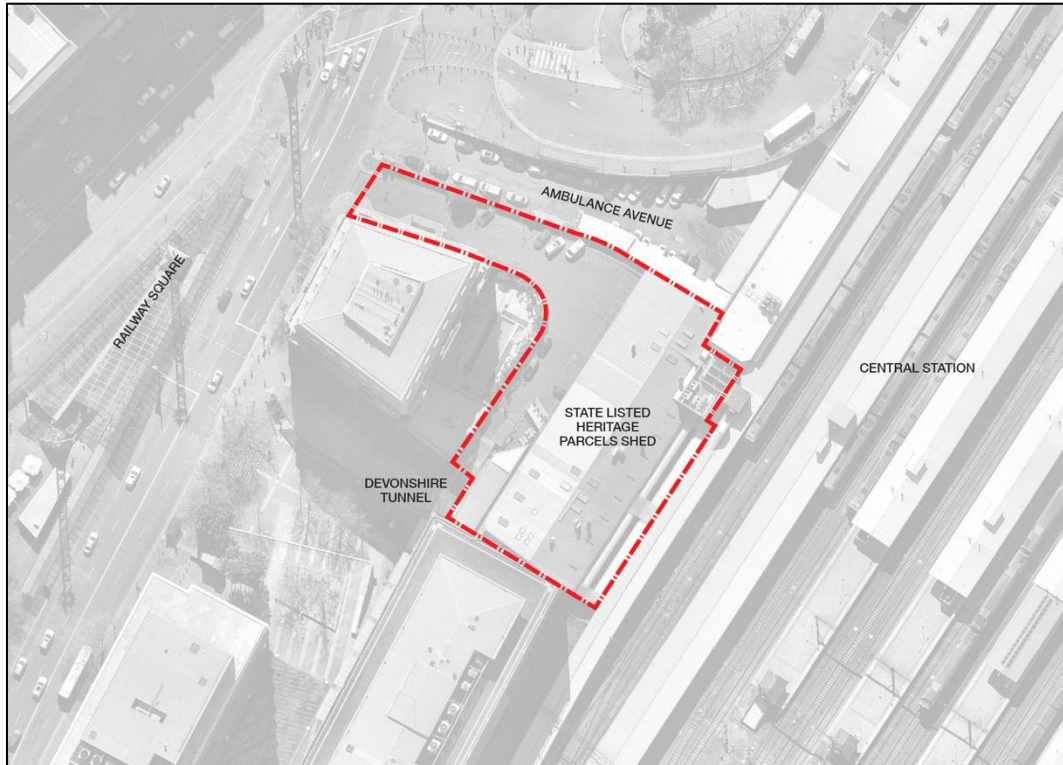
The site contains a number of lots, as follows:

- Lot 117 in D.P. 1078271.
- Part of Lot 116 in D.P. 1078271.
- Part of Lot 13 in D.P. 1062447. and
- Part of Lot 116 in D.P. 1078271 (vehicle and pedestrian access from Lee Street).
- Part Lot 118 in D.P. 1078271



**Figure 1: The location of the subject site within the wider precinct.**

EC3 and Terroir (2019)



**Figure 2: Site location and boundary outline.**

EC3 and Terrior (2019)

## 2.3 Heritage Listings

The Former Inwards Parcels Shed site is subject to a number of statutory heritage listings from various government agencies. The listings are outlined below:

- The site is included in the heritage listing for the whole Sydney Terminal and Central Railway Station Group as listed on the State Heritage Register (SHR No. 01255) under the auspices of the *NSW Heritage Act 1977*.
- The site is included in the heritage listing for the Central Railway Station and Sydney Terminal Group on TfNSW S.170 Register under the auspices of the *NSW Heritage Act 1977*.
- The site is listed as part of the Central Railway Station listing by Schedule 5 Part 1 of the *Sydney Local Environmental Plan 2012 (SLEP 2012)*.

It is noted the site is also within the immediate vicinity of a number of heritage items of both State and local significance. These items are discussed in more detail in Section 5.7 below.

## 2.4 Methodology

A site inspection was undertaken in October 2018 for the preparation of this HIS by Weir Phillips Heritage and Planning. All photographs of the site were taken at this time unless otherwise noted.

This HIS has been prepared with reference to the NSW Heritage Office's (now Division) publications *Assessing Heritage Significance* (2001 update) and *Statements of Heritage Impact* (2002 update) and with reference to the planning documents listed under Section 2.7.

## 2.5 Limitations

A detailed history of the site and a full assessment of significance to NSW Heritage Division standards were not provided with regards to the Former Inwards Parcels Shed as this has

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been previously documented by the CMP 2013. Section 3 of this HIS provides the established history and significance of the site. This was compiled from readily available sources.

An assessment of archaeological potential and archaeological significance, Aboriginal or historical, is outside the scope of this HIS. A brief Aboriginal history of the surrounding area is provided. An Aboriginal Heritage Due Diligence Assessment and Non-Aboriginal (Historic) Archaeological Assessment by Artefact dated December 2018 accompanies this Planning Proposal.

Community consultation has not been undertaken as part of this Planning Proposal.

## **2.6 Author Identification**

This report has been prepared by Anna McLaurin B.Envs. (Arch.), M.Herit.Cons., Elliot Nolan B.A. Anc. Hist. (Hons), M.Mus.Herit.Stud., and James Phillips B.Sc. (Arch.), B.Arch., M.Herit.Cons.(Hons) of Weir Phillips Heritage and Planning.

The historical information and assessments of significance contained in this HIS partly rely on existing studies (refer to Section 2.7 below). Acknowledgment of the authors of these studies is duly given.

## **2.7 Documentary Evidence**

### **2.7.1 General References**

- Attenbrow, V. *Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records* (New South Wales: University of New South Wales Press, 2002).
- City of Sydney, 'The first Sydneysiders', <http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/aboriginal-history>, accessed 2 August, 2018.
- Heritage Group, State Projects, Department of Public Works & Services, Central Station Conservation Management Plan (1995).
- Johnson, C. *Shaping Sydney: Public Architecture and Civic Decorum* (Alexandria: Hale & Ironmonger, 1999).
- McKillop, R. *Century of Central* (Redfern: Australian Railway Historical Society, 2008).
- McKillop, R. Ellsmore, D. & Oakes, J. *A Century of Central: Sydney's Central Railway Station 1906 to 2006* (NSW: Australian Railway Historical Society, 2009).
- Oakes, J. *Sydney's Central* (Sydney: Australian Railway Historical Society, 2007).
- OCP Architects, Heritage Report – Atlassian YHA, Railway Square (2017).
- Rappoport Heritage Consultants and NSW Government Architect's Office, Central Station Conservation Management Plan (2013).
- Rod Howard Heritage Conservation Pty Ltd, Heritage Considerations Relating to Proposed Development on Site of Henry Deane Park, Lee Street, Sydney (1998).
- Sunday Times, 'Sydney Railway Parcels Office is Draughty, Dusty and Badly Run', 9 May, 1926.

### **2.7.2 Historic Plans and Photographs**

- 'City of Sydney – Trigonometrical Survey' (1855-1865). City of Sydney Archives.
- 'Plans of Sydney – Rygate and West' (1888). City of Sydney Archives.
- Diagram, Sydney Station Yard' (1926). McKillop, Ellsmore & Oakes, *A Century of Central* (2009).

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- Photograph, 'Central Station showing Inwards Parcels Shed' (c. 1910s). OCP Architects, *Heritage Report – Atlassian YHA, Railway Square* (2017).
  - Photograph, 'Inwards Parcels Shed' (1973). McKillop, Ellsmore & Oakes, *A Century of Central* (2009).
  - Photograph, 'Interior of Inwards Parcels Shed' (1973). Oakes, *Sydney's Central* (2006).
  - Photograph, 'Staff from the parcels office towing trailers carrying items for loading onto a mail train' (n.d.). McKillop, Ellsmore & Oakes, *A Century of Central* (2009).
  - Photograph, 'View of Central Station overlooking Railway Square' (1911). Oakes, *Sydney's Central* (2006).
  - Photograph, 'View of Central Station' (1921). McKillop, Ellsmore & Oakes, *A Century of Central* (2009).

### 2.7.3 Heritage Inventory Sheets

State Heritage Inventory including:

- 'Agincourt Hotel, including interior', No. 871 George Street, Sydney. State Heritage Inventory Database No. 2424221.
- 'Belmore Park grounds, landscaping and bandstand', Haymarket. State Heritage Inventory Database No. 2424806.
- 'Central Railway Station Group (including buildings, station yard, viaducts and building interiors', Haymarket, Sydney. State Heritage Inventory Database No. 2424249.
- 'Central Railway Station and Sydney Terminal Group', Eddy Avenue, Sydney. State Heritage Inventory Database No. 4801296.
- 'Christ Church St Laurence group (church, former school and rectory including interiors)', No. 814A George Street and No. 505 Pitt Street, Haymarket. State Heritage Inventory Database No. 2424276.
- 'Commercial Building (1-7 Broadway), including interior', Nos. 15-73 Broadway, Ultimo. State Heritage Inventory Database No. 2424267.
- 'Commercial building, including interior', Nos. 9-13 Broadway, Ultimo. State Heritage Inventory Database No. 2424248.
- 'Commercial Building (851-855 George Street), including interior', No. 732 Harris Street, Ultimo. State Heritage Inventory Database No. 2424233.
- 'Commercial building group including interiors', Nos. 767-791 George Street, Haymarket. State Heritage Inventory Database No. 2424257.
- 'Commercial building, Station House, including interior', Nos. 790-798 George Street, Haymarket. State Heritage Inventory Database No. 2424274.
- 'Dental Hospital, including interior', Nos. 2-18 Chalmers Street, Surry Hills. State Heritage Inventory Database No. 2424325.
- 'Evening Star Hotel façade', No. 8 Cooper Street and Nos. 370-370 Elizabeth Street, Chippendale. State Heritage Inventory Database No. 2424338.
- 'Former Bank of NSW, including interior', Nos. 824-826 George Street, Chippendale. State Heritage Inventory Database No. 2424222.
- 'Former commercial building "Orchard's Chambers", including interior', Nos. 793-795 George Street, Haymarket. State Heritage Inventory Database No. 2424259.
- 'Former commercial building "Sutton Forest Meat", including interior', Nos. 761-763 George Street, Haymarket. State Heritage Inventory Database No. 2424218.



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- ‘Former “Daking House”, including interior’, Nos. 11-23 Rawson Place, Haymarket. State Heritage Inventory Database No. 2424275.
  - ‘Former Farleigh Nettheim & Co Ltd warehouse, including interiors’, Nos. 1-15 Foveaux Street, Surry Hills. State Heritage Inventory Database No. 5062499.
  - ‘Former Lottery Office including interior’, No. 814 George Street, Haymarket. State Heritage Inventory Database No. 2424220.
  - ‘Former “Metro Goldwyn Mayer”, including interior’, Nos. 20-28 Chalmers Street, Surry Hills. State Heritage Inventory Database No. 2431125.
  - ‘Former Parcels Post Office, including retaining wall, early lamp post and building’, Railway Square, Haymarket. State Heritage Inventory Database No. 2424235.
  - ‘Former Railway Institute Building, including fence and interior’, No. 101 Chalmers Street, Surry Hills. State Heritage Inventory Database No. 5014176.
  - ‘Former RC Henderson Ltd factory, including interiors’, Nos. 11-13 Randle Street, Surry Hills. State Heritage Inventory Database No. 5062501.
  - ‘Former warehouse, Canada House, including interior’, No. 822 George Street, Chippendale. State Heritage Inventory Database No. 2424260.
  - ‘Former warehouse, “General Merchants”, including interior’, Nos. 2-12 Foveaux Street, Surry Hills. State Heritage Inventory Database No. 2420785.
  - ‘Hibernian House, including interior’, Nos. 328-344 Elizabeth Street, Surry Hills. State Heritage Inventory Database No. 2424344.
  - ‘Marcus Clarke Building, Sydney Technical College (Building W), including interior’, Nos. 827-837 George Street, Sydney. State Heritage Inventory Database No. 2424219.
  - ‘Railway Square Road Overbridge’, George Street, Chippendale. State Heritage Inventory Database No. 5012153.
  - ‘Royal Exhibition Hotel, including interior’, Nos. 86-92 Chalmers Street, Surry Hills. State Heritage Inventory Database No. 2420555.
  - ‘Sutherlands Hotel, including interior’, Nos. 2-6 Broadway, Chippendale. State Heritage Inventory Database No. 2424194.
  - ‘Sydney Terminal Central Railway Station Group’, Great Southern and Western Railway, Sydney. State Heritage Inventory Database No. 5012230.

#### **2.7.4 Planning Documents**

- *NSW Heritage Act 1977.*
- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- Standard Exemptions for Works Requiring Heritage Council Approval, 2009.
- State Environmental Planning Policy (Infrastructure) December 2007.
- *Sydney Local Environmental Plan (LEP) 2012.*

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### 3 HISTORICAL ANALYSIS

#### 3.1 Original Occupation

It is difficult to determine precisely how long Indigenous Australians (or Aboriginal peoples) have lived in the Sydney region. Scientific measurement systems such as radiocarbon and thermoluminescence indicate that people have lived in Sydney for upwards of 10,000 years, although evidence from archaeological sites in other parts of Australia show evidence of habitation possibly extending back as long as 60,000 years ago. Evidence of their occupation includes rock carvings, shell and animal bones, stone artefacts, etc. In the greater Sydney region there are at least 4,000 such sites registered.<sup>1</sup> These are protected by State and Federal law.

It is similarly difficult to establish how many people lived in Sydney prior to colonisation in 1788. Recent research indicates that it may have been between 2,000 and 3,000 people. The decrease in population following colonisation is well-documented. In April 1789 an epidemic struck the local Aboriginals. The British thought it was probably smallpox, but the Aboriginals called it *gal-galla*. Over half of the Indigenous Australians of the Sydney region died.<sup>2</sup>

The first written description of the Aboriginals of the Sydney region dates to 1770, when Lieutenant James Cook made his first voyage of exploration and visited what is now known as Botany Bay. These descriptions principally regarded their physical appearance, material culture and the foods they ate, but little else.

The Gadigal people of the Eora nation inhabited the land that covers the present site of Sydney's Central Business District and Eastern Suburbs as well as parts of the Inner West through to Petersham and down to the Cooks River, which served as a natural boundary. In all, there were probably about 30 individual bands living within the greater Sydney area. Governor Phillip King and Watkin Tench described some of these groups, including the Cadigal:

*From the entrance of the harbour, along the south shore, to the cove adjoining this settlement, the district is called Cadi, and the tribe Cadigal; the women Cadigalleon... the tribes derive their appellations from the places they inhabit... [thus] Cadigal, those who reside in the bay of Cadi.*<sup>3</sup>

As the Gadigal people lived by the coast, they would have mostly lived on a diet of shellfish and fish which was supplemented by terrestrial food sources such as game, figs, berries and tubers. In contrast to today, the harbour was described by early settlers as well-stocked with fish: such as 'Jewfish, Snapper, Mullet, Mackrel [sic], Whiting, Dory, Rock Cod, leather jackets and various others'.<sup>4</sup>

During the late 1780s and into the 1790s, the population in Sydney grew rapidly due to the successive arrival of British transports, starting with the First Fleet in 1788. The colonists quickly came into contact with the Indigenous Australians who inhabited the land. There were killings on both sides but ultimately, as trees were felled, raw materials exploited and farmlands established, the various Aboriginal peoples were dispossessed of their land.

There were attempts to establish friendly relations with the Aboriginals albeit via capturing individual members, in order to learn their languages and exchange information. It was through activities such as these that names of places and tribes and so forth came to be known, such as 'Gadigal'. Among the captives was Bennelong who formed a close association

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<sup>1</sup> Val Attenbrow, *Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records* (New South Wales: University of New South Wales Press, 2002), pp. 1-4.

<sup>2</sup> Attenbrow, *Sydney's Aboriginal Past*, p. 21.

<sup>3</sup> Attenbrow, *Sydney's Aboriginal Past*, p. 22.

<sup>4</sup> Attenbrow, *Sydney's Aboriginal Past*, p. 63.

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with Phillip and helped the colonists to better understand his own people. David Collins, for example, recorded a conversation with Bennelong about belief systems:

*... Conversing with Bennillong [sic] after his return from England where he had obtained much knowledge of our customs and manners, I wished to learn what were his ideas of the place from which his countrymen came, and led him to the subject by observing, that all the white men here came from England. I then asked him where the black men (or Eora) came from? He hesitated; did they come from any island? His answer was, that he knew of none: they came from the clouds... and when they died, they return to the clouds.<sup>5</sup>*

The colonists also tried to exchange material items with the Aboriginals. The first gifts were combs, beads, looking-glasses and ribbons. These were typically met with indifference. Instead, what was sought after were functional objects like hatchets and small axes. Fishing lines and spears were eagerly received in return by the British. Traditional life was disrupted in this way, although hunting and fishing practices continued to be described by the colonists at least until the 1840s.<sup>6</sup>

The intensive development of the Sydney region has erased much evidence of Indigenous occupation; their pre-colonial way of life was disrupted, never to return. Despite these impacts, the Cadigal people as well as other Indigenous Australians stayed in Sydney to work and live and continues as a strong community to this day.<sup>7</sup>

### 3.2 Early Sydney

The colony of New South Wales was formally established at Sydney Cove on 26 January, 1788. The township of Sydney initially grew organically and with little regard for order. The eastern part of the township of Sydney was where the administrative functions of government were located. This is presently where Macquarie Street runs and the area in which Government House and State Parliament lie. The western part of the township was more or less given up to the convicts, sailors and soldiers. Many of the oldest public houses in Sydney are located in this area. Over time, free settlers began to arrive. Grants of land were given and the colony expanded north, south and west. Sydney grew from a disreputable penal colony into the beginnings of a flourishing city with theatres, churches and markets emerging in this time.

The arrival of Governor Lachlan Macquarie precipitated the beginnings of a civic tradition. The streets were also reordered, many of which previously had utilitarian names. For instance, Kent Street was originally 'Back Row' and Clarence Street was 'Middle Soldiers Row'. In addition, Francis Greenway, architect, transported for forgery had arrived in the colony in 1814. His major works include the Hyde Park Barracks (1819) and the Church of St James in King Street (1824).<sup>8</sup> The architectural styles were typically in the tradition of Georgian or Greek Revival, then in fashion in Britain.<sup>9</sup> Over time the position of Colonial Architect was formalised, which morphed into the position of Government Architect following Federation. Walter Liberty Vernon was the Government Architect responsible for the present-day main terminus at Central Station.

### 3.3 Development of Central Station

The following historical outline of Central Station is obtained from the Central Station Conservation Management Plan developed by Rappoport Heritage Consultants in 2013 and

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<sup>5</sup> Attenbrow, *Sydney's Aboriginal Past*, p. 35.

<sup>6</sup> Attenbrow, *Sydney's Aboriginal Past*, p. 103.

<sup>7</sup> City of Sydney, 'The first Sydneysiders', <http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/aboriginal-history>, accessed 2 August, 2018.

Chris Johnson, *Shaping Sydney: Public Architecture and Civic Decorum* (Alexandria: Hale & Ironmonger, 1999), pp. 14-15.

<sup>9</sup> Johnson, *Shaping Sydney*, p. 21.

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the Heritage Assessment for Former Inwards Parcels Shed developed by OCP Architects in 2017.

The development of passenger railways in England in the early 1830s precipitated an interest in the same in the colony of New South Wales. Following the first successful crossing of the Blue Mountains in 1813, a road was constructed between Sydney and what is now Bathurst and so made the vast interior of the continent accessible.

The burgeoning wool industry that arose from the settlement of the interior drove the expansion of banking, shipping and other service industries in Sydney. The challenge, however, was in transporting goods from places like Bathurst to the ports of Sydney and Newcastle for shipping to England.

In the 1840s, the first proposals for a public railway emerged. A public meeting held in 1846 resulted in the commissioning of a report on the feasibility of a railway from Sydney to Goulburn. By 1848, the Legislative Council had made a series of resolutions providing for the construction of a railway via private enterprise with some government support. The following year, the Sydney Railway Company was formed.

In 1855, the first Sydney station, known as Redfern Station, was opened (see Figure 3). It was located close to the present-day Central Station, to the south of Devonshire Street in what was known as the 'Cleveland Paddocks'. The paddocks were a large undeveloped area of land on the southern edge of Sydney, used by teamsters to rest horses and bullocks that transported goods into and out of the city. The first station comprised a single timber platform with a track covered by a corrugated iron shed and an iron building with a lean-to roof for public rooms and offices.



**Figure 3: Trigonometrical survey of Sydney (Block 52), showing Cleveland Paddocks in relation to location of first Sydney Station, c. 1856.**  
City of Sydney Archives

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Redfern Station was expanded over the following years with the erection of an engine shed, carriage shed and goods shed in 1856. The remaining eastern portion of the Cleveland Paddocks was dedicated as a reserve for public recreation and named Prince Alfred Park in 1865.

The station building erected at Redfern was intended to be temporary. By the 1860s, there was increasing public pressures for a permanent station to be built. In 1874, a second station was erected to a design by John Whitton in a Neo-Classical style using polychromatic brick. It was constructed in the same location as the first station and had frontage to Devonshire Street. Over time, the total number of platforms increased to 13, while carriage sheds, workshops, goods shed, etc. were erected. The railway proved a popular mode of transport and the main lines out of Sydney were quadrupled in 1884 to cope with increased traffic. Congestion, however, was aggravated by the short length of platforms which meant trains often blocked each other's access to platforms.

In 1888, Edward Eddy was appointed Chief Railway Commissioner in New South Wales. Three years later in 1891, Henry Deane was appointed Engineer-in-Chief for Railway Construction. A Royal Commission was established in that same year to examine:

*The expediency of bringing the railway from its present terminus at Redfern into the city; of bringing into existence such suburban lines as may be necessary; and of connecting Sydney with the North Shore by a bridge not obstructing harbour navigation.*<sup>10</sup>

In 1891, Eddy submitted proposals to build a large terminus for country trains at the present site of Central Station. His proposal included 'that provision be made at the proposed Central Station... for carrying a line west of George Street to a suitable point for connecting to North Sydney by means of a bridge'.<sup>11</sup> This is the first recorded use of 'Central Station' as a name. There was interest in these suggestions, but economic downturn in the 1890s prevented the project from proceeding.

The scheme was, however, reconsidered in 1897, alongside an alternative plan involving the use of Hyde Park. The latter would have required expensive land resumptions, so Deane and his staff drafted designs for a terminus that utilised the old burial ground on Devonshire Street, to the north of the existing station, although the plan still required the resumption of public land to the cost of £148,000. The buildings demolished to make way included the Benevolent Asylum (1820); Christ Church Parsonage (1855); Police Barracks (1819); and the Devonshire Street Cemetery (1819-1860).<sup>12</sup> This land was previously sand dunes stabilised by stands of trees. By 1818, it was used by government for a variety of uses. The western part was occupied by public institutions and the eastern part by the Devonshire Street Cemetery.

Although earlier archaeological assessments suggest that removal of these buildings was comprehensive, archaeological testing in the Western Forecourt in 2009 showed remnants of the Benevolent Asylum and Christ Church Parsonage. The Devonshire Cemetery operated from 1820 to the mid-19<sup>th</sup> century and was closed to new burials in 1888. In 1901, work began to exhume all of the burials and clear the site. The evidence suggests that they may not have all been thoroughly removed. See Figure 4 for further information on buildings demolished.

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<sup>10</sup> Robert McKillop, *Century of Central* (Redfern: Australian Railway Historical Society, 2008), p. 16.

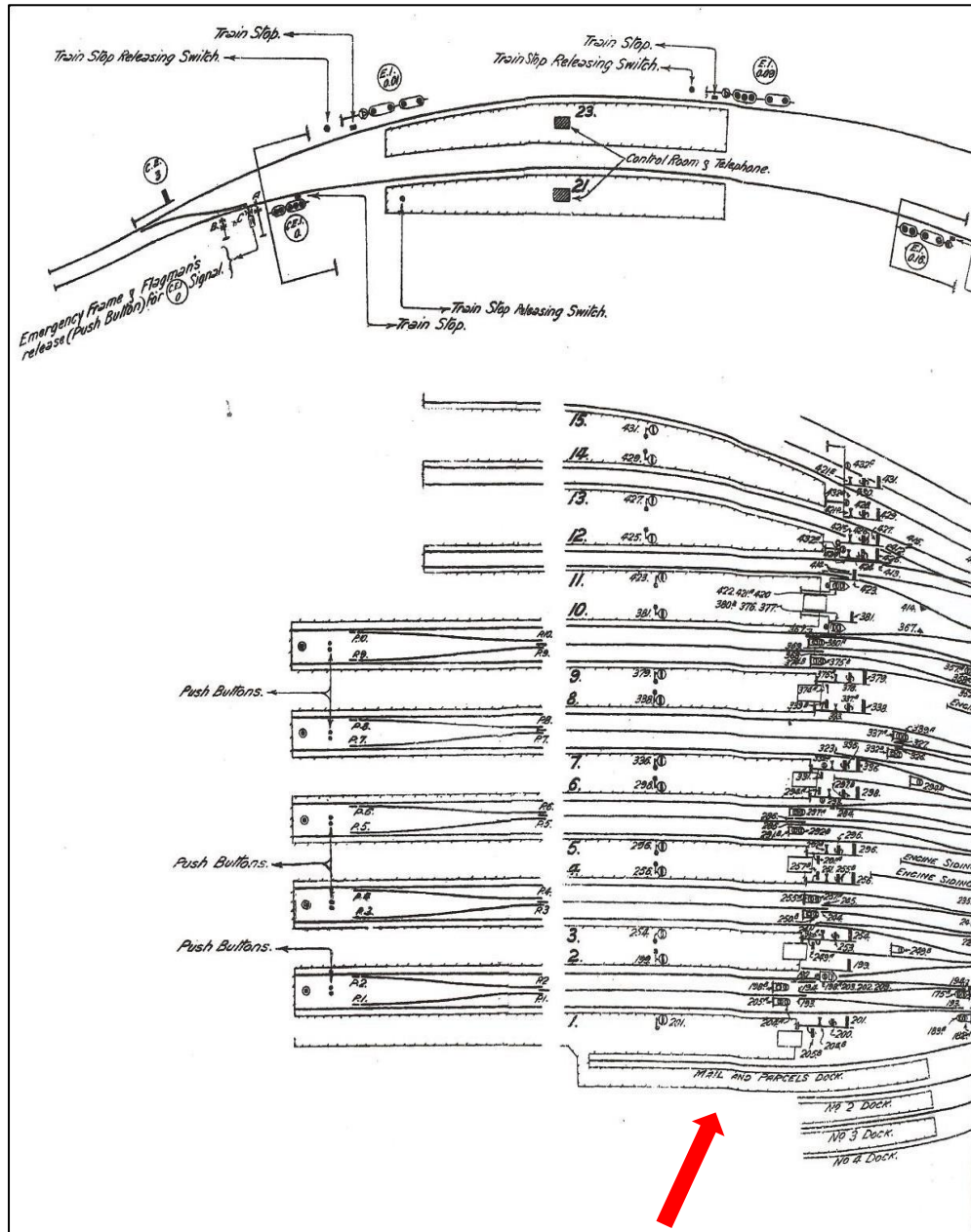
<sup>11</sup> John Oakes, *Sydney's Central* (Sydney: Australian Railway Historical Society, 2007), p. 17

<sup>12</sup> McKillop, *Century of Central*, p. 28





An Act of Parliament enabling the construction of the new station was passed in 1900. Walter Liberty Vernon, the first New South Wales Government Architect (appointed 1890) was the designer of the main building. The terminus was constructed in two stages due to funding constraints. The first stage was completed by 1906 and the second between 1915 and 1921. The Main Concourse, Booking Hall, Waiting Rooms, Dining and Refreshment Rooms, Cloak Room and Barbers Saloon within the terminus date to the 1906 stage. The parcels shed and associated infrastructure also dates to this stage.



**Figure 5: Sydney Station Yard Diagram, 1926. The red arrow points to the Parcels Dock.**  
McKillop, Ellsmore & Oakes, *A Century of Central*, p. 145.



### 3.3.1 Inwards Parcels Shed

The Inwards Parcel Shed was built in 1906 towards the end of Platform 1, on the western side, to a design by Gorrie Blair of the Government Architect's Office (see Figure 6). It comprised a corrugated metal shed with a loading dock and yard situated on its western side.

The shed was intended as a clearing house for packages that arrived from the countryside. Its counterpart was the Outwards Parcels Shed which was located on the lower level of the station and accessed from Pitt Street near the corner of Eddy Avenue.

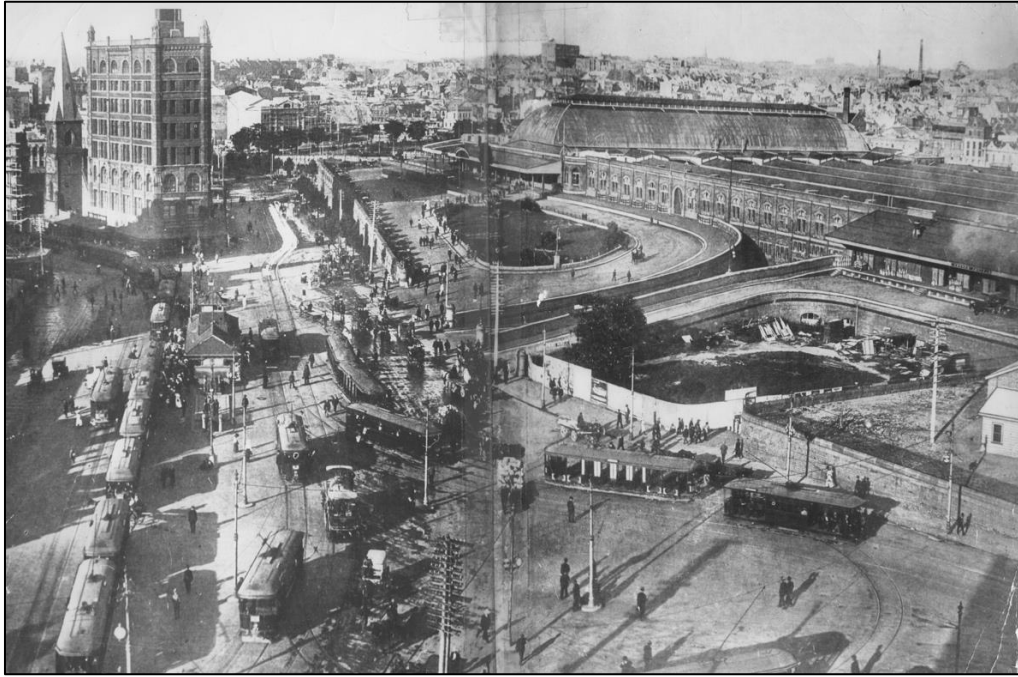
The Shed was part of a complex of buildings and functions within and around Ambulance Avenue (so-called because ambulance services resided there, originally on horse-drawn carriages). The Parcels Post Office was constructed adjacent to the Inwards Parcels Shed. It was opened c. 1913 and contained a basement sorting office and observation galleries at each end. There were also external parcel chutes on the eastern façade (Figure 8). These were removed in the latter years of the 20<sup>th</sup> century. The size and grandeur of the building provides a sense of the importance of the railways at this time.

Parcels were delivered to the Shed via a ramp adjacent to the Parcels Post Office. Following this, vehicles exited over a bridge that spanned the Devonshire Street pedestrian subway and came down onto Lee Street. Correspondence relating to the railways was issued to stations around New South Wales from the despatch office. The office was opened in 1906 in the basement of the West Wing extension and has remained in situ.



**Figure 6: View of Central Station in 1921 showing the 19 platforms in use. The red arrow pointing to a corrugated roof is showing the Inwards Parcels Shed.**

Robert McKillop, Donald Ellsmore and John Oakes, *A Century of Central: Sydney's Central Railway Station 1906 to 2006* (Redfern: Australian Railway Historical Society, 2009), p. 47.



**Figure 7: View of Central Station overlooking Railway Square. The Inwards Parcels Shed is seen to the right. The site in front is that of the yet to be built Parcels Post Office.**  
Oakes, *Sydney's Central*, p. 24.



**Figure 8: Photograph of Central Station showing Inwards Parcels Shed, c. 1910. The Parcels Post Office is located immediately on its right. Note the chutes from the Passageway leading directly to the passageway under the Inwards Parcels Shed.**  
OCP Architects, *Heritage Report – Atlassian YHA, Railway Square* (2017), p. 15.



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The Inwards Parcels Shed was derided in its first years for the inattentive service of staff as well as its spartan interiors (see Figures 9 to 11). As the *Sunday Times* commented on 9 May, 1926:

*[A] nasty, draughty [sic], dingy corrugated-iron shed... you will see any number of people leaning wearily over the dirty counter waiting for the attention which never comes... the seating accommodation consists of two or three narrow, dusty wooden seats, capable of holding no more than four people each.<sup>13</sup>*



**Figure 9: Staff from the parcels office towing trailers carrying items for loading onto a mail train.**

McKillop, Ellsmore & Oakes, *A Century of Central*, p. 88.

There is little other information regarding the design of the interior at the time of construction. The CMP prepared in 1995 notes that the shed was configured into three sections, including the Inwards Parcels Office and a Cashier's Office. Corrugated fibreglass skylights supplemented internal lighting as the corrugated metal walls had few openings. It was also noted that there were four rows of columns: two internal rows forming a nave and one row in each of the long side walls. The large overhang of the roof of the shed was supported by rafters strutted back to the wall posts.

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<sup>13</sup> *Sunday Times*, 'Sydney Railway Parcels Office is Draughty, Dusty and Badly Run', 9 May, 1926.



**Figure 10: Parcels Shed, most likely the shed located directly adjacent. Located in Figure 8 just beyond the Inwards Parcels Shed, c. 1973.**  
McKillop, Ellsmore & Oakes, *A Century of Central*, p. 89.



**Figure 11: Interior of Inwards Parcels Shed, c. 1973. Note the corrugated iron walls and timber columns.**  
Oakes, *Sydney's Central*, p. 46.

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The later history of the Inwards Parcel Shed is also unclear as it is not known when it stopped being used as a shed. At the time of the 1995 CMP, it was being used as an auction storage facility. According to an updated CMP prepared in 2013, the last parcels train made its departure from Central Station on 21 November, 1988. In 1999-2000, the Inwards Parcel Dock, West Carriage Shed and Parcels Dock awning were demolished to make way for the Henry Deane Park Plaza development. The West Carriage Shed was the last such remaining at Central Station. It is further noted that the awning over the Parcels Dock was supported by 14 cast iron columns and timber/iron roof trusses that were salvaged from the first Sydney station.

In 2003, the YHA site was lease sold to the TOGA group who had also purchased the Parcels Post Office. SJB Architects were commissioned to convert the shed into backpacker's accommodation. The overall structure was retained as well as the interior columns.



## 4 PHYSICAL FABRIC ANALYSIS

### 4.1 General Setting

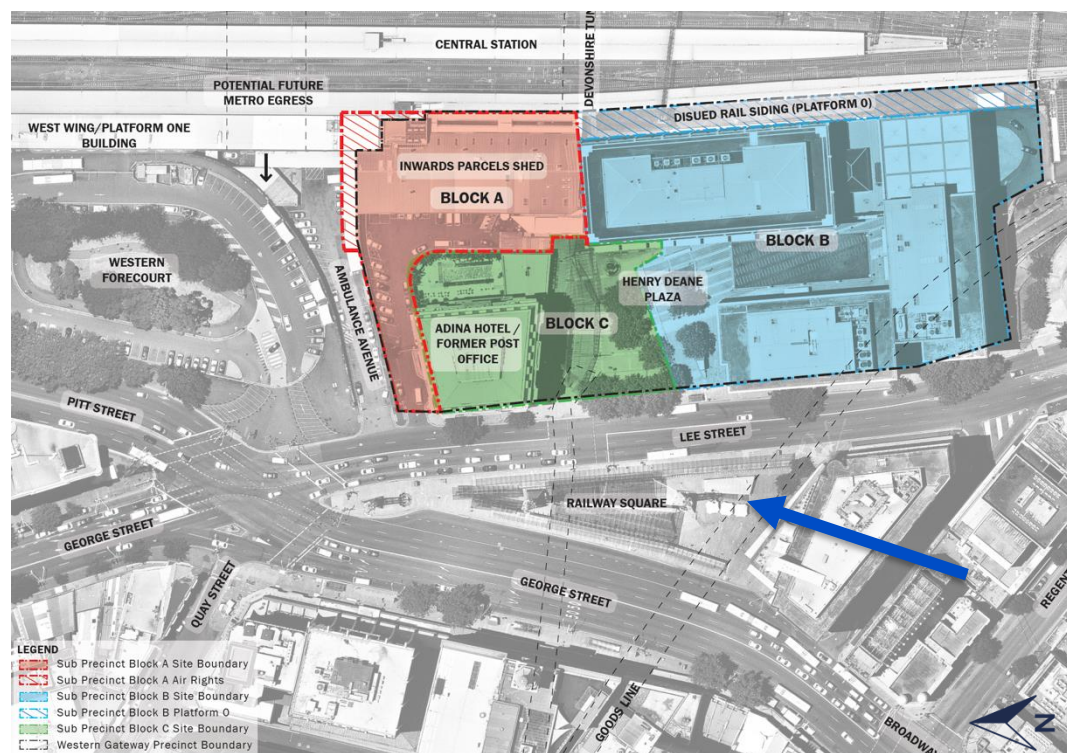
The site is located within Central Station and is located on the western side of the regional interchange to the south of the Western Forecourt. To the south east of the site is the junction between Pitt, George and Lee Streets, which forms the southern gateway to the Sydney CBD (see Figure 12 below). This junction is a major transport interchange, with the Railway Square bus interchange to the west, Central Station to the east, Light Rail to the north and heavy vehicular and pedestrian movement surrounding.

The sandstone elevation of the Central Station Terminus building dominates the site and acts as a landmark for the immediate area. To the north of the former Inwards Parcels Shed is the famous sandstone clocktower and the ramped approaches in the western forecourt along Lower Carriage Lane (Ambulance Avenue). To the south is Henry Deane Plaza, the Devonshire Street Tunnel and contemporary office buildings. To the immediate west is the Adina Hotel, formerly the Parcels Post Office.

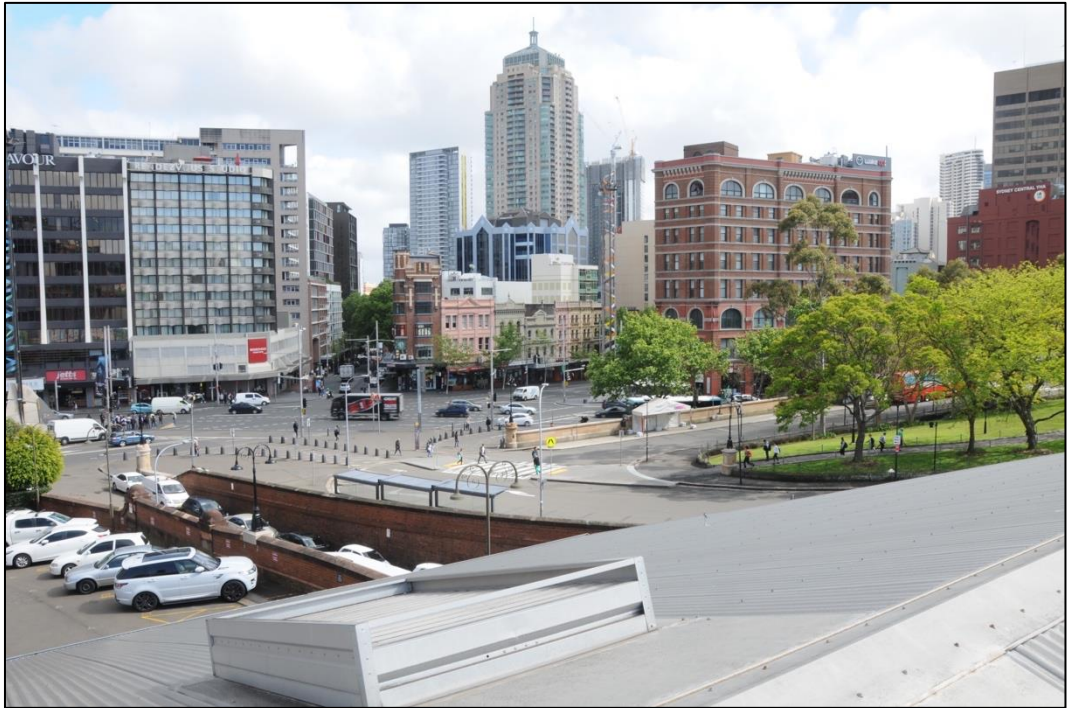
Further afield, the surrounding area is a medium density mixed use area of hotels, commercial buildings, tertiary and education institutions. The area also contains a number of heritage items, most of which have been adaptively reused for other purposes. These include, but are not limited, to:

- Former Lottery Office at 761-791 George Street, Haymarket;
- Marcus Clark Building (TAFE Building);
- 827-837 George Street, Haymarket;
- Former Commercial Building, 'Orchards Chambers'; and
- Christ Church, St Laurence Anglican Church and Pipe Organ.

Figure 13 to Figure 16 Illustrate the setting of the site.



**Figure 12: The subject site, located to the centre of the image is surrounded by a number of local landmarks.**



**Figure 13: Looking towards the Pitt, George and Lee Streets intersection from the roof of the Former Inwards Parcels Shed.**



**Figure 14: Looking north towards the Central Station Clocktower and Western Forecourt from the roof of the Former Inwards Parcels Shed.**





**Figure 15: The Main Terminus Building of the Central Station, as viewed from Eddy Avenue.**



**Figure 16: Looking to the south west over the platforms 1, 2 and 3 towards Prince Alfred Park.**



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## 4.2 The Site

### 4.2.1 Former Inwards Parcels Shed

The boundary of the site is clearly identified and defined by:

- Ambulance Avenue to the North;
- Henry Deane Plaza and 12-14 Lee Street to the south;
- Central Station Country Link Platforms to the east; and
- Adina Hotel and Lee Street to the west.

The curtilage of this site includes:

- The ramp leading up to the site from Lee Street;
- The basement area (referred to in the CMP as the 'Parcels Area') beneath the site; and
- The Devonshire Street tunnel beneath the southern end of the site.

The former Inwards Parcels Shed is located at the elevated eastern end of the vehicle ramp approach to the site from Lee Street, opposite Railway Square parallel to Platform 1 and east of the former Parcels Post Office (Adina Hotel). See Figure 17. The West Wing Extension of the Central Station Main Terminus building abuts the north east corner of the former Inwards Parcels Shed. An exterior dining and lounge area on the western side of the former Inwards Parcels Shed occupies the former parcels platform, which is braced by the concrete pillars from the Basement area basement below. A small swimming pool and a portion of the interior dining area extends into the former yard. See Figure 19. A new entrance to the building has been constructed adjacent to the pool area.



**Figure 17: The former Inwards Parcels Shed (left) and Adina Hotel (right)**



**Figure 18: The ramp leading up to the former Inwards Parcels Shed from Lee Street.**



**Figure 19: The small swimming pool and a portion of the interior dining area on the western side of the Former Inwards Parcels Shed.**

#### **4.2.2 The Building**

The former Inwards Parcels Shed is a timber framed structure clad in corrugated metal sheeting, in a rectilinear plan, and low-pitched shallow gable roof also clad in corrugated metal. The eaves of the roof are deep and cover the outdoor areas on the eastern and western side. The elevations have contemporary aluminium window openings and some corrugated metal wall cladding, all of which appears to date to the turn of the 21st Century (when the

building was refurbished into a youth hostel). The corrugated metal sheeting on the gabled roof also appears to date to the turn of the 21st Century. The roof is fixed to timber purlins on rafters and is supported by strutted timber columns. These elements constitute most of the remnant c. 1906 fabric of the Inward Parcels Shed. These members are connected by bolted steel plates and the whole ensemble braces the large overhang of the eaves on both sides. On the western elevation there is a remnant red brick wall with a sandstone plinth which appears to have been used to house a fireplace. The original brick chimney remains in situ above the brick wall.

The transformation of the former shed to backpacker accommodation in c. 2004 included a contemporary fit out with a kitchen, reception area and sleeping accommodation. A mezzanine level has been inserted in the double-height lobby space at the southern end of the building to provide for additional accommodation at this level. A glass barrier marks the eastern boundary, immediately adjacent to Platform 1, where four dormitories have been constructed to resemble railway carriages. Some of the early skylights, light fixtures and sprinkler system remain and have been upgraded.

### Summary:

Category:	Individual building.
Date:	c.1906. Refit in 2004.
Style:	Federation Industrial Building.
Storeys:	One with Mezzanine.
Elevations:	Face brickwork chimney flue with corrugated iron cladding, aluminum window openings and timber purlins.
Side/Rear Walls	Corrugated iron.
Internal Walls	Plasterboard.
Roof Cladding	Corrugated Metal.
Internal Structure:	Timber columns beams and rafter with Central wall.
Floor	Reinforced concrete, timber, carpet.
Roof	Steel purlins to rear - steel trusses to front section.
Ceilings	None. Exposed roof underside.
Stairs	Internal open metal stair & handrail to mezzanine.

Figure 20 – 29 illustrate the former Inwards Parcels Shed.



**Figure 20: The western elevation of the site showing the loading dock behind the parked cars.**

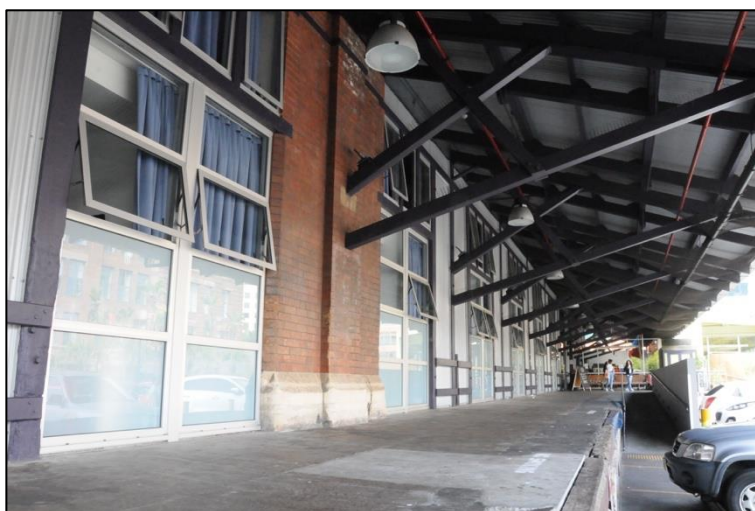




**Figure 21: The northern end of the western elevation showing the loading dock and the wall to Lower Carriage Lane (Ambulance Avenue) below.**



**Figure 22: The northern elevation viewed from Lower Carriage Land (Ambulance Avenue).**



**Figure 23: Looking south under the deep eaves of the loading dock. Note the panel of brickwork with a sandstone base.**



**Figure 24: The timber and sandstone loading dock with air vents leading to the basement below.**



**Figure 25: The brick chimney with sandstone detail.**



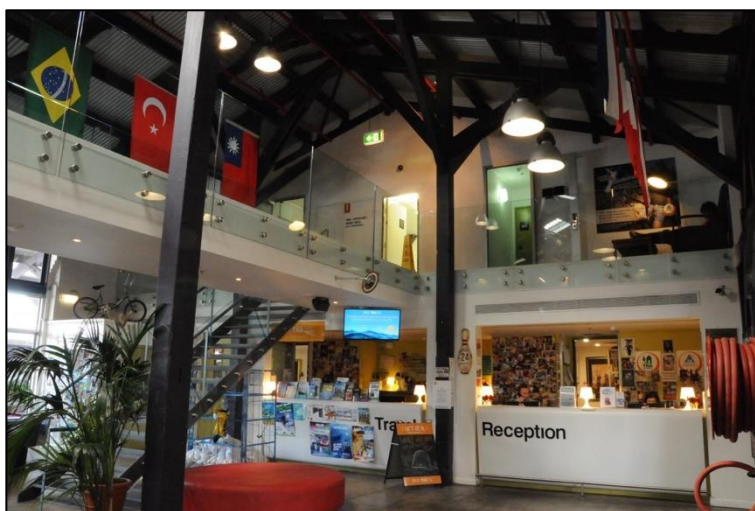
**Figure 26: Looking south under the eaves on the platform side of the shed.**



**Figure 27: The 1930s timber bodied railway passenger carriages converted to dormitories.**



**Figure 28: The mezzanine of the Railway Square YHA.**



**Figure 29: The main reception area of the Railway Square YHA showing the later mezzanine.**



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#### 4.2.3 Basement area (below the Parcels Shed)

The Basement area is located below the former Inwards Parcels Shed and forms part of the basement portion of the proposed site.

The Basement area is located to the southwest of the Terminus building between the Adina Hotel (former Parcels Post Office) and the Western Forecourt. The Basement area is centred on Lower Carriage Lane, a street wedged between the retaining wall of the western forecourt to the north and the ramp to the south that leads to the former Inwards Parcels Shed. The lane provides vehicular and pedestrian access to the basement of the West Wing Extension from Lee Street (adjacent to Railway Square) and functions as a yard for the rooms in the West Wing Extension basement.

The basement area comprises the following main components:

- The basement level (below platform level and lower level offices) of the West Wing Extension and its mid 20th Century awning;
- the arched entrance and passage to the car parking area for the Adina Hotel;
- the early awning to, and the CountryLink workshops, on the south side of the yard;
- various small structures which line the northern side of the yard, including a brick garage and a small timber loading dock; and
- ramp to the former Inwards Parcels Shed and former parcels dock area.

The retaining walls to either side of Lower Carriage Lane are constructed of red brick, laid out in English bond, the brick parapet is surmounted by a sandstone saddle coping. The walls are largely intact. The northern retaining wall curves northwards to run parallel and connect with the West Wing Extension. The southern retaining wall continues up to the former Inwards Parcels Shed and comprises the following: a moulded brick string course; an elaborate sandstone arched entranceway; and a sandstone string course. Two c. 1906 rounded sandstone piers mark the entrance to Lower Carriage Lane on Lee Street where a mid-20th century light pole is set within the southern pier. These piers are the same era and design as the pier that marks the northern side of the Lee Street entrance to the Western Forecourt area and the pier at the Hay Street entrance to the west tram ramp.

The elaborate sandstone archway in the southern brick retaining wall provides access to the CountryLink catering area via a brick lined passageway. The segmental arch contains a central projecting sandstone corbel on the keystone and was built in conjunction with the first stage of the construction of the Terminus building in c. 1906. Within the passage, cast iron girders supporting the ramp above. The wrought iron gate attached to the brick passage wall appears to be an original or early element. Original brick arched openings to the eastern side of the sandstone archway lead to a basement space underneath the YHA building which is a workshop area adaptively reused by CountryLink catering operation. The interior of the workshops, where much of the preparation of food for long distance train services takes place, consists of small concrete vaults, some with corrugated metal ceiling, which support steel beams and masonry walls to prop up the YHA building and yard above. A passage at the back of the catering area connects to the basement subway passage system of the Terminus Building. Attached to the main facade of these workshops is an early 20th Century corrugated metal awning structure with timber fascia boards; this is supported by wrought iron brackets set on elaborate sandstone corbels.

The small structures on the northern side of the lower Carriage Lane include, a mid-to-late 20th century rendered brick garage that is clumsily placed within or yard, although it follows the line of the retaining wall behind it. A dilapidated small timber loading dock bridges the narrow gap between the west wing and northern end of the western forecourt retaining wall outside the Dispatch room. Along the west wing façade is a mid-20th century awning; this structure distorts a clear interpretation of the west wing facade at that point.

The southern retaining wall supports the ramp to the YHA Railway Square (the former Inwards Parcels Shed) and former parcels dock area. The ramp maintains its original c. 1906 form and configuration, although it is no longer used for its original purpose.

Figure 30 to Figure 36 illustrate parts of the Basement area.



**Figure 30: The Basement area along Lower Carriage Lane (Ambulance Avenue).**



**Figure 31: The Basement area exterior outside the office on Lower Carriage Lane.**

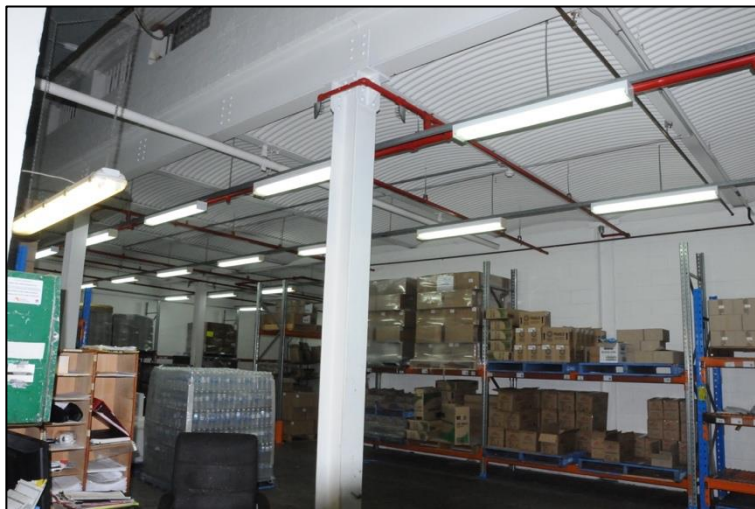


**Figure 32: The Basement area office entrance with infilled entry doors.**





**Figure 33: A detail of the sandstone bracket outside the Basement area office.**



**Figure 34: The Country Link storeroom. Note the corrugated iron formwork creating an arch to support the structure above.**



**Figure 35: Baggage and service tunnels from the Basement area.**



**Figure 36: The Basement area storeroom. Note corrugated iron formwork forming an arch to support the structure above.**

### 4.3 Setting

#### 4.3.1 Sydney Terminal

The following description of the Sydney Terminal Precinct has been sourced from the 2013 CMP. This precinct categorises the precinct as Precinct 3 within the CMP 2013.

*This precinct contains the tram approach ramps on the western and eastern edges of Belmore Park, the Main Terminus building and the former Parcels Post Office, now the Medina Hotel. Belmore Park is an important part of the visual curtilage of this precinct. The precinct is contained in the northwestern portion of the Central Station site and is bounded on the west by Pitt and Lee Streets and on the east by the Central Electric precinct.*

*The grand sandstone form and massing of the elevated main terminus building, the clock tower and the approach ramps within Precinct 3, opposite the open spaces of Belmore Park and Railway Square, affords this precinct prominence. The areas of the western forecourt facing Railway Square combine to provide open space on the north western part of the site.*

*The former Parcels Post Office (Medina Hotel) [sic] is situated on the southern edge of this precinct and the main terminus building and the hotel address each other across the sloped western forecourt area. These buildings around the western forecourt area have been sited to dominate their surroundings and this part of the Central Station site is an iconic landmark in the southern end of the CBD.*

*The massive sandstone edifices of the main terminus and the clock tower are recognised for their landmark qualities from various vantage points around the site and are a key component of the significance of the place. In this northern portion of the site, there is a consistent Neo-classical architectural style seen in particular in the Main Terminus building facades, the main concourse and related spaces, the clock tower and the former Parcels Post Office.*





**Figure 37: The Western Forecourt and Main Terminal Building of Central Station.**



**Figure 38: The southern end of the Main Terminal Building of Central Station as viewed from the Western Forecourt.**

#### **4.3.2 Devonshire Street Tunnel**

The following description of the Devonshire Street Tunnel has been sourced from the CMP 2013.

*The Devonshire Street Tunnel is a pedestrian subway that follows the original alignment of Devonshire Street on an east-west axis. The subway provides an unimpeded pedestrian link underneath the railway lines at Central Station, between the Ibero-American Plaza (on Chalmers Street) and the Henry Deane Plaza (on Lee Street). The eastern Chalmers Street entrance is via a contemporary glazed entry structure which leads down to the Devonshire Concourse. This space has been refurbished with widened stairs, a new acoustic ceiling, contemporary red wall tiling and glass walls to let natural light into the space. Commuter movement to and from the Central Electric platforms and the Eastern Suburbs Railway line utilise the Devonshire Concourse space. The western point of the tunnel terminates at a covered public space containing a number of retail tenancies and take-away food outlets at Henry Deane Plaza, just south of the former Parcels Post Office (Medina Hotel).*

*Since its construction, the tunnel interior of the tunnel has been constantly modified and there are no original surface finishes in situ. The walls of the tunnel act as retaining walls and the ceiling slab is reinforced with steel beams to support the overhead railway lines. The floor is paved with concrete mosaic tiles and the walls contain contemporary ceramic tiles, interspersed with air-brushed murals depicting the history of Central Station and continual generations of rail workers. The c. 2006 murals appear to be contemporary with those on the eastern boundary wall adjacent to the Chalmers Street Entrance, but were completed to celebrate 100 years of the third Sydney Station.*

*Remnant platform light wells designed to flood the tunnel with natural light, of which two remain in situ at the end of platforms 4/5 and 6/7 (although boarded up), have been closed off in the ceiling of the tunnel. The low ceiling of the tunnel contains fluorescent lighting.*

Part of this section is located outside the State Heritage Register identified curtilage for the subject site. A portion of the Devonshire Street Tunnel runs under the southern section of the subject site. For the purposes of this report it is identified as part of the setting of the Inwards Parcels Shed as no works are proposed to the Devonshire Street Tunnel.



**Figure 39: Henry Deane Plaza.**



**Figure 40: The Devonshire Street Tunnel.**



## 5 HERITAGE VALUES AND SIGNIFICANCE

### 5.1 New South Wales Heritage Assessment Guidelines

The NSW Heritage Manual, prepared by the Heritage Division of the NSW Office of Environment and Heritage provide the framework for the following assessment and Statement of Significance for the *Former Inwards Parcels Shed* and the *Basement area*.

### 5.2 Statement of Cultural Significance Former Inwards Parcels Shed

The Statement of Significance from the Conservation Management Plan 2013 for the former Inwards Parcels Shed is as follows:

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

This statement is adopted for the purposes of this assessment. Figure 41 below indicates the curtilage of the site within the wider Central Station listing. The site is indicated by the blue arrow.

Heritage Council of New South Wales



State Heritage Register

Gazettal Date: 2 April 1999

0 25 50 100 150 200  
Metres

Scale: 1:5,000

Produced by: Michelle Galea

Legend

- SHR Curtilage
- Land Parcels
- LGAs
- Suburbs

Figure 41: The NSW State Heritage Inventory curtilage maps. The site is indicated by the blue arrow.

## 5.2.1 Significance of Components

### 5.2.1.1 Grades of Significance

Different components of a place may make a different relative contribution to its heritage value. Loss of integrity or poor condition may also diminish significance. Specifying the relative contribution of an item or its components to overall significance provides a useful framework for decision making about the conservation of and/or changes to the place. The following table, which sets out terms used to describe the grades of significance for different components of the place, is taken from the NSW Heritage Office publication *Assessing Heritage Significance* (2001).

The grading of the significance of elements below seeks to reflect the extent to which particular elements of the place retain significance having regard to the overall Moderate level of significance of the site as a whole. Those components which retain the greatest significance are thus graded as 'moderate' significance and are the elements that are assessed as being of particular importance to the heritage significance of the site.

Grading	Justification	Status
<b>Exceptional</b>	Rare or outstanding element directly contributing to an item's Local and State significance.	Fulfils criteria for Local or State listing
<b>High</b>	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfils criteria for Local or State listing
<b>Moderate</b>	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for Local or State listing
<b>Little</b>	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for Local or State listing
<b>Intrusive</b>	Damaging to the item's heritage significance.	Does not fulfil criteria for Local or State listing

**Table 4.1 Standard Grades of Significance.**

A summary of the condition of key elements in May 2013 is provided for each item inventory sheets to assist in ongoing conservation and sustainability. The broad ratings can be defined as follows:

Condition Rating	Description
<b>Very Good</b>	Element has no defects. Condition and appearance are as new.
<b>Good</b>	Element exhibits superficial wear and tear, minor defects, minor signs of deterioration to surface finishes, but does not require major catch-up maintenance. No major defects exist.
<b>Fair</b>	Element is in average condition. Deteriorated surfaces require attention. Services are functional but require attention. Deferred maintenance work exists. Attention to condition is required within the next 5 years.

<b>Condition Rating</b>	<b>Description</b>
<b>Poor</b>	Element has deteriorated badly. Serious structural problems exist. General appearance is poor with eroded protective coatings. Elements are defective, services are frequently failing, and/or a significant number of major defects exist. Attention to condition is required within the next 2 years.
<b>Very Poor</b>	Element has failed. It is not operational and is unfit for occupancy or normal use. Urgent attention is required.

### 5.2.2 Application of Grades of Significance

The following table has been taken from the CMP 2013.

<b>Element</b>	<b>Grading</b>	<b>Condition</b>
YHA Railway Square Overall	Moderate	Good
Views and Vistas	Moderate	N/A
Context and Setting	High	N/A
Parcels Shed Yard	Moderate/High	Good
Roof and Awning	Moderate	Good
Timber Columns and Trusswork	Moderate	Good
Remnant Brick Wall and Sandstone Plinth	High	Fair
Corrugated Iron Cladding	Little	Very Good
Platform	Moderate	Good
Doors, Windows and Hardware	Little	Very Good
Floors and Paving	Little	Good
Ceilings and Cornices	Little	Good
Carriage Accommodation	Little	Very good
Contemporary awning and glazed barrier	Little	Very Good
Fitout	Little	Very Good



Introduced services, mechanical, electrical, lighting and data	Intrusive	Good
Archaeological Potential	Low-Nil	See Aboriginal Heritage Due Diligence Assessment and Non-Aboriginal (Historic) Archaeological Assessment by Artefact dated December 2018

**Table 4.2 The former Inwards Parcels Shed Grades of Significance.**

### 5.3 Integrity

Integrity, in terms of heritage significance, can exist on a number of levels. A heritage item or place may be an intact example of a particular architectural style or period and thus have a high degree of significance for its ability to illustrate this style or period. Equally, heritage significance may arise from a *lack* of architectural integrity, where significance lies in an ability to provide information of a significant evolution or change in use.

#### 5.3.1 The Site

Nos. 8-10 Lee Street has undergone significant changes since the original construction of the former Inwards Parcels Shed in 1906. These include the demolition of original fabric, such as the West Carriage Shed and Inwards Parcel Dock which were demolished to make way for the Henry Deane Park Plaza in 2000. In addition, the awning over the Parcels Docks (1905) to the immediate south of the Inwards Parcels Shed was also demolished. According to the 1998 heritage report into the Henry Deane Park development, the Awning - not the shed - was supported by 14 cast iron columns and timber/iron roof trusses that were salvaged from the original Sydney Station.

#### 5.3.2 Former Inwards Parcels Shed.

##### 5.3.2.1 Exterior

The exterior of the Formers Inwards Parcels Shed demonstrates a moderate degree of integrity for the following reasons:

- The fabric of exterior was highly modified following its conversion c. 2004. Modifications to the exterior structure include:
  - New corrugated metal sheeting for the roof;
  - new window openings with aluminium frames;
  - corrugated metal wall cladding;
  - the addition of dining and lounge area on western side of structure, occupying former parcels platform; and
  - addition of the swimming pool extending into former yard.
- The following structural elements were retained, including:

- 
- Four rooftop brick chimneys – one on north-western side and three on south-eastern side.
  - The roof awnings.
  - Strutted timber columns supporting timber purlins on rafters.
  - Bolted steel plates connected to timber purlins and columns to reinforce the eaves on both sides.
  - Remnant red brick walls with sandstone plinths on eastern and western facades; and
  - The northern edge of the western platform shows original trachyte used as edging to the platform ramp access, as well as being used to construct steps adjacent to the ramp.

### 5.3.2.2 Interior

The interior of the former Inwards Parcels Shed demonstrates a moderate degree of integrity for the following reasons:

- The interior was modified following its conversion c. 2004. Modifications to the interior structure include:
  - Removal of Inwards Parcels Office and cashier's office;
  - construction of a kitchen, reception area and sleeping accommodation;
  - construction of a mezzanine level at southern end of building to provide more accommodation; and
  - construction of a glass barrier to mark the eastern boundary, immediately adjacent to Platform 1.
- The elements retained include:
  - The concrete floor;
  - the rows of timber columns supporting the roof structure; and
  - some of the early skylights, light fixtures and sprinklers also remain but have been upgraded.

Overall, the former Inwards Parcels Shed demonstrates a moderate degree of integrity. The majority of the c. 1906 structure remains following its conversion to a youth hostel in the early 2000s.

The 19<sup>th</sup> century cast iron columns and timber/iron roof trusses were originally thought to have been retained within the Parcels Shed itself, however, research has shown that these were part of the awning over the Parcels Dock area. The 1998 heritage report by Rod Howard recommended these materials be salvaged and retained for reuse, but no evidence of them has been discovered following close physical examination of the Basement area.

According to the Australian Railway Historical Society, the columns may have been donated to the NSW Rail Museum at Thirlmere, which identify the maker as Clyde Engineering and appear to date from the 19<sup>th</sup> century. Thus, it can be seen that there is no relationship between the present Inwards Parcels Shed and the original Sydney station.

The interior again is highly modified but most of the original fabric remains. The 1995 CMP shows the shed at that time retained the Parcels Office and cashier's office. These were removed following the conversion into an hostel. The additional fabric includes the erection of a mezzanine level; kitchen; reception; and accommodation. The concrete floor was retained as well as the roof structure and steel columns. These last two are supportive elements and are highly significant to the c. 1906 structure.

The 1995 CMP noted that the Basement area was intact. The associated structures such as the West Carriage Shed and Inwards Parcels Dock were demolished prior to the Henry Deane Parke Plaza development.

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## 5.4 Statement of Cultural Significance for the Basement area

The Statement of Significance from the Conservation Management Plan 2013 for the former Basement areas is as follows:

*The form of the integral parts of the Basement area, including the basement of the west wing extension, Lower Carriage Lane and ramp to the YHA Railway Square (the former Inwards Parcels Shed), are largely original to the c 1906 design for the Third Sydney Station and as such document the evolution of both the c 1906 site as well as the role of the site in the development of postal services in NSW. As an integral part of the original design and urban form of the main terminus building, the Basement area is central to the site listed in 1999 on the State Heritage Register under Sydney Terminal and Central Railway Stations Group.*

This statement is adopted for the purposes of this assessment.

## 5.5 Significance of Components

### 5.5.1 Grades of Significance

The following table has been extracted from the CMP 2013.

Element	Grading	Condition
Basement area Overall	Moderate	Fair
Views and Vistas	Moderate	N/A
Context and Setting	High	N/A
Ambulance Avenue	High	Good
Roof and Awning	Moderate	Good
Sandstone Walls, Bricks Walls and Awning	High	Fair
Remnant Brick Wall and Sandstone Plinth	High	Fair
Country Link Catering	Moderate	Good
Offices (West Wing Basement)	Moderate	Good
Doors, Windows and Hardware	High	Good
Floors and Paving	Little	Fair
Ceilings and Cornices	Moderate	Fair
Carriage Accommodation	Little	Very good
Skirtings, architraves and linings	Little	Very Good
Fitout	Intrusive	Poor

Introduced services, mechanical, electrical, lighting and data	Intrusive	Poor
Small structures on the northern side of lower Carriage Lane	Intrusive	Poor
Timber Loading Dock	Little	Poor
Archaeological Potential	Low-Nil	See Aboriginal Heritage Due Diligence Assessment and Non-Aboriginal (Historic) Archaeological Assessment by Artefact dated December 2018

## 5.6 Integrity

The various sundry buildings contained in the yard, and an awning attached to the west wing extension, are mid 20th Century additions. One room originally used as offices was converted into the current Inter Station mail room with the installation of a small timber dock.

Today the basement area is underutilised and the yard mainly functions as a parking area for Responsible Government Agency staff. The former workshops on the southern perimeter are used by the CountryLink catering services.

## 5.7 Heritage Items in the Vicinity

For the following, 'in the vicinity' has been determined by physical proximity to the site, existing and potential view corridors and the massing and scale of the proposed works.

Section 5.10 (5) of the *Sydney Local Environment Plan 2012* states:

*The consent authority may, before granting consent to any development:*

*(a) on land on which a heritage item is located, or*

*(b) on land that is within a heritage conservation area, or*

*(c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.*

Figure 42 below is an extract from the Heritage Map 0015 and 0016 from the *Sydney LEP 2012* showing the location of heritage items in the vicinity.



**Figure 42: Detail of the Sydney Heritage Plan.**

*Sydney LEP 2012. Detail Sheets 15 and 16.*

Heritage items to the West and north of Central Station:

Item No. on <i>Sydney LEP 2012</i>	Item No. on SHR and/or Agency s170 Register (if relevant)	Item Name	Item Address
1855		Former Parcels Office, including retaining wall, early lamp post and building	Railway Square, Haymarket.

<b>Item No. on <i>Sydney LEP 2012</i></b>	<b>Item No. on SHR and/or Agency s170 Register (if relevant)</b>	<b>Item Name</b>	<b>Item Address</b>
I850		Marcus Clarke Building, Sydney Technical College (Building W), including interior	Nos. 827-837 George Street
I180		Railway Square Road Overbridge	George Street, Chippendale
I2038		Commercial Building (851- 855 George Street), including interior	No. 732 Harris Street
I2027		Agincourt Hotel, including interior	No. 871 George Street
I2005		Commercial Building (1-7 Broadway), including interior	Nos. 15-73 Broadway, Ultimo
I2004		Commercial building, including interior	Nos. 9-13 Broadway, Ultimo
I181		Former warehouse, Canada House, including interior	No. 822 George Street, Chippendale
I182		Former Bank of NSW, including interior	Nos. 824-826 George Street, Chippendale
I164		Sutherlands Hotel, including interior	Nos. 2-6 Broadway, Chippendale
I847		Former commercial building 'Orchard's Chambers', including interior	Nos. 793-795 George Street, Haymarket
I844		Commercial building group including interiors	Nos. 767-791 George Street, Haymarket
I843		Former commercial building 'Sutton Forest Meat', including interior	Nos. 761-763 George Street, Haymarket
I848		Former Lottery Office including interior	No. 814 George Street, Haymarket
I849	SHR: 00123	Christ Church St Laurence group (church, former school and rectory including interiors)	No. 814A George Street (and 505 Pitt Street), Haymarket
I863		Former 'Daking House,' including interior	Nos. 11-23 Rawson Place, Haymarket
I1846		Commercial building, Station House, including interior	Nos. 790-798 George Street, Haymarket
I825		Belmore Park grounds, landscaping and bandstand	Haymarket

## Heritage items to the east and south of Central Station

Item No. on Sydney LEP 2012	Item No. on SHR and/or Agency s170 Register (if relevant)	Item Name	Item Address
I1469		Dental Hospital, including interior	Nos. 2-18 Chalmers Street, Surry Hills
I1470		Former 'Metro Goldwyn Mayer,' including interior	Nos. 20-28 Chalmers Street, Surry Hills
I2270		Former RC Henderson Ltd factory, including interiors	Nos. 11-13 Randle Street, Surry Hills
I1533		'Hibernian House,' including interior	Nos. 328-344 Elizabeth Street, Surry Hills
I1486		Evening Star Hotel façade	No. 8 Cooper Street and Nos. 360-370 Elizabeth Street, Surry Hills
I2267		Former Farleigh Nettheim & Co Ltd warehouse, including interiors	Nos. 1-15 Foveaux Street, Surry Hills
I1546		Former warehouse, 'General Merchants', including interior	Nos. 2-12 Foveaux Street, Surry Hills. Note: This property forms the corner of the Albion Estate Heritage Conservation Area.
I1472	SHR: 01257	Former Railway Institute Building, including fence and interior	No. 101 Chalmers Street, Surry Hills
I1471		Royal Exhibition Hotel, including interior	Nos. 86-92 Chalmers Street, Surry Hills Note: this property forms the corner of the Cleveland Gardens Heritage Conservation Area

## 5.8 View Corridors

The principal view corridors to, from and within Central Station relating the Inwards Parcels Shed are identified in Figure 44 to Figure 45 below.

Central Railway Station is an iconic landmark in the southern part of the CBD and the landmark qualities of the sandstone main terminal building and clock tower are recognised from various vantage points both within the site and beyond. The buildings around the western forecourt area dominate their surroundings. The consistent neo-classical architectural style of the built form, including the Main Terminal Building, West Wing Extension and the former Parcels Post Office, unifies the site.

The site is a prominent element in the locality through a combination of its architecture, site elevation and open space settings including Railway Square and the Western Forecourt. The former Parcels Post Office (Adina Hotel) is situated on the southern edge of this significant open space and the main terminus building and the hotel address each other across the sloped western forecourt area:

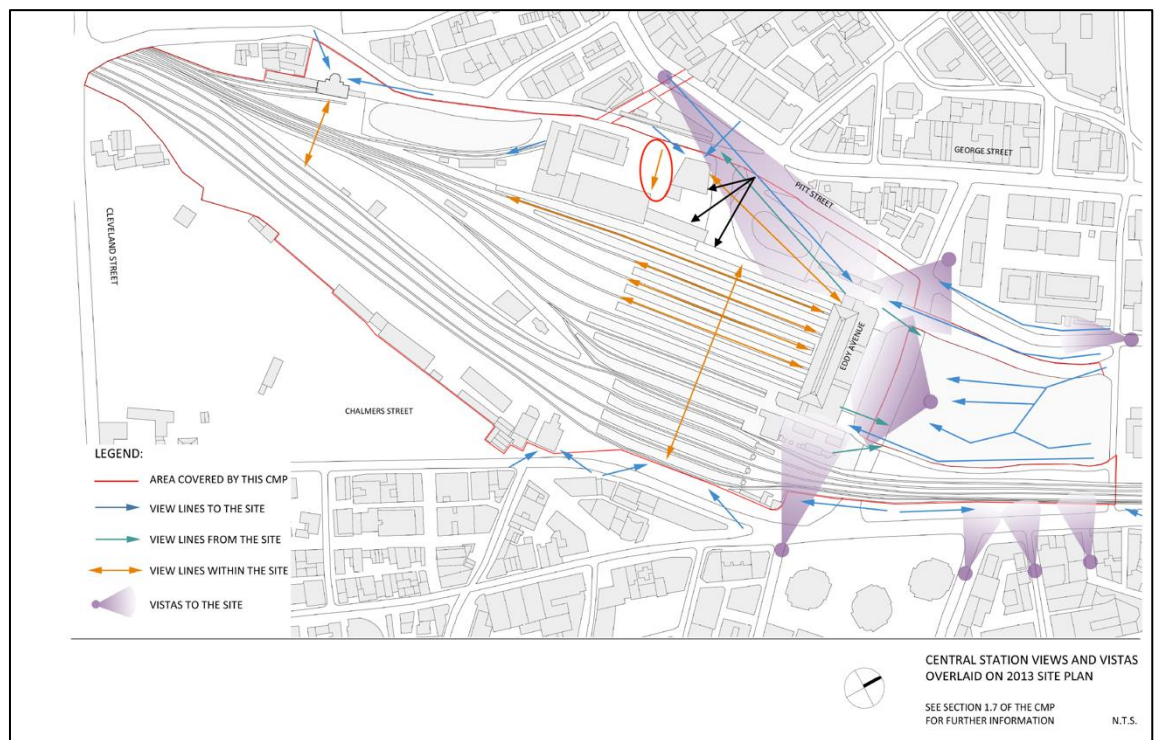


This western forecourt not only enhances the opportunity for views to the site from Railway Square but also opens up the view lines between the main terminus and the Parcels Post Office, enhancing their landmark qualities. There are iconic vistas of the grand sandstone form and massing of the main terminus building, the clock tower and the approaches across Railway Square and also long-range views from Broadway.

The views to the site are a key component of the significance of the place. The 2013 CMP provided a visual representation of significant views and their diagram is included on the following page.

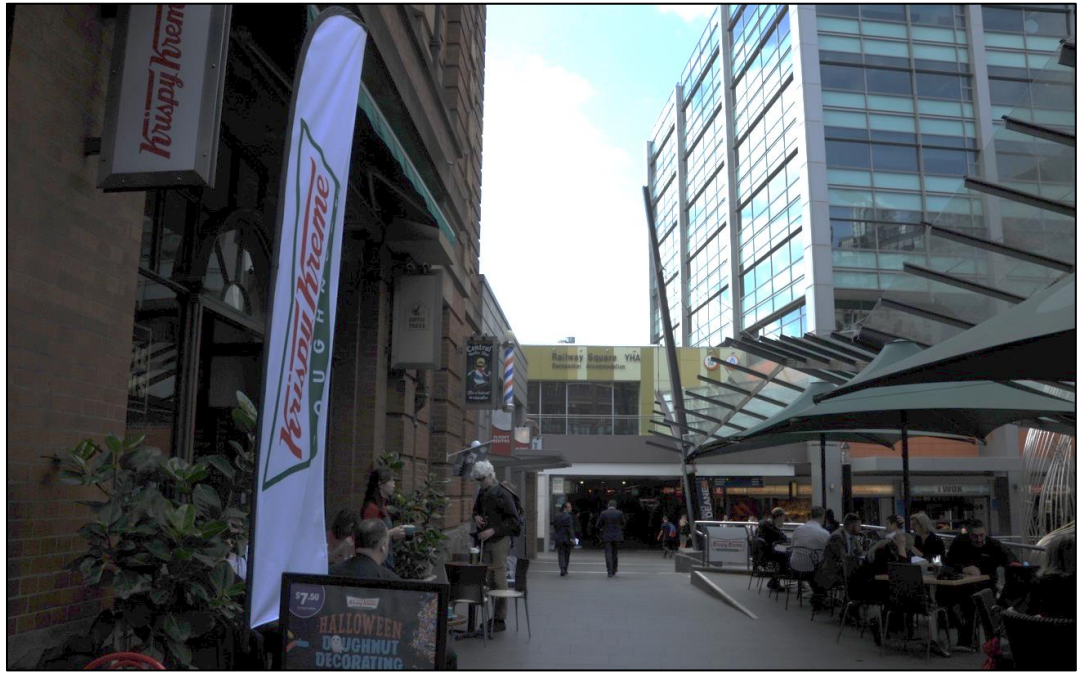
In the vicinity of the Former Inwards Parcels Shed, the CMP has identified a significant view to the south of the Parcels Post Office in a south east direction within the Henry Deane Plaza (refer to Figure 44). One important aspect of this view is the visual access to the sky, which enhances amenity for the plaza and the area generally in the way that it relates to the entrance to the Devonshire Street tunnel.

The black arrows in Figure 43 below (annotation by WPH) indicate the significant views and relationship between the Former Inwards Parcels Shed, Former Parcels Post Office and Western Wing Extension of Central Station. The building forms part of a narrative that describes the delivery and dispatch of parcels from Central Station during the period up to the early 1980s when overnight mail trains were run to many parts of NSW delivering all kinds of items to country customers.

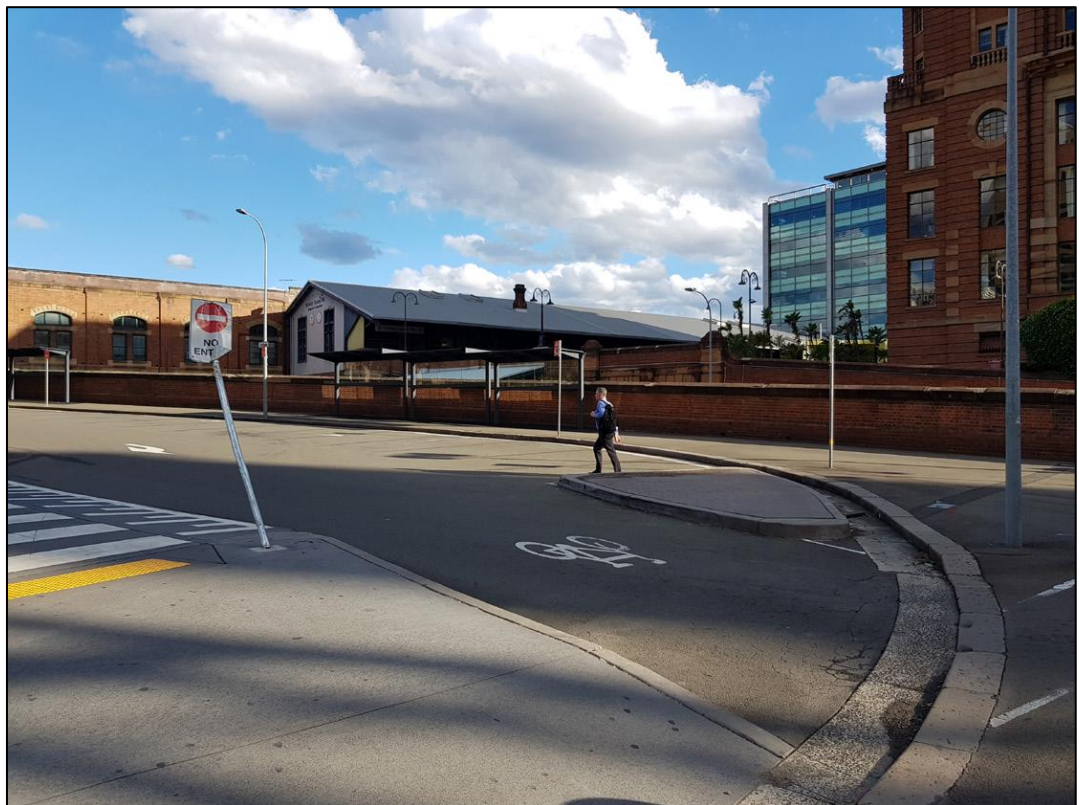


**Figure 43: Central Station Views and Vistas. The view corridor circled in red is the identified view corridor that may be affected by the proposal. The black arrows (annotation by WPH) indicate the significant views and relationship between the Former Inwards Parcels Shed, former Parcels Post Office and Western Wing Extension of Central Station.**

NSW Government Architects Office and Rappoport Heritage Consultants, *Central Station CMP* (2013), pg. 25.



**Figure 44: The significant view corridor identified by the CMP 2013. The view to the original former Inwards Parcels Shed is completely obscured.**



**Figure 45: The significant views and relationship between the Former Inwards Parcels Shed, former Parcels Post Office and Western Wing Extension of Central Station.**

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## 6 SCOPE OF WORKS

This Heritage Impact Statement accompanies a technical package to inform the preparation of a self-repealing SEPP for the Western Gateway Sub-precinct. The SEPP will amend the Sydney Local Environmental Plan 2012 (SLEP 2012) changing the building height and floor space ratio development standards and land use zoning for the part of Lot 118 in DP 1078271 which apply to the site at 8-10 Lee Street, Haymarket (Block A or the Site). Block A is within the Western Gateway Precinct, which is a sub precinct of the Central State Significant Precinct (Central SSP), which was declared by the NSW Government on 12 July 2019. The Western Gateway Sub-precinct will form the first stage of rezoning for the Central Precinct. The Planning Statements will inform the preparation of a self-repealing SEPP for the Western Gateway Sub-precinct including the amendments outlined in the documentation prepared for Block A.

The intended outcome of the self-repealing SEPP is to create Australia's first 'Innovation Precinct' adjacent to Sydney's Central Railway Station, by introducing new built form controls for Block A to support the development of an iconic commercial office tower for the new global headquarters of Atlassian (who would anchor, grow and nurture the Precinct), a re-imagined improved YHA tourism accommodation the adaptive re-use of the Former Inwards Parcels Shed, and a range of spaces for local and emerging tech/start-up companies to thrive.

In a wider context, Block A forms part of the NSW Government's plan to transform Central Station Precinct. This project the "Central Precinct and Over Station Development (OSD)" which seeks to reimagine Central Station by creating a new commercial, and public precinct.

The reference scheme outlining the proposed building envelope has been prepared EC3 and Terroir and accompanies this Planning Statement.

The reference scheme includes separation zone above the former Inwards Parcels Shed of approximate 11m and a 23m separation zone between the former Parcels Post Office (Adina). The indicative core location to service the tower sits at the southern end of the Inwards Parcels Shed. The Basement area (off Ambulance Way and beneath the former Inwards Parcels Shed) is designated as pedestrian thoroughfare, retail and basement and services area for the tower above.

## 7 METHOD OF ASSESSMENT

The following is a merit-based assessment. It does not consider compliance or otherwise with numerical controls unless non-compliance will result in an adverse heritage impact. Refer to the planning documents that accompany this application.

The three questions raised by the NSW Heritage Division publication *Statements of Heritage Impact (2002 update)* have been taken into consideration. These questions are as follows:

- **The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:**
- **The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:**
- **The following sympathetic solutions have been considered and discounted for the following reasons:**

The recommended management provisions on the heritage inventory listing sheet for the Sydney Terminal and Central Railways Stations Groups have been read and understood. They are outlined below:

1. *Conservation principles: Conserve cultural heritage significance and minimise impacts on heritage values and fabric in accordance with the 'Australia ICOMOS Charter for Places of Cultural Significance'.*
2. *Specialist advice: Seek advice from a qualified heritage specialist during all phases of a proposed project from feasibility, concept and option planning stage; detailed design; heritage approval and assessment; through to construction and finalisation.*

3. *Documentation: Prepare a Statement of Heritage Impact (SOHI) to assess, minimise and prevent heritage impacts as part of the assessment and approval phase of a project. Prepare a Conservation Management Plan (CMP) prior to proposing major works (such as new additions, change of use or proposed demolition) at all places of State significance and all complex sites of Local significance.*
4. *Maintenance and repair: Undertake annual inspections and proactive routine maintenance works to conserve heritage fabric in accordance with the 'Minimum Standards of Maintenance & Repair'.*
5. *Movable heritage: Retain in situ and care for historic contents, fixtures, fittings, equipment and objects which contribute to cultural heritage significance. Return or reinstate missing features or relocated items where opportunities arise.*
6. *Aboriginal, archaeology and natural heritage: Consider all aspects of potential heritage significance as part of assessing and minimising potential impacts, including Aboriginal, archaeology and natural heritage.*
7. *Unidentified heritage items: Heritage inventory sheets do not describe or capture all contributory heritage items within an identified curtilage (such as minor buildings, structures, archaeology, landscape elements, movable heritage and significant interiors and finishes). Ensure heritage advice is sought on all proposed changes within a curtilage to conserve heritage significance.*
8. *Recording and register update: Record changes at heritage places through adequate project records and archival photography. Notify all changes to the Section 170 Heritage & Conservation Register administrator upon project completion.*

The relevant policies contained within the CMP 2013 have also been addressed.

## 8 EFFECT OF WORK

### 8.1 OEH Statement of Heritage Impact Questions

**The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:**

- The self-repealing SEPP offers an opportunity for an important historic narrative of the site to be interpreted and understood by the wider public. The original use of the former Inwards Parcels Shed in combination with the former Parcels Post Office as the point for the delivery and dispatch of parcels from Central Station is not readily understood in the current arrangement. The historic relationship between the former Parcels Post Office on Lee Street (now the Adina Hotel), the West Wing Extension to the Main Terminal Building, the Country Platforms and various department stores and other suppliers in the vicinity will be explored in a comprehensive heritage interpretation plan to be prepared at the detailed design phase. Any interpretation will look at the site within the wider context of Central Station. Atlassian (the applicant) seeks to be the leader in this regard, hoping to lead in delivering a comprehensive and coordinated heritage interpretation plan for the wider Central Station in light of potential future development of the area.
- The self-repealing SEPP anticipates the removal of the c.2004 mezzanine levels within with the former Inwards Parcels Shed. This will allow the building to be understood as originally having had an open shed interior.
- By removing the YHA accommodation from the former Inwards Parcels Shed it will be possible to restore the shed to its original open plan and allow pedestrians from Central Station, the new Metro, future over station development, the Light Rail and the Devonshire Street Tunnel free circulation between each area.
- The Reference Design by Terroir and EC3 produces a tower over the site and cantilevering to the North minimal supported structural columns towards front of the site. The benefits of this design are:
  - This building will be provided with a greater sense of repose as the awkwardness of a large cantilever would be avoided.



- 
- Columns to the front of the building could be relatively fine and be set away from the loading dock along the western elevation of the building.
  - The core of the tower could be reduced to the minimum required size, reducing the impact on the former Inwards Parcels Shed.

**The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:**

- The self-repealing SEPP will facilitate the construction of a much larger building on site. A building of greater massing and scale has the potential to impact on the smaller scale heritage items in the immediate vicinity. To build above the former Inwards Parcels Shed a certain degree of intervention will be required for access to the tower and to structurally support it.
- The reference scheme by EC3 and Terroir carefully considers the intervention and sets out to minimize it by confining it outside the significant three quarter view and to the southern part of the site. This will have an acceptable impact on the heritage significance of the former Inwards Parcels Shed and the Basement area beneath. The following design principles are proposed to mitigate the heritage impact (this is also further discussed in the Conservation Management Strategy in Section 10.0 below):
  - The reference scheme by EC3 and Terroir proposes to suspend the bulk of the building envelope above the former Inwards Parcels Shed.
  - The core is located to minimise visual impact on the Shed itself and on the relationship between the site and the former Parcels Post Office.
  - The design provides for the retention of an understanding of the overall form and materiality of the former Inwards Parcels Shed.
  - The design provides for the retention of the timber roof trusses, roof structure, the timber columns and struts.
  - The design provides for the retention of some of the masonry infill panels and chimneys.
  - The design provides for the retention of the canopy along the western elevation of the building.
  - The design future proofs former Inwards Parcels Shed into any future over station development by making allowances for future integration.
  - The Design retains the existing retaining walls at the lower ground levels with minor additional penetration to satisfy pedestrian safety requirements
- There will be a visual impact on the wider Central Station precinct and surrounding heritage items. Future development will need to consider the CMS's guidance in relation to the proposed uses, heritage, design excellence and leading sustainability initiatives. An international design competition in accordance with the City of Sydney's Design Competition Policy will also be conducted. Prior to this being held, the applicant would engage closely with key stakeholders to ensure that the design competition brief is very clear about the heritage management principles for the site. The jury evaluating the designs would need to ensure that the heritage values of the site are celebrated and critically examined. This will ensure the heritage impact is minimized whilst allowing the design of a building of outstanding merit.
- In order to construct a future building of this scale the existing shed will be required to be deconstructed and reconstructed. This may result in the loss or damage of original fabric. To mitigate the impact to ensure the building is successfully reconstructed without damage or loss of fabric, a detailed deconstruction/ reconstruction and storage methodology of the Parcels Shed has been prepared by a suitably qualified materials conservator and stonemason. The report (attached as **Appendix 2**) details

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the procedures and methods to successfully deconstruct and store the significant fabric associated with the building without compromising its integrity or significance.

**The following sympathetic solutions have been considered and discounted for the following reasons:**

A number of options for reference schemes were developed in conjunction with the Planning Proposal. The following options were discounted for the below reasons:

- Do nothing to the site and continue the use of the site as the Railway Square YHA.
  - This option was discounted as Central Railway Station is undergoing rapid transformation by the NSW State Government to allow for the integration of rail, metro, over station development and light rail transport infrastructure to improve connectivity with the CBD and the overall metropolitan area. By doing nothing the site would become a point of congestion for the future integration of the surrounding sites.
- Create a tower over the site with a maximum cantilever over the former Inwards Parcels Shed.
  - This option was discounted because a tower of this sort requires a major transfer beam to facilitate construction. To support a tower, indicative of the reference design, the cantilever would be so large it would detract from the smaller former Inwards Parcels Shed below. Furthermore, there are significant negative financial implications to the construction of a design of this type.

## **8.2 Listing Sheet Management Provisions**

1. *Conservation principles: Conserve cultural heritage significance and minimise impacts on heritage values and fabric in accordance with the 'Australia ICOMOS Charter for Places of Cultural Significance'.*

Whilst there will be some impact on original fabric a very good understanding of the building is retained.

2. *Specialist advice: Seek advice from a qualified heritage specialist during all phases of a proposed project from feasibility, concept and option planning stage; detailed design; heritage approval and assessment; through to construction and finalisation.*

An experienced and qualified heritage specialist has been engaged from the outset. Professional heritage advice and guidance will continue to be used throughout the project.

3. *Documentation: Prepare a Statement of Heritage Impact (SOHI) to assess, minimise and prevent heritage impacts as part of the assessment and approval phase of a project. Prepare a Conservation Management Plan (CMP) prior to proposing major works (such as new additions, change of use or proposed demolition) at all places of State significance and all complex sites of Local significance.*

A Conservation Management Strategy and a Statement of Heritage Impact have been prepared as part of the technical package to inform the self-repealing SEPP.

4. *Maintenance and repair: Undertake annual inspections and proactive routine maintenance works to conserve heritage fabric in accordance with the 'Minimum Standards of Maintenance & Repair'.*

As part of any major adaptive reuse project, appropriate documentation for maintenance and repair will be prepared.

5. *Movable heritage: Retain in situ and care for historic contents, fixtures, fittings, equipment and objects which contribute to cultural heritage significance. Return or reinstate missing features or relocated items where opportunities arise.*

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The loss of an understanding of the internal space of the former Inwards Parcels Shed will be reversed. There is no moveable heritage within the site. Objects that relate to the past use of the site may be sourced and used as part of the future Interpretation Strategy and Plan.

6. *Aboriginal, archaeology and natural heritage: Consider all aspects of potential heritage significance as part of assessing and minimising potential impacts, including Aboriginal, archaeology and natural heritage.*

Refer to the Aboriginal Heritage Due Diligence Assessment and Non-Aboriginal (Historic) Archaeological Assessment by Artefact dated December 2018.

7. *Unidentified heritage items: Heritage inventory sheets do not describe or capture all contributory heritage items within an identified curtilage (such as minor buildings, structures, archaeology, landscape elements, movable heritage and significant interiors and finishes). Ensure heritage advice is sought on all proposed changes within a curtilage to conserve heritage significance.*

Particular attention will be paid to the architecture and details of the walls and ramps that surround the site. The self-repealing SEPP will help guide the conservation of these elements.

8. *Recording and register update: Record changes at heritage places through adequate project records and archival photography. Notify all changes to the Section 170 Heritage & Conservation Register administrator upon project completion.*

Appropriate record keeping will be undertaken throughout the project.

### 8.3 General Discussion

As envisaged in a number of planning strategies, the Central Station Precinct has been earmarked as a site for urban renewal as a transport and technology hub. The Central Station Precinct one of a series of urban renewal projects progressing along key transport corridors for the creation of new jobs and homes.

The self-repealing SEPP for the amendment of the height and FSR controls is in accordance with the NSW Government objectives for the precinct. These objectives include providing a revitalised and more vibrant centre with a broader range of employment and housing options, and to encourage investment. The reference design by EC3 and Terroir is for a mixed-use tower, forms the northern edge of a series of higher density proposals located on the western edge of the Central Station Precinct as part of an urban renewal strategy. It is important to consider that this proposal forms part one component of a much larger urban renewal project and in context, will not constitute a large stand-alone tower, but rather a component of a newly created skyline.

Proposing a building of greater massing and scale will have an impact upon the smaller adjacent heritage items, including the Former Inwards Parcels Shed and wider Central Station Precinct. Measures to mitigate the impact of the self-repealing SEPP have been considered throughout the design process and are outlined in the following sections.

The 2013 CMP suggests that passenger movements are likely to increase by 36% over the next 30 years, and 76% over the next 50 years. Consequently, Central Station is undergoing significant development in order to cope with these projected increases, including the Sydney Metro, Over Station Development and Light Rail projects. These projects will increase the east-west passenger movement across the station and the north south movement through the site.

The proposed egress for the new Sydney Metro tunnel exit is directly to the north of the proposed site along Lower Carriage Lane (Ambulance Avenue). The reference design seeks to integrate the Sydney Metro Tunnel by providing access from the Basement areas to the Former Inwards Parcels Shed, as well as further accessibility to the CountryLink platforms or future over-station development. The integration of the Metro Tunnel provides a solution for traffic, user and operational issues at the station, which bodes well for its sustained use as a railway station into the future.

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## 8.4 Impact on Central Station

The construction of Central Station, more than a century ago, represented a continuation of traditions inherited from Britain as well as being an expression of the progress and modernity felt by a young Australia. It was and remains the gateway to Sydney, despite the relative decline of train travel in favour of motor vehicles. Central Station has also manifestly embodied the social practices and rituals around railway transportation. It is the starting, ending and often middle of an individual person's journey; the 'daily commute' has been a ritual for many over the decades. The importance of Central Station also lies in the intangible heritage arising from the movement of people, materials and ideas around Sydney, the State and inevitably Australia. This self-revealing SEPP will have a positive impact on Central Station as it is intended to further invigorate the area as not only a place of movement, but a centre of community life.

The building envelope proposed by the reference design will not block or reduce significant views of the of the Central Station Main Terminal Building. Views of the clock tower from the west, north and north-east will be retained. These include the views down Broadway from the west and views from the north at Pitt Street. Views of the clock tower from the south and south-east will be blocked or reduced due to envisaged adjacent developments, not part of this proposal.

## 8.5 Impact on the Former Inwards Parcels Shed and Basement area

The relationship between former Inwards Parcels Shed, former Parcels Post Office (Adina Hotel) and Central Station Western Wing Extension is significant to the understanding of Central Station as a key component in the development of the postal service in NSW. This relationship, (as discussed in Section 5.8 above) as viewed from the Western Forecourt, has been identified and preserved in the Reference Design by EC3 and Terroir accompanying the Planning Statement.

The three-quarters view of the former Inwards Parcels Shed building is visible as part of a significant relationship between the three sites. Conservation principles developed as part of the Reference Design identify this relationship. The reference design proposes little intervention on the northern portion of the former Inwards Parcels Shed whilst greater intervention towards the southern end, where the relationship between the sites is less apparent. This preserves the understanding of the form and position of the former Inwards Parcels Shed while facilitating the construction of a building above. The following conservation principles have been developed to conserve the significance of the site are as follows:

1. *Maintain prominent 3/4 view & relationship between the Parcels Shed, Post Office, and Central Station.*
2. *Offer clear public access from Railway Square and Metro Egress to the future Over-rail Concourse.*
3. *Maintain and restore the integrity of the interior of the Parcels Shed and loading dock overhang.*
4. *Confine the lift and stair core to the area least visible from the Western Concourse.*

Constructing a tower over a heritage item will ultimately have an impact on the on the item below. In order to minimise the impact of the added bulk and scale. the Planning Statement has indicated an eleven metre separation curtilage from the bulk of the tower above to the apex of the former Inwards Parcels Shed roof. This separation is adequate to allow for an understanding of the simple form of the Former Inwards Parcels Shed and its relationship to the former Inwards Parcels Shed and Western Wing Extension of Central Station.

In order to construct a building of this scale the existing shed will be required to be deconstructed and reconstructed. To mitigate the impact to ensure the building is successfully reconstructed without damage or loss of fabric, a detailed deconstruction and storage methodology of the Parcels Shed has been prepared by a materials conservator and

stonemason. The report (attached as **Appendix 2**) details the procedures and methods to successfully deconstruct/reconstruct and store the significant fabric associated with the building.

#### 8.5.1.1 Under CMP June 2013 Policies

#### 8.5.1.2 Former Inwards Parcels Shed Site Specific Policies contained in the CMP 2013.

Policy	Response
<p><i>5. Item Specific Policy: CMP and other Management documents.</i></p> <p><i>A Conservation Management Plan for this building should be prepared, particularly prior to any major program of change. Specifically examine: the building's role in the overall Central Station site and Railway Square/Central Station Special Area; and its ability to demonstrate the role of NSW Railways in the development of the Australian postal service.</i></p> <p><i>Prepare and implement an overall Commercial Tenancy and Signage Strategy for the site. Consider including other issues such as disability access and outdoor seating.</i></p> <p><i>These documents may allow for site specific exemptions under the NSW Heritage Act 1977.</i></p>	<p>A Conservation Management Strategy (CMS) has been prepared as part of the Planning Proposal. The CMS has outlined the site's history and significance, demonstrating the role of NSW Railways in the development of the Australian Postal Service.</p> <p>The CMS has also developed conservation principles to ensure the significance of the site is retained in light of future major change. See <b>Appendix 1</b>.</p> <p><b>Appendix 2</b> – Contains a detailed deconstruction and storage methodology addressing mitigation measures to minimise impact on the physical fabric while still facilitating the construction of a the tower above.</p>
<p><i>6. Item Specific Policy: Use Promote compatible use for the building which allows for demonstration of the former industrial use of the interior including large areas of exposed roof trusses.</i></p>	<p>The reference design by EC3 and Terroir proposes to remove the modern partitioning associated with the c.2004 Former Inwards Parcels Shed fitout and open the floorplate for use as a foyer. This allows for interpretation of the former industrial use of the interior, including large areas of exposed roof trusses.</p>
<p><i>7. Item Specific Policy: Internal lightweight fitout. Demolition of or changes to the existing internal lightweight fitout for YHA use should be allowed without formal approval provided no significant fabric is impacted on by the change.</i></p>	<p>See above.</p>
<p><i>8. Item Specific Policy: Vistas Consider the impact on the adjacent significant buildings and elements in any new development.</i></p>	<p>The reference design by EC3 and Terroir has included a curtilage for the former Parcels Post Office Building. This curtilage is established to maintain a relationship between the former Inwards Parcels Shed and former Parcels Post Office.</p>



	The indicative building envelope is outside the significant views and vistas towards Central Station, notably towards the Main Terminal Building and clocktower identified by the CMP 2013. It is recognised that future development on the site will be visible from significant sites in the immediate vicinity and will form the backdrop to the site as part of a much larger urban renewal project. In context, will not constitute a large stand-alone tower, rather a component of a newly created skyline.
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### 8.5.1.3 Basement area Site Specific Policies contained in the CMP 2013.

Policy	Response
<i>5. Item Specific Policy: Use Promote compatible use for the area which allows for the sense of an open industrial yard and views to fabric of High significance.</i>	The reference scheme by Terroir and EC3 indicates the Basement area will be utilised as the a pedestrian thoroughfare, retail, and back of house area for the tower above. This is a compatible use for what is an industrial space.  The reference design will conserve all fabric ranked of High significance and careful integration the proposal into the existing fabric.
<i>6. Item Specific Policy: Intrusive fabric. Demolition of or changes to the existing intrusive sheds and fitout for should be allowed without formal approval provided no significant fabric is impacted on by the change.</i>	Lower Carriage Lane is outside the Planning Proposal site boundary. The interior fitout associated with the Country Link Catering Facilities is proposed to be modified to be utilised as the basement and back of house area and potential through site link for the tower above. This is a compatible use for the industrial space.
<i>7. Item Specific Policy: Vistas Consider the impact of any new development on the adjacent significant buildings and elements.</i>	See above.

## 8.6 Impact on Heritage Items in the Vicinity

The site is located adjacent to the former Parcels Post Office (Adina), an item that is listed separate to the Sydney Terminal and Central Railway Stations Group listing on the *Sydney LEP 2012*. The reference design by Terroir and EC3 seeks to minimise the impact on the former Parcels Post Office by allowing for a 22m setback at lower levels of the building envelope from the building. The highly intact external elevations will retain their prominence from the western forecourt and Railway Square.

The self-repealing SEPP for the former Inwards Parcels Shed site will incorporate an important historic narrative of the site as part of the story of postal services in NSW in a comprehensive interpretation strategy. The significance of the Parcels Post Office will be identified and enhanced by the Planning Proposal.

Other taller buildings envisioned for the precinct will mean the proposed building envelope will not read as a stand-alone tower. The height of the reference design building envelope at the former Inwards Parcels Shed will mean that views of the former Parcel Post Office will be

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blocked or reduced, specifically from the south and southeast. Due to its siting, the site will not interrupt identified significant view corridors compared to other components of the central station precinct such as the Central Station clock tower.

The southern boundary of the reference scheme allows for the view corridor from Devonshire Street to the Marcus Clarke Building tower to be retained.

The existing curtilage around heritage items and conservation areas is unaffected, allowing ongoing appreciation of heritage significance and interpretations of the places and individual items. The proposed development will impact to a limited extent on the setting of several items but will not affect their integrity and heritage significance. The architectural quality and scale of the reference design is considered to have the potential to enhance the setting of nearby items.

## **9 CONCLUSION**

This Heritage Impact Statement has outlined the history and established significance of former Inwards Parcels Shed and Basement area at Nos 8-10 Lee Street Sydney. The which is located within the curtilage of the *Sydney Terminal and Central Railway Station Group* site on the SHR and a highly significant component of the third and current Sydney Station built in c.1906. The open space area of the Western Forecourt and former Inwards Parcels Shed area is integral to the setting of the Main Terminus Building and the prominence of the views to and from the western part of Central Station site. The parcels shed represents the vernacular Australian building that survived the gradual gentrification of the NSW Railways through the nineteenth and early twentieth century during the period of pre-eminence of railways as a transportation means. While Central Station evolved with large office buildings, a tower, a new parcels post office built with a direct connection to the platforms, the place for loading and sorting of parcels remained a tin shed.

The Reference Design by Terroir and EC3 seeks to build above the former Inwards Parcels Shed in this manner the building is preserved and an opportunity created for interpreting and celebrating its role within Central Station whilst allowing the Station to continue to evolve to meet the needs of the people of NSW. Careful consideration is being given to ensure the intervention has an acceptable impact on the heritage significance of the former Inwards Parcels Shed and on the adjacent heritage items.

The self-repealing SEPP is the first step in the renewal process of the precinct which will have a positive impact on Central Station as it is intended to further invigorate the area as not only a place of movement, but a centre of community life. Its retention will ensure that the sophistication of this tech area remains grounded by common sense and practicality.

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## 10 APPENDIX 1 - CONSERVATION MANAGEMENT STRATEGY AND GUIDELINES

### 10.1 Introduction

The purpose of this Conservation Management Strategy is to provide guidance for the conservation of the former Inwards Parcels Shed as part of a future site development so that its cultural significance (established in Section 4.0) is conserved and interpreted.

These policies take account of the relevant constraints and opportunities detailed in Section 5.0.

### 10.2 Conservation Principles

The Conservation Strategy embraces the following principles:

1. A site-specific Conservation Management Plan (CMP) should form the basis on which to guide future work on the site.
2. New development must retain significant fabric and provide for its conservation and maintenance.
3. The interface between old and new must respect elements such as original fabric, windows and door openings.
4. Promote and communicate the significance of the site through interpretation.
5. Integrate new development in a way that respects and responds to the significance of the item and minimises impact on the item.
6. Large scale details, sections etc., clearly demonstrating the interface of old and new to be prepared and submitted as part of a future consent.
7. Continuation of the heritage listing on the State Heritage Register (SHR) and the RailCorp Heritage & Conservation register (s170) as part of the Sydney Terminal and Central Railway Station Group listing.

#### 10.2.1 Archaeology

Recommended archaeological management is contained Aboriginal Heritage Due Diligence Assessment and Non-Aboriginal (Historic) Archaeological Assessment by Artefact dated December 2018. An extract from the report is outlined below:

*The non-Aboriginal archaeological assessment concluded that:*

- *There is a Nil to Low potential that significant archaeological remains are present within the study area.*
- *Any intact remains situated below the existing basement and tunnels of the former Inwards Parcels Office would likely only consist of heavily truncated deep archaeological remains, such as former privies, wells or cisterns.*

*The Aboriginal archaeological assessment concluded that:*

- *There are no sites listed on the AHIMS register located within the study area*
- *Former ground excavation within the study area has removed all original ground surfaces down to significant depth*
- *There are no Aboriginal heritage constraints for future development within the study area.*

*During construction works, it is recommended that:*

- *An Unexpected Finds Policy is developed in the unlikely event that deep non-Aboriginal archaeological deposits (such as former privies, wells or cisterns) are identified during ground disturbing works*

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- *All relevant staff, contractors and subcontractors should be made aware of their statutory obligations for heritage under NSW National Parks and Wildlife Act 1974, NSW Heritage Act 1977 and best practice as outlined in The Burra Charter 2013. This may be implemented as a heritage induction.*
  - *In the unlikely event that any Aboriginal objects, relics or skeletal material are identified in the study area during proposed works, all works in the area should cease. The area should be cordoned off and contact made with a suitably qualified archaeologist so that the archaeological remains can be adequately reported, assessed and managed.*

As part of the heritage interpretation strategy, the development of the site, prior to the construction of the third and current Sydney terminal will be promoted and communicated.

### **10.3 Heritage Items in the Vicinity**

An extensive list of heritage items adjacent to and in the vicinity of the Central Station precinct can be found in Section 5.7.

The former Inwards Parcels Shed forms part of the overall state listing of Central Station. It is also in close proximity to a number of other items in the vicinity, including a number of buildings that originally housed department stores and warehouses that used the parcels facility at Central Station to dispatch their goods to country New South Wales and beyond. These buildings include the former Marcus Clarke Department Store and a further away the Griffiths Brothers tea warehouse and Anthony Hordern Department Store.

The intersection of George Street with Pitt Street and Lee Street forms an important area within the city. Combined with the plaza area of Railway Square and excluding the modern buildings to the south, the buildings of the area tell of a relationship with Central Station and enhance its setting.

Many of the buildings in the immediate area are brick with sandstone detailing complementing and giving Central Station primacy. The former Inwards Parcels Shed is an anomaly in this group because it is being a more prosaic building clad in corrugated iron. It contributes to this otherwise homogeneous group by being different; an inadvertent nod to the farm buildings to whence the goods of the surrounding merchants would be despatched.

### **10.4 Former Inwards Parcels Shed**

#### **10.4.1 What Needs to be Conserved?**

The following elements of the site have been assessed to be of heritage significance and are recommended to be retained in light of the current proposal to achieve best conservation outcomes:

1. An understanding of the overall form of the former Inwards Parcels Shed.
2. The timber roof trusses and roof structure.
3. The timber columns and struts.
4. The masonry infill panels and chimneys.
5. An understanding of the canopy along the western elevation of the building.
6. Conservation of the Ambulance Avenue wall where possible, in conjunction with future through site links.

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## **10.4.2 What Can be Changed?**

### **10.4.3 Exteriors**

The c. 2004 and later alterations and additions to convert the building to a youth hostel can be changed. The removal of the dining and lounge area on the western side of the shed and the swimming pool can occur without adverse impact. The corrugated metal sheeting for the roof and walls can be replaced, although their replacements should be like for like and have a distinct relationship to the original structure in terms of its use. The aluminium windows can also be changed as these are modern additions. The pattern of openings should remain in similar numbers and proportions to the existing openings.

Any penetrations of the structural core should maintain an understanding of the simple low-pitched gabled roof of the site.

### **10.4.4 Interiors**

The former Inwards Parcels Shed has undergone extensive remodelling of the interior following its conversion into a youth hostel in c. 2004.

There will be no adverse impact to the significance of the building if any of the 21<sup>st</sup> century additions and alterations are removed. Where possible, the c. 1906 fabric should be retained and conserved, specifically the timber columns and roof structure and masonry including the fireplaces.

## **10.5 General Guidelines**

The following general guidelines are provided:

- The views to and from the former Inwards Parcels Shed, in particular the iconic view from the Western Forecourt.
- An understanding of the overall form and structure of the former Inwards Parcels Shed.
- The degree of separation between the ridge of the existing building and the underside of the proposed tower above as well as the adjoining former Parcels Post Office (Adina).
- The provision of a structure to support a tower above should not interfere with the ability to read the architectural form and original function of the former Inwards Parcels Shed.
- Demonstrate an understanding of the bulk, scale and materiality of the former Inwards Parcels Shed and Basement area on Ambulance Way. There is an opportunity to penetrate Ambulance Avenue to facilitate the introduction of a through site link. This wall should be conserved where possible.
- The opportunity to interpret the history, in particular the intangible heritage of site as part of a comprehensive and coordinated heritage interpretation plan for the wider Central Station site.

### **10.5.1 Siting and Setbacks**

Any new development or vertical additions should not interfere with the ability to read the architectural form and original function of the former Inwards Parcels Shed.

The critical impacts of any proposal will be as follows:

- The degree of separation between the ridge of the existing building and the underside of the proposed tower above.



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- The location of the proposed penetration into the former Inwards Parcels Shed to provide services to the tower.
  - The provision of a structure to support a tower above the existing building.
  - The provision of stair and lift access to the tower above the existing building.
  - The impact of access from the new metro station thorough to Devonshire Street.
  - The impact of potential access to a podium above Central Station platforms;
  - The impact on the Main Terminal Building, its tower and to the Western Forecourt.
  - The impact on the Adina Hotel as an adjacent item. This includes the provision of access to the entry of the hotel and the impact of the proximity of a tower on the amenity of the hotel building.

### **10.5.2 Character**

Any new development must take into consideration the bulk, scale and materiality of the former Inwards Parcels Shed and Basement area on Ambulance Way. This consideration does not have to be literal but should demonstrate an understanding of the details and form of the building, its proportions and its solid to void ratios.

Any new building should have regard to the character of the precinct that surrounds it. To the south, this will include large multistorey towers with curtain walling. To the west, north and east, it will need to take into consideration the hierarchy of buildings and their materials including those in brick and sandstone.

The highest order are those buildings built entirely of sandstone. These include the Central Station Main Terminal building and surrounds and Christ Church St Lawrence. The next order is for buildings built of brick and stone. This includes a number of buildings facing onto Railway Square as well as the lower part of Pitt and George Streets. It also includes the Western Wing Extension of the Central Station Main Terminal Building along Platform 1 which is directly adjacent to the site and the walls surrounding Ambulance Way and the driveway to the former Inwards Parcels Shed.

The third order is of brick buildings without significant sandstone detailing and the fourth and final order is for buildings made of other materials. The former Outwards Parcels Office is an example of this fourth type of building.

### **10.5.3 Views**

Any new development should take into consideration the views to and from the former Inwards Parcels Shed from Pitt Street and Railway Square, across the upper and lower carriageway and across the Western Forecourt between Pitt Street and the Main Terminus Building.

The proposed tower is not located within any major view corridors with Central Station as identified in Section 4.5 above. This, however, does not negate the visual impact of the proposal as it will continue to be visible from a range of vantage points in the vicinity.

It is noted that the general outline of the proposal maintains the visual relationship of the former Parcels Shed with the former Parcels Post Office and the Western Wing Extension. This view ties together parcels distribution and its adjacency to the passenger function of Central Station. The maintenance of this view will allow for a strong interpretation of the themes set out in 10.5.4.

### **10.5.4 Interpretation**

There is an opportunity to interpret the history of the site and in particular the importance of distributing parcels and goods to country New South Wales via the railways and how this

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process shaped the immediate area and assisted in the settlement of the State. The movement of goods from manufacturing and distribution points to locations all over the metropolitan area and the State is an important component of the intangible heritage of Central Station. The process of ordering by post from a catalogue and receiving the goods with relative ease and speed forms an important adjunct to the letter post. This intangible heritage resonates with today's trend to order goods on line and have them delivered but speaks to an era when the order was by letter and the merchandise delivered by mail train.

The interpretation plan will look at the site within the wider context of Central Station. Atlassian (the proponent) seeks to be the leader in this regard, hoping to lead in delivering a comprehensive and coordinated heritage interpretation plan for the wider Central Station in light of potential future development of the area.

There is considerable information available to aid Interpretation. Themes for interpretation themes may include: <sup>14</sup>

- Building settlements, towns and cities, in particular the development of the site prior to the construction of the third and current Sydney Station.
- Transport, in particular the transport of parcels and light goods.
- Commerce (Activities relating to buying, selling and exchanging goods and services) with particular emphasis on the distribution network emanating from Central Station.

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<sup>14</sup> Office of Environment and Heritage, *New South Wales Historical Themes*, 'Table showing correlation of national, state and local themes, with annotations and examples' (2001).

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## **11 APPENDIX 2 – DECONSTRUCTION METHODOLOGY**

# Traditional Stonemasonry (Consulting) P/L

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## *Central Station Parcels Shed*



## *Heritage Building Fabric Deconstruction & Storage*

Written on behalf of: Atlassian

By: James Ginter - Traditional Stonemasonry (Consulting)

### **Central Station Parcels Shed**

Heritage Building Fabric Salvage and Storage

Traditional Stonemasonry (Consulting) P/L

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Date: 27/06/2019

Attention: Joseph Ravi



**Central Station Parcels Shed**  
**Heritage Building Fabric**  
**Deconstruction and Storage Methodologies**

## Aim

To describe, in brief form, the methods to be used in the deconstruction, salvage and packaging for storage of significant heritage fabric from the masonry walls and timber frame work that comprised the Former Parcels shed located adjacent Central Station in Sydney.

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

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

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

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

## Report Structure

<b>Table of Architectural Nomenclature</b>	A list of terms occasionally used in this report to describe areas of the building and architectural details
<b>Salvage Zone Drawings</b>	Floor plans or elevation drawings identifying the items for intended deconstruction.
<b>Salvage Fabric ID Photos</b>	A series of annotated photographs providing the unique reference codes applied to individual items of fabric for deconstruction.
<b>Methodologies</b>	Bullet point step by step process to be utilised during the deconstruction.

### Table of Architectural Nomenclature:

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

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

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

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

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

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

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

**FINIAL:** An ornament which terminates the point of a spire or pinnacle.

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

**FRIEZE:** A horizontal band immediately below the cornice which can be plane, decoratively carved or used for lettering.

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

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

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

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

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

**PURLIN:** A horizontal beam which supports common rafters.

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

**RAFTER:** One of a series of inclined members which support a roof covering.

**STRUT:** A vertical or semi inclined timber member which supports an under Purlin and is founded on a load bearing wall.

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

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

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

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

**TYMPANUM:** The triangular or segmental space enclosed by a pediment or arch.

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



**Convict**



**Sparrow Pick with Margin**



**Rock Face**

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

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

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

## Masonry Walls

### Brick Wall Panels

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

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

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

Patience and skill are required to successfully deconstruct masonry walls.

### PROCEDURE:

#### Removal

1. Create a measured drawing illustrating, in plan and elevation, the precise location, layout and size of the masonry walls and how they are integrated into the timber wall and roof framing. The drawings shall provide a recoverable set out position in both the X and Y axis.
2. Mark the face bricks (\*) front face in crayon to identify it as a face brick.
3. Photograph in High Resolution the full extent of the wall panels to be deconstructed.
4. Starting at the upper most course of bricks, carefully remove exposed lime mortar from the perpendicular and bed joints of the bricks using soft masons' mallets and suitably profiled plugging chisels and points. Plunge the chisels into the mortar being mindful not to go so deep as to jamb the chisel shaft against the edge of the brick causing a chip to occur.
5. Once a sufficient amount of the mortar has been removed, carefully ease the brick out of the wall and place on a pallet identified as being either Face or commons for cleaning.
6. Work in progressive horizontal courses to the full depth of the walls from higher to lower courses.

#### Cleaning

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

## **Stonework**

### **Chimney Capitals & Embellishments**

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

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

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

Patience and skill are required to successfully deconstruct masonry walls.

#### **PROCEDURE:**

##### **Removal**

1. Create a measured drawing illustrating, in plan and elevation, the precise location, layout and size of the masonry walls and how they're integrated into the timber wall and roof framing.
2. Using a surveyor, mark up the plans and elevations with RL's sufficient to ensure the brick and stonemasonry can be reassembled in the future to match the original in dimension and height. As a minimum there must be RL's for each of the following:
  - a. At the top of chimney capitals
  - b. At all roof flashing reglets in the masonry chimney breasts
  - c. At the top of all chimney kneeler stones
  - d. At the top of each plinth course stone.
3. A brick storey rod is to be made and checked against each of the brick walls to ensure they are uniform in coursing and if not then an individual storey rod is to be made for each wall in order to ensure precise replication of the bed joint widths during future reconstruction of the walls.
4. Photograph in High Resolution the full extent of the stone blocks to be deconstructed and label the stone to be removed (refer to photo 1.2).
5. If a 'Lewis Pin' hole is detected on the upper face of the stone, this is to be cleaned of infill mortar and examined by a master mason to ensure it is fit for reuse in the short term lifting of the stone from its bed.
6. Carefully remove the mortar from any exposed bed or perpend joint using soft masons' mallets and suitably profiled plugging chisels and points. Plunge the chisels into the mortar being mindful not to go so deep as to jamb the chisel shaft against the edge of the stone causing a chip to occur.
7. Place a set of lewis pins (refer to image 1.1) into the lewis hole and gently lift the stone off its bed sufficiently to allow for the placement of soft wood timber gluts under the stone and at least 100 mm away from the outer edges.
8. Lower the stone onto the gluts
9. Using a soft sling and placed under the guidance of a master mason, lift the stone from its bed and down onto a waiting pallet lined in closed cell foam softening sheet and softwood timber gluts.



## Cleaning

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



Photo 1.1

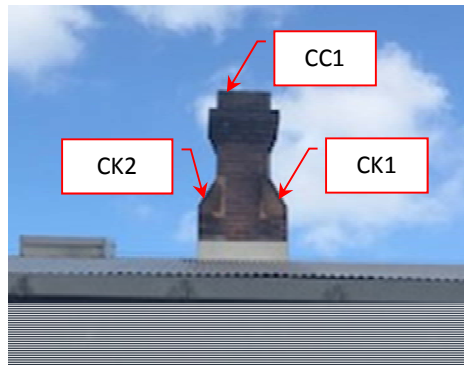


Photo 1.2

## Plinth Course

The mortar between the stone and bricks is, due to the age of the building, most likely a natural hydraulic lime and sand mix (lime mortar) which is fairly soft. The lime mortar will allow for the relatively easy deconstruction of the carved stone plinth course once brick work above it has been safely removed. It is imperative at all times to ensure the use of soft slings, soft timber packers, etc to ensure that stone is not chipped during the deconstruction. Only masons with a minimum of 5 years' provable experience in the deconstruction of carved masonry shall be permitted to undertake this work.

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

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

Patience and skill are required to successfully deconstruct masonry walls.

## PROCEDURE:

### Removal

1. Photograph in High Resolution the full extent of the stone blocks to be deconstructed and label the stone to be removed (refer to photo 1.3).
2. If a 'Lewis Pin' hole is detected on the upper face of the stone, this is to be cleaned of infill mortar and examined by a master mason to ensure it is fit for reuse in the short term lifting of the stone from its bed.
3. Carefully remove the mortar from any exposed bed or perpend joint using soft masons' mallets and suitably profiled plugging chisels and points. Plunge the chisels into the mortar being mindful not to go so deep as to jamb the chisel shaft against the edge of the stone causing a chip to occur.

4. Place a set of lewis pins (refer to image 1.1) into the lewis hole and gently lift the stone off its bed sufficiently to allow for the placement of soft wood timber gluts under the stone and at least 100 mm away from the outer edges.
5. Lower the stone onto the gluts
6. Using a soft sling and placed under the guidance of a master mason, lift the stone from its bed and down onto a waiting pallet lined in closed cell foam softening sheet and softwood timber gluts.

### Cleaning

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



Photo 1.3

## Timber Frame Work

### Joinery

### Windows

#### Removal

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

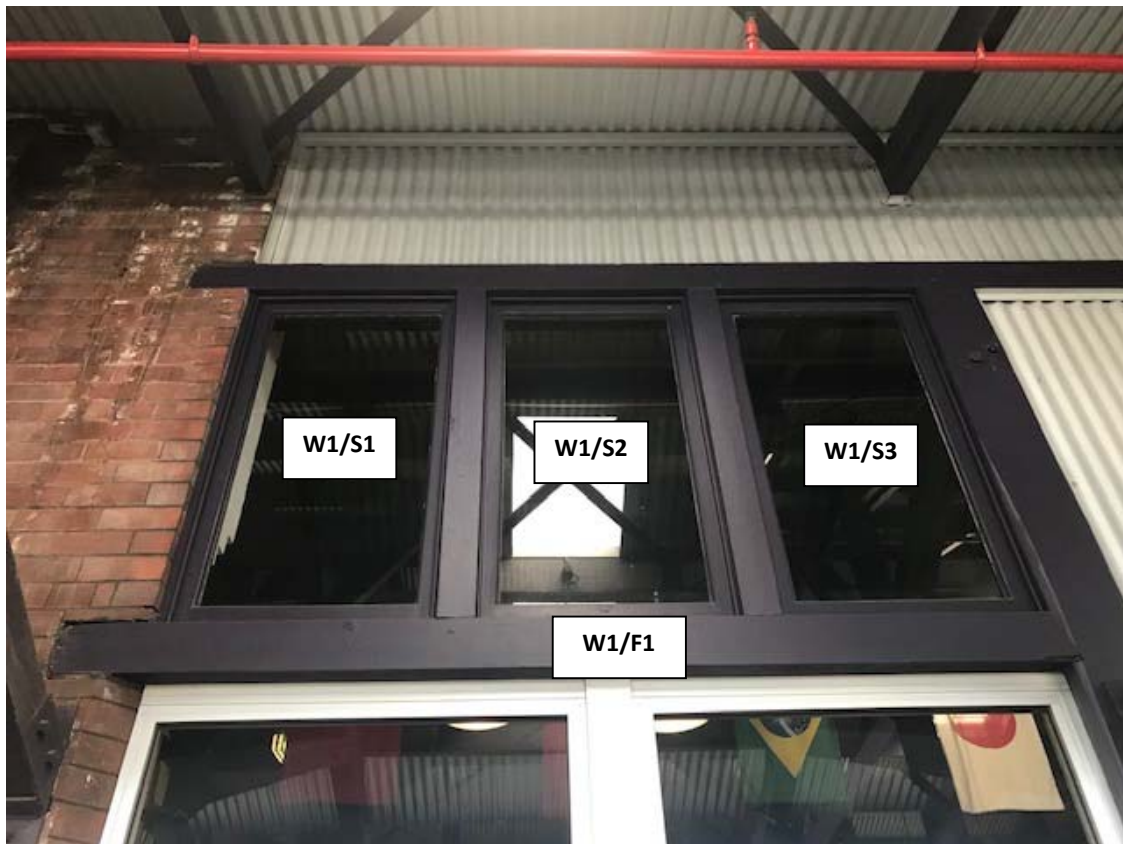


Photo 1.4

## Doors

### Removal

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

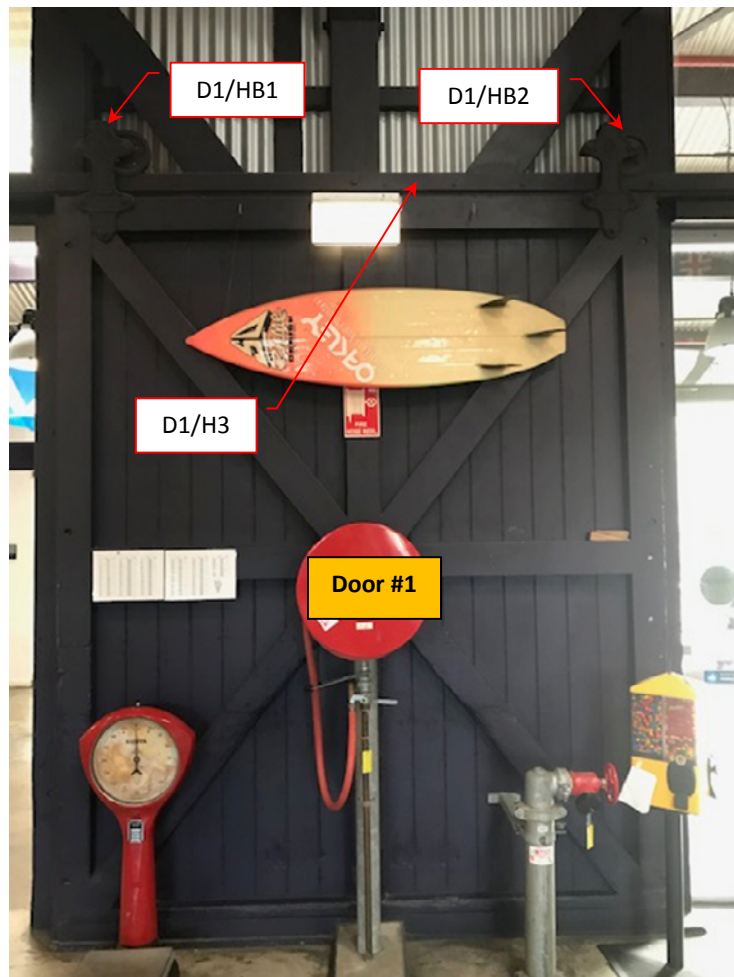


Photo 1.5

## Timber roof Members

### Removal

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

## Timber Posts

### Removal

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





**Photo 1.6**

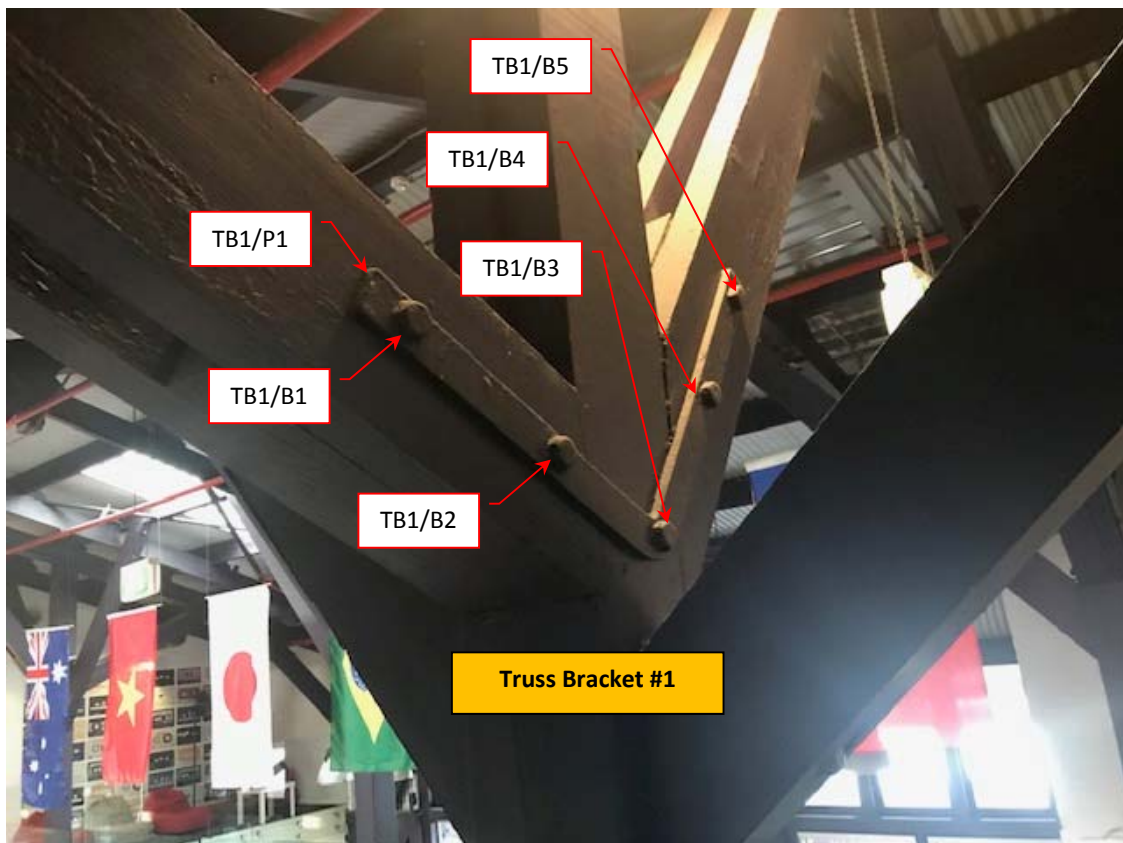
2. Create a post location plan inclusive of elevations and sections in which each of the individual posts is given a unique ID code. 2x Non-perishable tags are to be created for each post and affixed to the posts using stainless steel clouts on an exposed face within 1 meter of the base of the posts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

## Iron Fittings

### Removal

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

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



## Storage & Maintenance of Salvaged Items

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

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

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

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

## Heritage Store Location Plan

