



URBIS

# CONSERVATION MANAGEMENT PLAN

Former Inwards Parcels Shed  
8-10 Lee Street,  
Haymarket NSW 2000

Prepared for  
**VERTICAL FIRST PTY LTD**  
06 May 2025

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

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

*Cover image: NSW State Archives, Sydney Station balloon loop, 31/12/1908*

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# EXECUTIVE SUMMARY

## Why has this Conservation Management Plan been prepared?

Urbis has been commissioned by Atlassian (the Applicant) to prepare this Conservation Management Plan (CMP) in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the SSD-10405 for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket.

Specifically, this report addresses the following SEARs:

SEARs	Report Reference
<b>11. Heritage and Archaeology</b>  The EIS shall include: <ul style="list-style-type: none"><li>a Heritage Conservation Management Plan (CMP) that includes any heritage items on the site, paying particular attention to the Former Inwards Parcel Shed and the Adina hotel as part of the State heritage listed Central Railway Station and associated buildings</li></ul>	<p>This CMP has been prepared for the subject site specifically and provides guidance on the management of the heritage significance of the Former Inward Parcels Shed.</p> <p>The Adina Hotel is owned by Toga, who is concurrently undertaking a site specific CMP for the Former Parcels Post Building (Adina Hotel).</p> <p>Accordingly, this subject CMP focuses on the management of the Former Inward Parcels Shed only.</p>

The purpose of this CMP is to assess and consider the significance of the place and guide future conservation, management, maintenance, and where appropriate, future development and adaptive reuse opportunities. This CMP provides a careful analysis of the item's significance and includes policies and conservation strategies to ensure its long-term viability.

## What is the site?

For the purposes of this CMP the subject site includes the building known as the Former Inwards Parcels Shed, the Former Small Parcels Bagging Room (now occupied as Gate Gourmet) and Upper Carriage Lane. The site excludes Ambulance Avenue (Lower Carriage Lane) and areas of the lower ground floor located directly underneath the Former Inwards Parcels Shed which include tenancies accessed off the Devonshire Street Tunnel, the fire escape passage, communications, garage and mechanical rooms. We have included the brick and stone retaining wall which separates Ambulance Avenue (Lower Carriage Lane) from the subject site and extends along the northern boundary.

## What is the heritage significance of the site?

The subject site forms part of the State Heritage Register listing for the 'Sydney Terminal and Central Railway Stations Group' (SHR 01255), and under Schedule Part 1 of Schedule 5 of the *Sydney Local Environmental Plan (LEP) 2012* as part of the 'Central Railway Station group including buildings, station yard, viaducts and building interiors'. The site also forms part of the Central Station group listing on the NSW Railcorp S.170 State Agency Heritage & Conservation Register.

A detailed assessment of significance is included at Section 7, including an analysis of the relative significance of the elements within the site. The following is the summary of the Statement of Significance for the Former Inwards Parcel Shed.

*The Former Inwards Parcels Shed property has been assessed to have historical, representative, archaeological, rarity and associative heritage values. The Former Inwards Parcels Shed is a contributory element within the broader Central Station heritage item and contributes to the state level of heritage significance for this precinct.*

*The Former Inwards Parcels Shed has historical significance for its association with the broader Central Station parcel area's operations and functionality, and the historic role of the railway transport system in the delivery of mail. The building represents the reliance of mail distribution on a network of parcel operation*

facilities in conjunction with the transport network. The site also represents the decline in the reliance on and importance of the rail network for the delivery of mail.

*The Former Inwards Parcels Shed is a modest contributory element within the broader Central Station precinct but is of secondary important and significance in terms of its aesthetic values. The shed is a utilitarian structure associated with the rail and parcel operations of the site. The building is constructed in the industrial rail vernacular style of no particular architectural distinction in comparison with the principal buildings which form the main Central Station terminal.*

*The Former Inwards Parcels She is a unique version of its type within NSW due to its size, detail, dedicated use and integration with Central Railway Station. Notwithstanding, the structure of the shed is generally intact despite later alterations and is a distinctive architectural feature of the building. However, it is acknowledged that the building has been altered and original fabric and elements associated with parcel management, including tunnels and chutes, have been removed.*

*Despite the uncertainty regarding the attribution of the design, as part of the Central Railway Station development, the subject Former Inwards Parcels Shed has associations with prominent NSW Government Architects Vernon and Blair. As part of the broader Central Station precinct, the site also has associations with Engineer-in-Chief, Henry Deane's original scheme for the new Sydney Terminal that was constructed in 1904.*

*Whilst the disturbance to the subject site following the construction of the former Inwards Parcels Shed is unknown, it is likely that the archaeological remains of the Benevolent Asylum will be present with good integrity within the subject site. The archaeological resource has the potential to include structural remains of the former Benevolent Asylum and outbuildings indicated on historic plans and associated occupation deposits. There is also potential for unmarked features such as cess pits, rubbish pits and post holes to be uncovered with associated artefacts demonstrative of the daily lives and activities of those living and working on the site. The potential archaeological resource, if present with good integrity, is likely to have a high level of research potential.*

*The subject site represents a moderate to high culturally significant portion of the wider cultural landscape for Aboriginal people. Aboriginal objects have been identified in proximity to the subject site as well as within the Tuggerah Soil Landscape. Furthermore, as a result of the geotechnical investigation that indicates the potential presence of a paleochannel within the southern portion of the subject site, there is moderate potential for subsurface archaeological material to remain within the subject site. The utilisation of the subject site for the Benevolent Asylum indicates that there exists potential for contact archaeological deposits associated with this period of use.*

## **How should the site be conserved?**

Sections 9 and 10 of this CMP provide an overview of heritage opportunities and constraints specific to the property, as well as conservation policies and guidelines to assist in the management of the site's heritage values. Any proposed modifications to it must take into consideration the identified significance and must have regard for the total resource in the context of the Central Railway Station Group.

Change should also be considered with a goal of conserving and enhancing the identified heritage values of the subject property, wherever possible. The minimum standard of maintenance and repair under Section 118 of the *Heritage Act 1977*, and as specified in Section 10.2.2 of this report, must be adhered to in order to ensure the long-term conservation of the Former Inwards Parcel Shed.

When undertaking works to the site, assessment under relevant legislation (Section 8) should consider whether the works are likely to impact on the site's heritage significance and/or nominated significant fabric, as identified in this CMP. Reference should be made to the site's statement of heritage significance (Section 7.2.1.1) and schedule of significant elements (Section 7.4). A heritage impact statement or archaeological assessment should be prepared by a suitably qualified consultant in accordance with guidelines of Heritage NSW (formerly Office of Environment and Heritage, Heritage Division).



# 1. INTRODUCTION

## 1.1. BRIEF

Urbis has been commissioned by Atlassian (the Applicant) to prepare this Conservation Management Plan (CMP) in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the SSD-10405 for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket.

Specifically, this report addresses the following SEARs:

SEARs	Report Reference
<b>11. Heritage and Archaeology</b>  The EIS shall include: <ul style="list-style-type: none"><li>a Heritage Conservation Management Plan (CMP) that includes any heritage items on the site, paying particular attention to the Former Inwards Parcel Shed and the Adina hotel as part of the State heritage listed Central Railway Station and associated buildings</li></ul>	<p>This CMP has been prepared for the subject site specifically and provides guidance on the management of the heritage significance of the Former Inward Parcels Shed.</p> <p>The Adina Hotel is owned by Toga, who is concurrently undertaking a site specific CMP for the Former Parcels Post Building (Adina Hotel).</p> <p>Accordingly, this subject CMP focuses on the management of the Former Inward Parcels Shed only.</p>

The purpose of this CMP is to assess and consider the significance of the place and guide future conservation, management, maintenance, and where appropriate, future development and adaptive reuse opportunities. This CMP provides a careful analysis of the item's significance and includes policies and conservation strategies to ensure its long-term viability.

## 1.2. SITE LOCATION

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various strata. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

**Lot 116 in DP 1078271:** YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.

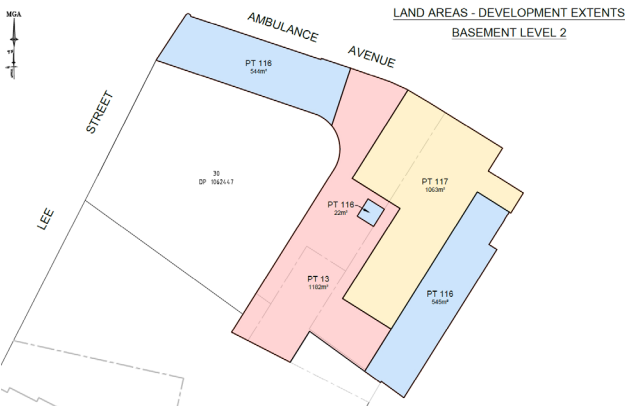
**Lot 117 in DP 1078271:** This is currently in the ownership of TNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimised basement and servicing outcome for the Site.

**Lot 118 in DP 1078271:** This is currently in the ownership of TNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 bike access, secondary pedestrian access and fire service vehicle access.

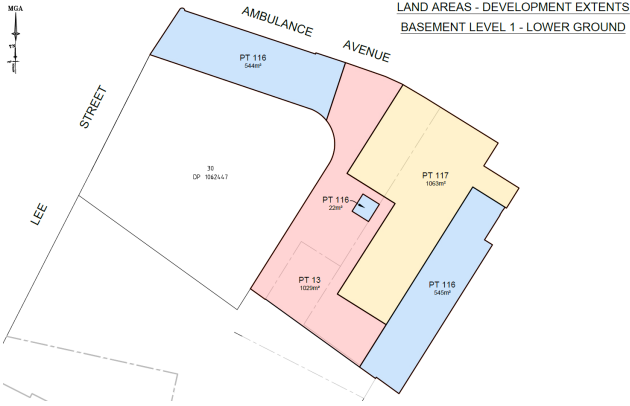
**Lot 13 in DP 1062447:** This is currently in the ownership of TNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,764sqm which includes 277sqm of air rights that apply from RL 40.

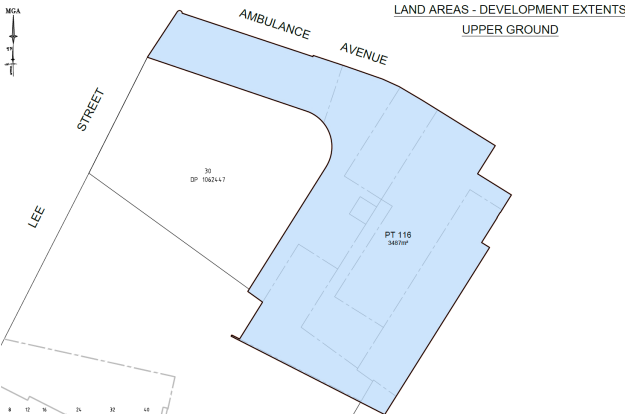
Figure 1 Existing Land Titles and Air Rights



Picture 1 Basement Level 2



Picture 2 Basement Level 1 – Lower Ground



Picture 3 Upper Ground



Picture 4 Level 1 and Above

Source: LTS

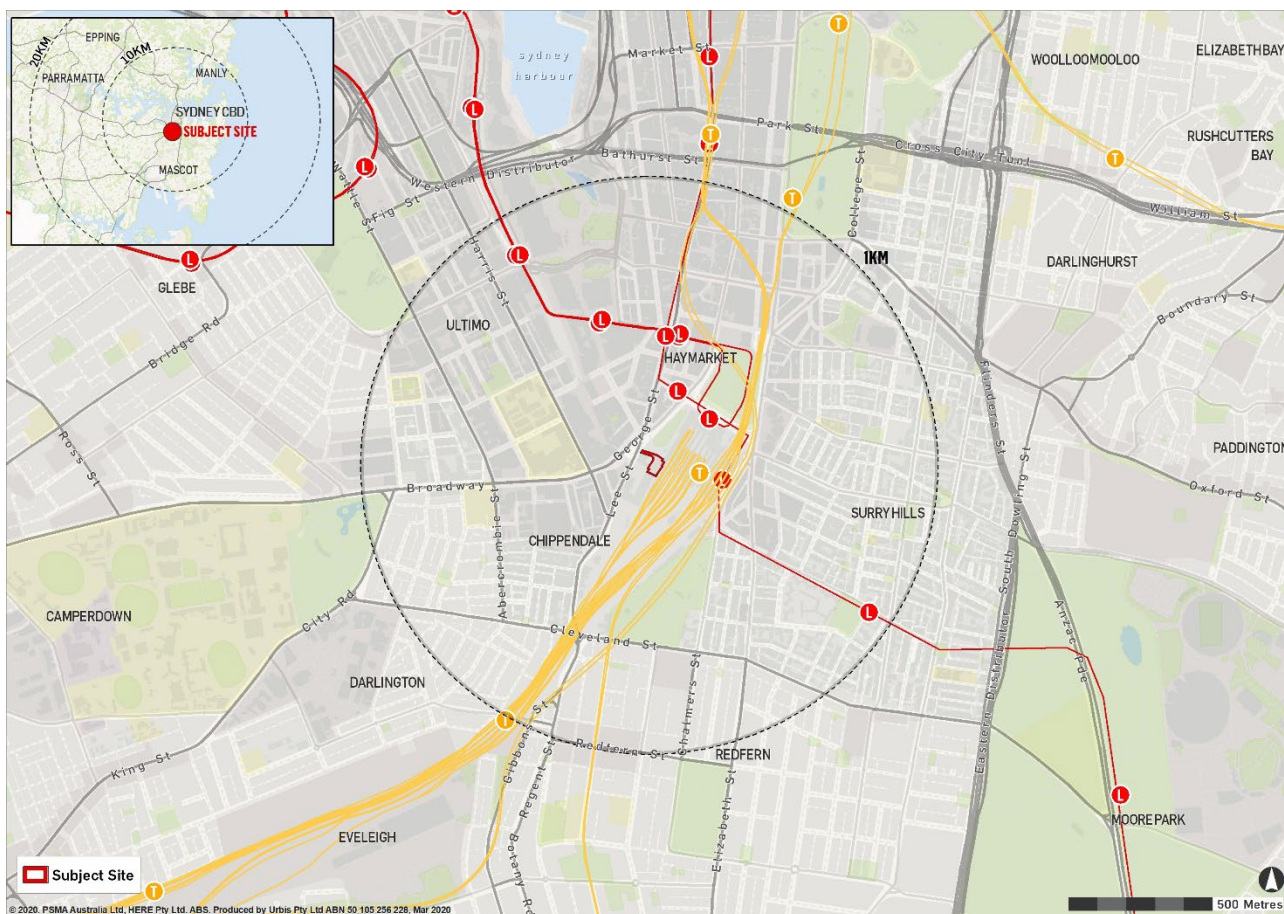


Figure 2 – Location map, with the subject site outlined in red.

Source: Urbis

## 1.3. METHODOLOGY

This CMP has been prepared in accordance with the *NSW Heritage Manual* (1996), the *Australia ICOMOS Burra Charter* (2013) and the *Conservation Policy* by James Semple Kerr (2000).

This Conservation Management Plan supersedes the following CMP previously prepared for the Former Inwards Parcels Shed:

- Godden Mackay Logan, Inwards Parcels Shed, Sydney Terminal, Conservation Management Plan (September 1999).

As the site is located within the state heritage register listing for Central Station, this CMP should be read in conjunction with and is supplementary to the 2013 CMP prepared for Central Station. Table 1 below detail the version of reports prepared that pertain to the site.

Urbis advises that as of May 2025, this report remains current for the purposes of planning for future development and maintenance of the building. However, it should be read in conjunction with the approved plans (SSD-104405) for the major adaptation of the heritage item and associated reporting including the Salvage and Reuse of Distinctive Elements Plan (Urbis, 2022). Periodic updates to this report under Policy 6 of this document (ideally undertaken after completion of the current works which are under construction) should include revisions to all sections of this report to acknowledge changes arising from SSD-104405.

Table 1 - Conservation Management Plan versions pertaining to the site.

Date	Author	Title
March 1996	Heritage Group State Projects	Sydney/Central Station, Conservation Management Plan

September 1999	Godden Mackay Logan	Inwards Parcels Shed, Sydney Terminal, Conservation Management Plan
June 2013	Railcorp	Central Station Conservation Management Plan

This CMP is structured as follows:

Table 2 - Report Structure

Section	Subsection
1. Introduction	Project brief, methodology, limitation, author identification and acknowledgements
2. Site Description	Site location, asset and site description, use and operation and curtilage.
3. Historical Overview	Historical overview of the heritage item and relevant historical themes
4. Historical Archaeological Assessment	Summary of the historical archaeological heritage values of the site.
5. Aboriginal Cultural Heritage Assessment	Summary of the Aboriginal cultural heritage values and archaeological potential of the site.
6. Comparative Analysis	Comparative assessment of the subject site in relation to parcels offices related to railways and design architects.
7. Heritage Significance	Assessment and statement of heritage significance, identification of significant elements
8. Heritage Listing and Statutory Obligations	Statutory heritage listings, obligations under relevant legislation
9. Opportunities & Constraints	Constraints and obligations as part of the process for developing conservation policies
10. Conservation Policies	Policies to manage the item's significance and implementation strategies for the policies
11. Bibliography	Bibliography of all reference referred to throughout report
Appendices	Appendix A     1999 photographs – Former Inwards Parcels Shed Appendix B     Historical Archaeological Assessment Appendix C     Aboriginal Cultural Heritage Assessment Appendix D     View Analysis Appendix E     Burra Charter Appendix F     Standard Exemptions for Works Requiring Heritage Council Approval

Appendix G	Minimum Standards of Maintenance and Repair
Appendix H	Heritage Listing Forms

## 1.4. LIMITATIONS AND EXCLUSIONS

For the purposes of this CMP the subject site includes the building known as the Former Inwards Parcels Shed, the Former Small Parcels Bagging Room (now occupied as Gate Gourmet) and Upper Carriage Lane. The site excludes Ambulance Avenue (Lower Carriage Lane) and areas of the lower ground floor located directly underneath the Former Inwards Parcels Shed which include tenancies accessed off the Devonshire Street Tunnel, the fire escape passage, communications, garage and mechanical rooms. We have included the brick and stone retaining wall which separates Ambulance Avenue (Lower Carriage Lane) from the subject site and extends along the northern boundary.

This report notes the potential for original fabric and finishes that were not able to be investigated as part of the brief for the provision of the CMP, for example foundations, roof cavities, floor structures, or areas not provided access to.

The report follows site inspections conducted on 17 February and 19 March 2020. All inspections of the Former Inwards Parcels Shed were general and non-invasive. This CMP makes recommendations with regard to the management of original fabric.

Due to the COVID-19 pandemic, access to some research resources has been limited. All files accessed to prepare the historical overview of the subject site has been based on resources that could be readily accessed online. Some physical documents were unable to be inspected. Digital versions of these documents have been included where they have been made available by various authorities or are present in previous historical research.

## 1.5. AUTHOR IDENTIFICATION & ACKNOWLEDGMENTS

The following report has been prepared by the following Urbis personnel:

- Jonathan Bryant (Director, Heritage) – overall report direction and review.
- Balazs Hansel (Associate Director / Archaeologist) – Aboriginal cultural heritage direction and review.
- Jane Maze Riley (Associate Director, Design) – heritage view analysis.
- Ashleigh Persian (Senior Heritage Consultant) – built heritage analysis, report preparation and delivery.
- Andrew Crisp (Senior Archaeologist) – Aboriginal cultural heritage content preparation.
- Keira Kucharska (Heritage Consultant) – built heritage analysis and report preparation.

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

The Historical Archaeological overview contained in this CMP has been drawn directly from the Historical Archaeological Assessment prepared for the SSD-10405 by Jennie Lindbergh (Director Historic Heritage) and Lian Ramage (Senior Historic Heritage Consultant) at AMBS Consulting. Discussion regarding heritage interpretation in this CMP has been drawn from the draft Heritage Interpretation Plan prepared by Susan Freeman (Director) at Freeman Ryan Design, which has been prepared in anticipation of the SSD-10405 conditions of consent.

## 1.6. ABBREVIATIONS & DEFINITIONS

Common abbreviations and definitions used throughout the report are provided in the table below:

Table 3 - Abbreviations

Abbreviation	Definition
BCA	Building Code of Australia

CMP	Conservation Management Plan
EMP	Environmental Management Plan
LEP	Local Environmental Plan
HAMS	Heritage Asset Management Strategy
HMF	Heritage Management Framework
REF	Review of Environmental Factors
RNE	Register of the National Estate
S170R	Section 170 Heritage and Conservation Register (under the Heritage Act 1977)
SEPP	State Environmental Planning Policy
SHR	State Heritage Register of New South Wales (under the Heritage Act 1977)
TAMP	Total Asset Management Plan

Table 4 - Terms & Definitions

Abbreviation	Definition
Aboriginal object	A statutory term meaning any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises New South Wales, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction, and includes Aboriginal remains
Aboriginal place	A statutory term meaning any place declared to be an Aboriginal place (under s.84 of the National Parks and Wildlife Act 1974) by the Minister administering the NPW Act, because the Minister is of the opinion that the place is or was of special significance with respect to Aboriginal culture; it may or may not contain Aboriginal objects
Archaeological assessment	A study undertaken to establish the archaeological significance (research potential) of a particular site and to identify appropriate management actions
Archaeological potential	The degree of physical evidence present at an archaeological site, usually assessed on the basis of physical evaluation and historical research
Archaeology	The study of past human cultures, behaviours and activities through the recording and excavation of archaeological sites and the analysis of physical evidence
Australia ICOMOS	The national committee of the International Council on Monuments and Sites
Burra Charter	Charter adopted by Australia ICOMOS, which establishes the nationally accepted principles for the conservation of places of cultural significance; Although the Burra

	Charter is not cited formally in an Act, it is nationally recognised as a document that shapes the policies of the Heritage Council of NSW
Conservation	All the processes of looking after an item so as to retain its cultural significance; it includes maintenance and may, according to circumstances, include preservation, restoration, reconstruction and adaptation, and will be commonly a combination of more than one of these
Conservation Management Plan	A document explaining the significance of a heritage item, including a heritage conservation area, and proposing policies to retain that significance; it can include guidelines for additional development or maintenance of the place
Conservation policy	A proposal to conserve a heritage item arising out of the opportunities and constraints presented by the statement of heritage significance and other considerations
Context	The specific character, quality, physical, historical and social characteristics of a building's setting; depending on the nature of the proposal, the context could be as small as a road or entire suburb
Curtilage	The geographical area that provides the physical context for an item, and which contributes to its heritage significance; land title boundaries do not necessarily coincide
Heritage and Conservation Registers	A register of heritage assets owned, occupied or controlled by a State agency, prepared in accordance with Section 170 of the Heritage Act 1977
Heritage assets	Items of heritage significance identified in a State Government Agency's Heritage and Conservation Register, including items of cultural and natural significance
Heritage Asset Management Strategy	A strategy prepared by a State Government Agency to document how the principles and guidelines outlined in the Management of Heritage Assets by NSW Government Agencies will be implemented in the management of heritage assets
Heritage item	A landscape, place, building, structure, relic or other work of heritage significance
Heritage significance	Of aesthetic, historic, scientific, cultural, social, archaeological, natural or aesthetic value for past, present or future generations
Heritage value	Often used interchangeably with the term 'heritage significance'; there are four nature of significance values used in heritage assessments (historical, aesthetic, social and technical/research) and two comparative significance values (representative and rarity)
Integrity	A heritage item is said to have integrity if its assessment and statement of significance is supported by sound research and analysis, and its fabric and curtilage and still largely intact
Interpretation	Interpretation explains the heritage significance of a place to the users and the community; the need to interpret heritage significance is likely to drive the design of new elements and the layout or planning of the place

Maintenance	Continuous protective care of the fabric and setting of a place; to be distinguished from repair; repair involves restoration or reconstruction
Relics	Relic is defined under the Heritage Act 1977 (NSW) as any deposit, object or material evidence which relates to the settlement of the area that comprises NSW, not being Aboriginal settlement, and is of state or local heritage significance
Scar trees	Scarred trees have scars where a section of bark was removed by Aboriginal people in order to make canoes, shields or baskets; footsteps were also cut into the tree trunk to gain access to possums or honey in tree tops; scar trees are different to carved trees
Setting	The area around a heritage place or item that contributes to its heritage significance, which may include views to and from the heritage item; the listing boundary or curtilage of a heritage place does not always include the whole of its setting
Shell middens	Term is referred to in Australia as an archaeological deposit in which shells are the predominant visible cultural items; shells are principally the remains of past meals; some middens also consist of bones, stone and other artefacts
Total Asset Management Policy	Total Asset Management is an NSW Government policy introduced to achieve better planning and management of the State's assets. Total Asset Management is the strategic management of physical assets to best support the delivery of agency services. It is part of a planning framework in which the Government's social, ecological and financial service outcomes are achieved by the most efficient means and within the resource limits of the community. It provides a structured and systematic resource allocation approach to infrastructure and physical asset management so that resources are aligned with the service objectives of State agencies. This approach achieves reduced costs and best value for money.
Use	Means the functions of a place, as well, as the activities and the practices that may occur at the place; a compatible use respects the cultural significance of a place



## 2. SITE DESCRIPTION

### 2.1. SITE LOCATION

The Former Inwards Parcels Shed is located at 8-10 Lee Street, Haymarket within the Local Government Area of Sydney. The subject site forms part of the Central Railway Station Group located in the southern end of the Sydney Central Business District (CBD). The legal description of the subject site is Lot 116 and 117 of Deposited Plan 1078271 which lies across various strata. The legal boundaries of the site are provided in Figure 3 and Figure 4. The subject site does not include Lots 118 of DP 1078271 or Lot 13 of DP 1062447, however for the purposes of this report, these allotments are considered as the subject sites setting.

Lot 116 of DP 1078271 includes the lower ground stratum which is currently for train catering services, Gate Gourmet. Lot 117 of DP 1078271 includes the ground floor and above stratum which includes the Former Inwards Parcels Shed, currently functioning as the Sydney Railway Square YHA, and Upper Carriage Lane.



Figure 3 – Subject site, lower ground floor.

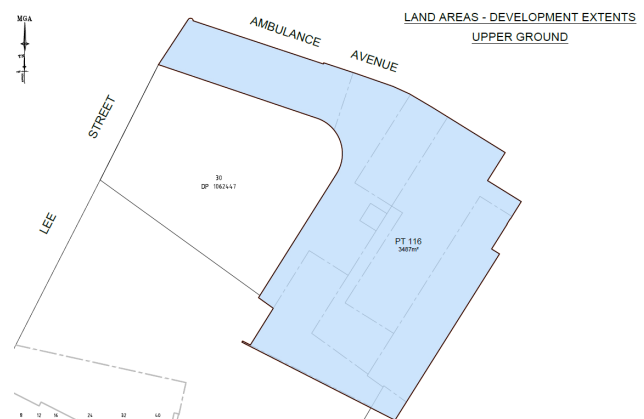


Figure 4 – Subject site, upper ground floor.

Each of these distinct lots are in the free hold ownership of Transport for NSW, with different leasing arrangements:

- Lot 116 in DP 1078271: YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- Lot 117 in DP 1078271: This is currently in the ownership of TNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimise basement and servicing outcome for the Site.
- Lot 118 in DP 1078271: This is currently in the ownership of TNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 vehicle access and services.
- Lot 13 in DP 1062447: This is currently in the ownership of TNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

### 2.2. SITE SETTING AND CURTILAGE

The Former Inwards Parcels Shed is located within the curtilage of the wider Central Railway Station Group. The subject site is located on the western side of the Central Station, bound by the Western Forecourt area to the north, the Parcels Post buildings to the west, Henry Deane Plaza and the Devonshire Street Tunnel to the south and to the west by Central Stations country and interstate platforms. Further to the west is Railway Square, formed at the interchange of Pitt, George and Lee Streets. To the west of Central Station the area is typified by a concentration of low-medium scale heritage buildings and streetscapes, a series of interrelated open spaces and a mix of uses including commercial, industrial, institutional, residential and hotels.

The following subsections provide an overview of the defining places that surround the Former Inwards Parcels Shed and form part of its setting.



Figure 5 – Aerial image with the subject site outlined in red.

## 2.2.1. Central Station Group

The area in which the subject site is situated is predominated by the sandstone elevations and clocktower of the Central Station Terminus building. The Central Railway Station Group is divided into five (5) distinct precincts, as per the 2013 CMP and displayed in Figure 6:

- Precinct 1 – The Western Yard
- Precinct 2 – Prince Alfred Sidings
- Precinct 3 – Sydney Terminal
- Precinct 4 – Sydney Yards
- Precinct 5 – Central Electric
- The Former Inwards Parcels Shed is located within Precinct 3 – Sydney Terminal. This precinct is further divided into sub-precincts, as displayed in Figure 6 and listed in Table 5.



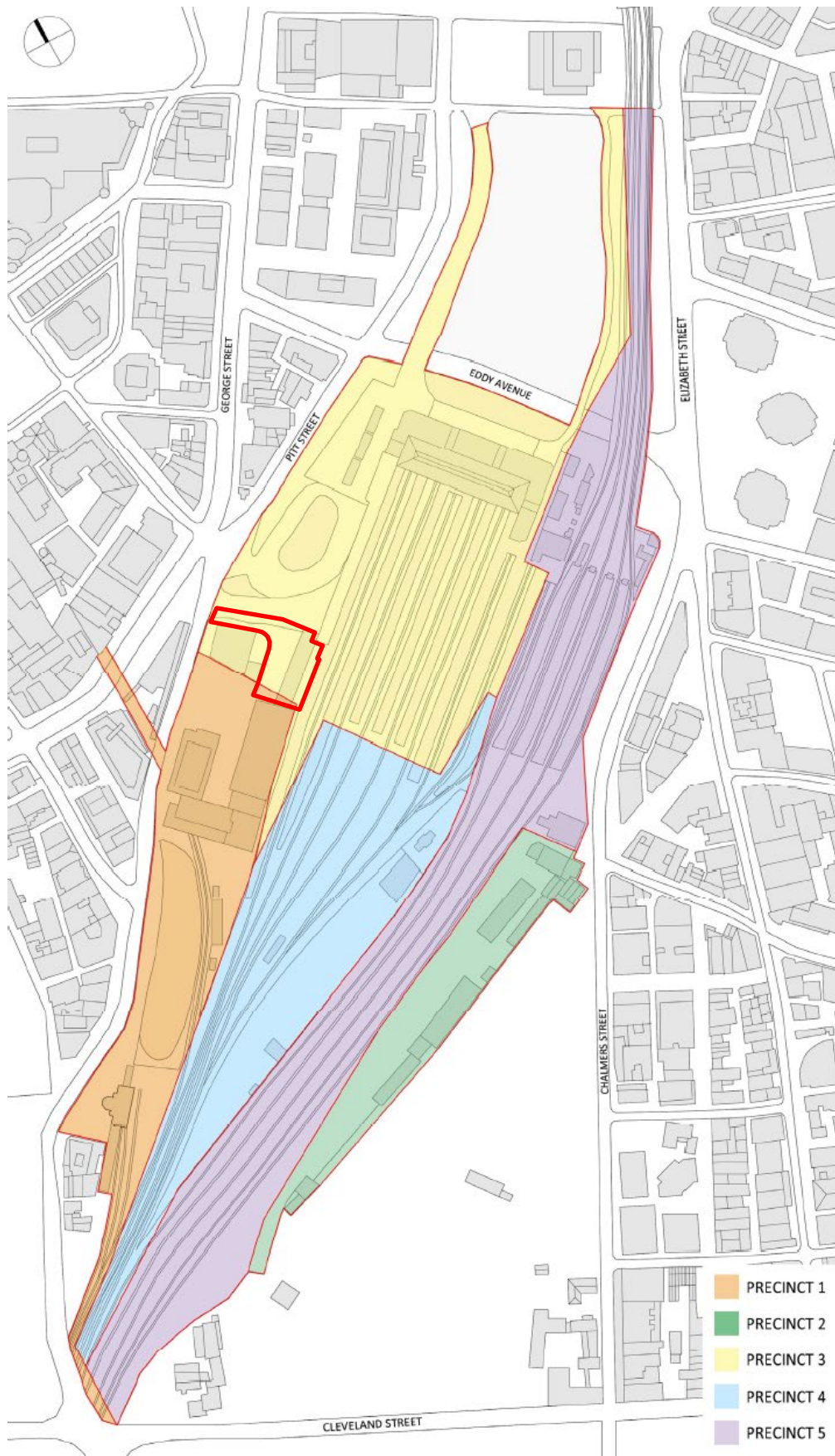


Figure 6 – The Central Station CMP Precincts. The overall extent to the Central Railway Station Group is outlined in red with the individual Precincts coloured and numbered. The approximate boundaries of the subject site is outlined in red.

Source: Railcorp, Central Station Conservation Management Plan (June 2013);

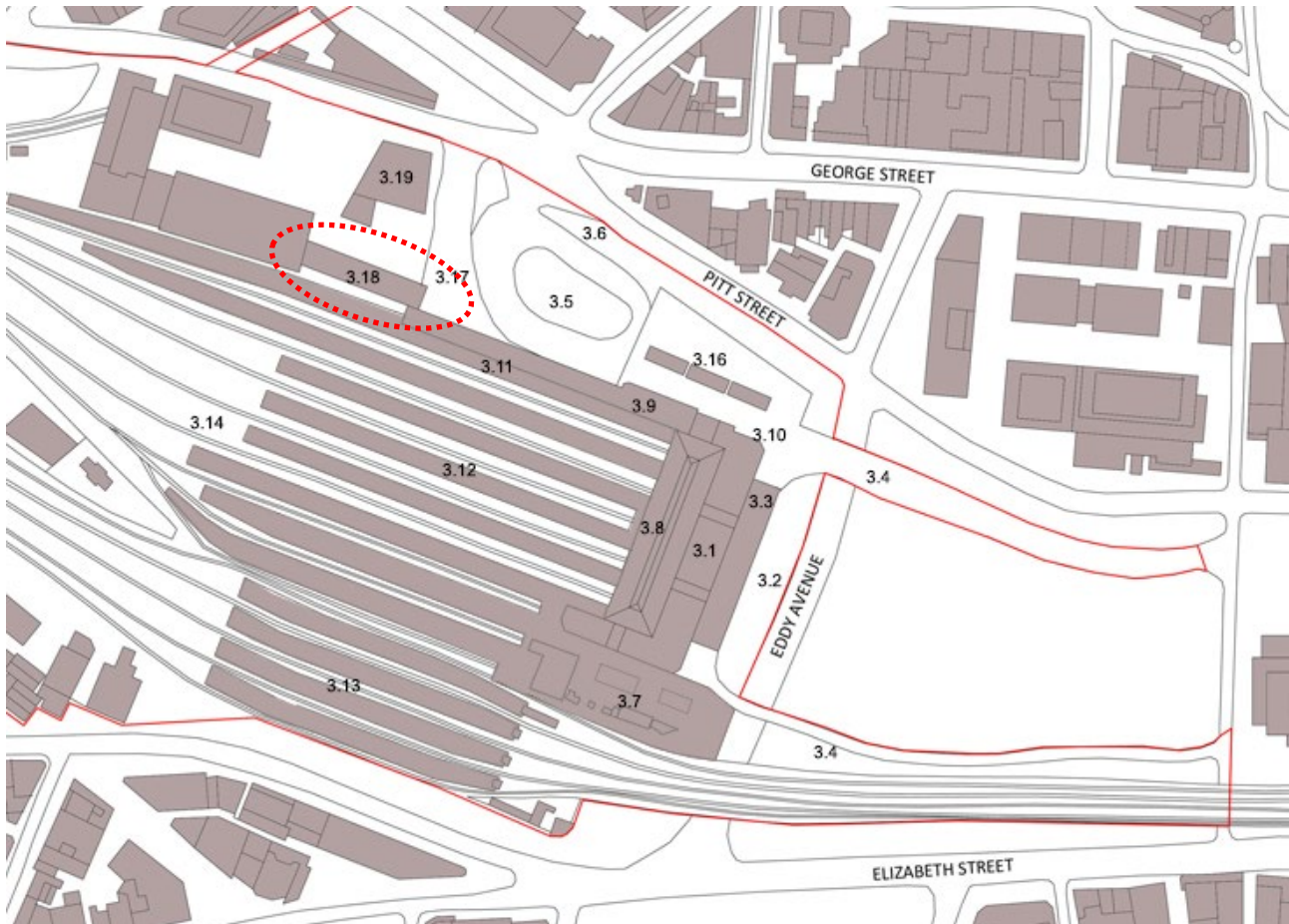


Figure 7 – Precinct 3 – Sydney Terminal, with item locations identified. The subject site includes item 3.18.

Table 5 - Precinct 3 – Sydney Terminal, item identifications

No.	Item
3.0	Overall Sydney Terminal Precinct
3.1	Main Terminus Facades and Rod
3.2	Eddy Avenue Colonnade, Arcade and Shops
3.3	Porte-cochere
3.4	Tram Ramps
3.5	Western Forecourt
3.6	Pitt Street Arcade
3.7	East Deck
3.8	Main Terminus Upper Concourse
3.9	Main Terminus Office Spaces
3.10	Clocktower
3.11	West Wing Extension
3.12	Country and Interstate Platforms
3.13	Subway Passage Systems
3.14	Devonshire Street Tunnel



3.15	Basement
3.16	Luggage Dock
3.17	Parcels Area
3.18	Former Inwards Parcels Shed (YHA Railway Square)
3.19	Former Parcels Post Office (Adina Hotel)

The Sydney Terminal Precinct includes the north-western portion of the Central Station Group which is defined by the tram approach ramps on the western and eastern edges of Belmore Park at the north, the Main Terminus building to the Devonshire Street Tunnel to the south. To the west is bound by Pitt and Lee Street and to the east by the Central Electric precinct. Belmore Park to the north forms an important part of the visual curtilage of the precinct and is defined by the sandstone tram approach ramps.

The Sydney Terminal precinct is the most prominent of the Central Station Group due to the grand sandstone form and massing of the elevate main terminal building and clock tower which are bordered to the north and east by the open spaces of Belmore Park and Railway Square, respectively. The area of the western forecourt facing Railway Square combine to provide a continuous open space along the western side of the precinct.

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 Central Station. The elevated position of the Terminal has resulted in the approach ramps forming dominant elements, which add considerably to the character of this part of the city. 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 and clock tower.



Figure 8 – Main terminal and clocktower of Central Station as view from Western Forecourt



Figure 9 – Sydney Terminal and clock tower as viewed from Pitt Street

The Western Forecourt is bounded to the south by Lower Carriage Lane and the Parcels Area of the station and abuts the intersection with the porte-cochere of Central Station. The forecourt northward over the western approach ramp or southwards out of the Railway Square entrance (and vice versa). There are car parks around the perimeter of the forecourt. Archaeological testing in the Western Forecourt in 2009 confirmed the presence of the 1820s Benevolent Asylum and Christ Church Parsonage. The archaeological potential of the western forecourt, particularly the gardens is high. The open space of the forecourt facilitates the visual connection between the subject site and the Main Terminal Building and clocktower.



Figure 10 – Western Forecourt looking south toward the Former Inwards Parcels Shed



Figure 11 – Western elevation of sandstone ramp access to Western Forecourt, viewed from Pitt Street.



Figure 12 – Western Forecourt hard landscaping and parking



Figure 13 – Western Forecourt looking south, with central landscaping area.

The south-western corner of the precinct is defined by the former Parcels Post Office (Adina Hotel) a six-storey Federation Free Classical style building designed by Gorrie McLeish Blair under the supervision of Walter Liberty Vernon. The building occupies a prominent position with the precinct, with open space and lower scale buildings surrounding it. The former Parcels Post Office and the main terminus building address each other across the western forecourt area. These buildings are site to dominate their surrounding and form part of the iconic landmark value of the Central Station site at the southern end of the CBD.



Figure 14 – Former Parcels Post Office viewed from Railway Square



Figure 15 – Former Parcels Post Office viewed from the subject site.



### 2.2.2. Railway Square

Railway Square was historically formed by the confluence of George, Pitt and Lee Streets and Broadway. It was formerly the nexus for the electric tramways, and in the early twentieth century, was at the heart of the retail district, enhanced by its proximity to Central Station. The key transportation node was physically defined by several significant landmark Federation era buildings associated with commerce and the development of the Central Railway and Station including the former Parcels Post building, and the former Marcus Clark department store (to the north at 814 George Street).

In the mid 1980's the Department of planning produced urban design guidelines from Broadway which identified the role of Railway Square as a gateway. The gateway theme was taken up in an ideas competition conducted by the Institute of Architects which produced a wide range of proposals for Railway Square, Central Station and the locality. The Square was refurbished but still forms a major visual and functional gateway to the city centre from the west for both public transport and road traffic. Railway Square maintains views to Central Station and contained views in other directions, including easterly views to the subject site and other remaining significant Federation era buildings which continue to enclose the Square.



Figure 16 – View north along George Street, with Railway Square at the right.



Figure 17 -View to Railway Square and the former Parcels Post Office.

### 2.2.3. Henry Deane Plaza

Henry Deane Plaza, named after Henry Deane, a prominent engineer for the NSW railways and Engineer in Chief from 1891-1906 and during the development of the first phase of Central Station, was historically the site of the Western Yard (former Parcels precinct). That part of the yard immediately south of the Devonshire Street Tunnel, the Former Inwards Parcels Shed and the former Parcels Post building, now occupied by the Henry Deane Plaza, contained for most of the twentieth century a number of structures including the West Carriage Shed, Inwards Parcels Dock, support offices, demountable workshops, and a store.

These buildings and features were demolished for the construction of Henry Deane Plaza which was constructed between 1998 and 2000. At the entrance to Devonshire Street Tunnel is a large public sculpture and a glazed structure covers the walkway leading into Railway Square. This area forms part of the busy pedestrian connection from Central Station to Railway Square and on to George and Pitt Streets, and pedestrian subways.

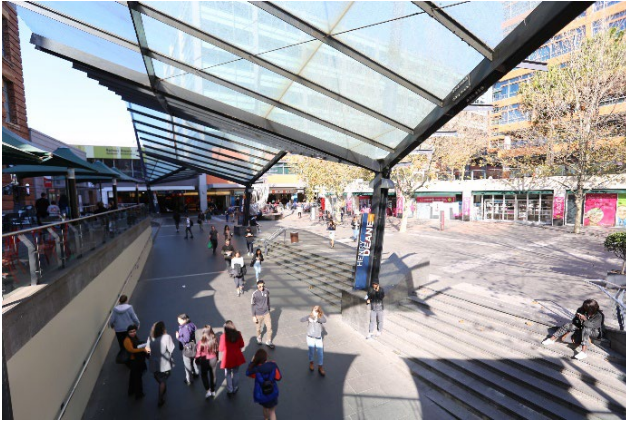


Figure 18 – Henry Deane Plaza



Figure 19 – Henry Deane Plaza sculpture with view of the Adina Central in the background.

## 2.2.4. Devonshire Street Tunnel

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



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

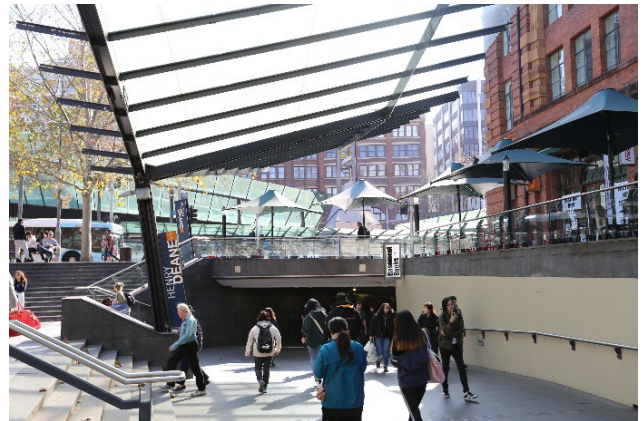


Figure 21 – View to later extension of Devonshire Street tunnel viewed from with Henry Deane Plaza



## 2.3. SITE DESCRIPTION

As noted previously, the subject site is located in south-western corner of Precinct 3 – Sydney Terminal, lying directly adjacent to Lower Carriage Lane and the West Wing Extension to the north, the country and interstate platforms to the east, Devonshire Street Tunnel and Henry Dean Plaza to the south and the former Parcels Post Office to the west. The subject site can be divided into three main components, including:

- Former Inwards Parcels Shed;
- Gate Gourmet (former Small Parcels Bagging Room); and
- Upper Carriage Lane.
- These site components are described in detail in the follow sub-sections.

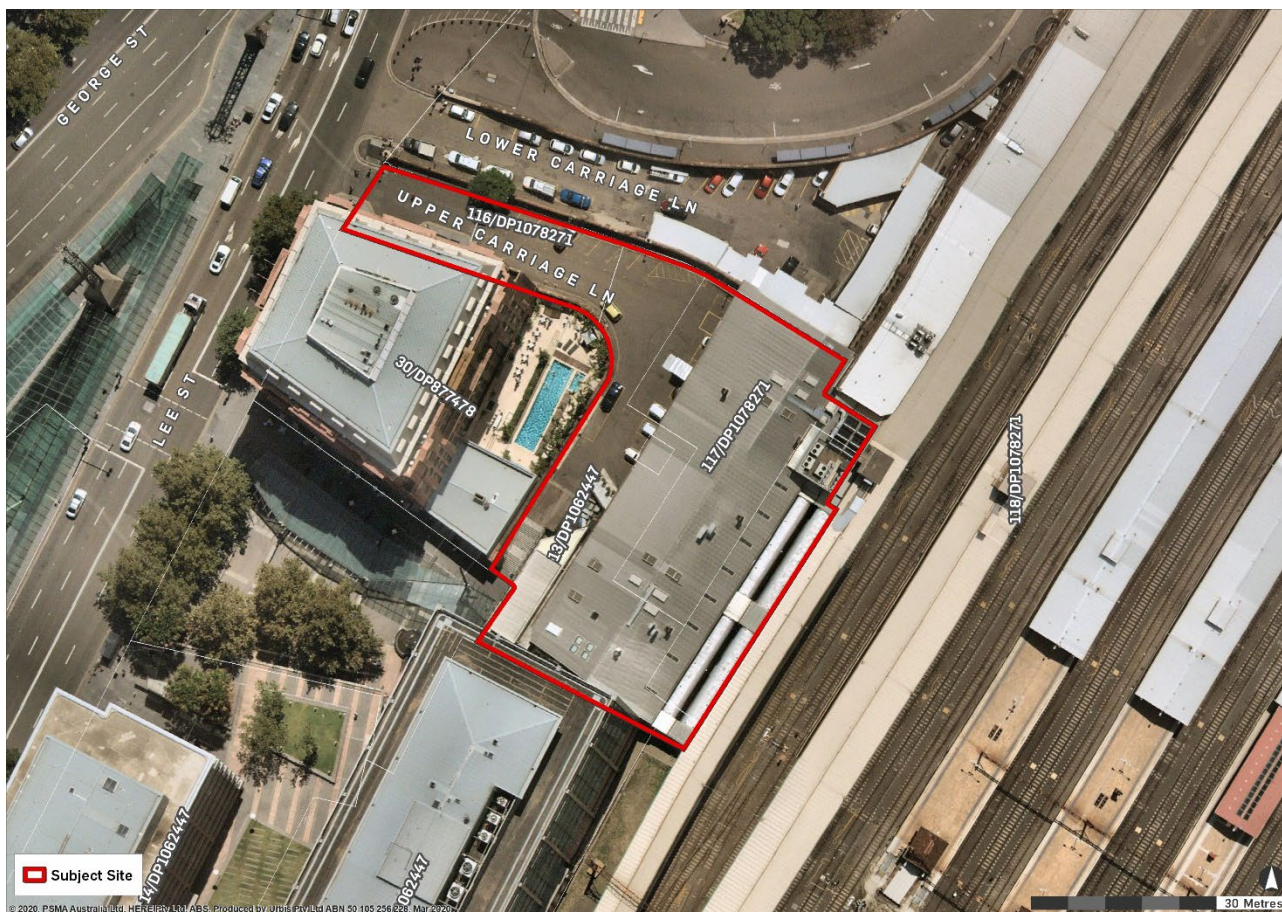


Figure 22 – Aerial image with the subject site outlined in red.

### 2.3.1. Former Inwards Parcels Shed

The Former Inwards Parcels Shed is a large hipped roof, double-height, rectangular building sitting on a concrete platform with a basement below. The roof of the building extends past the building line to create awnings over the former loading platforms to the west and to the former parcels platform to the east. The building is physically attached to the south end of the West Wing of the main terminal building. The former basement of the Former Inwards Parcels Shed was once directly accessible from within the shed. Access to the Former Inwards Parcels Shed is via Upper Carriage Lane, accessed off Lee Street to the west of the site. Upper Carriage Lane is an asphalt paved roadway that historically way the entrance for the loop road that provide access to the Former Inwards Parcels Shed. It is defined to the north by brick and sandstone retaining wall that forms the southern border of Lower Carriage Lane. Refer to Section 2.3.2 for a description of the retaining wall that define Upper and Lower Carriage Lanes.

### 2.3.1.1. Architectural Style

The Former Inwards Parcels Shed was purpose built and designed as a working building by Gorrie McLeish Blair under the supervision of Walter Liberty Vernon. It was designed and associated with the transportation of freight, not passengers, unlike the grand main terminal buildings which differ in architectural style and materials.

The Former Inwards Parcels Shed is a corrugated iron clad building with an externally expressed timber frame. Although unusual in the Sydney Terminals buildings, the use of lightweight material was typical of an industrial, rail vernacular style that was used for many rail buildings across New South Wales. The Former Inwards Parcels Shed formed one of numerous working buildings located to the south-west of the main terminal building, including the Inwards Parcels Dock, West Carriage Shed, Support Offices and Store, all of which were demolished during the late 1990s and early 2000s. The Former Inwards Parcels Shed was converted into the existing Sydney Railway Square YHA in 2003-2004. The works undertaken to the shed substantially retained and repaired the original exterior and interior structure.

### 2.3.1.2. Structure

The Former Inwards Parcels Shed is supported on four rows of timber posts. Of these four rows, two are incorporated into the structure of the walls at the building's east and west and the other two rows freestanding which create a central nave which runs north-south along the full length of the building.

At the top of each of the freestanding timber posts are timber struts that branch out to support the roof structure. They are fixed in place by bolted steel plates and straps. The roof is of corrugated iron sheeting fixed to timber purlins on rafters supported by the strutted timber columns. Louvered skylights are also incorporated into the roof allowing additional light internally.



Figure 23 – Detail of timber post and struts

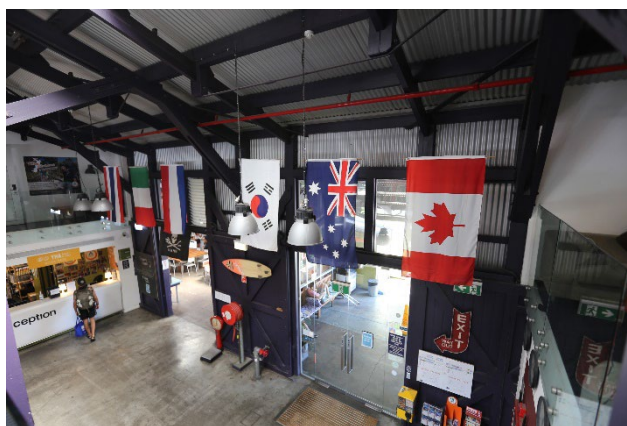


Figure 24 – Exposed timber structure and retained original timber sliding doors.

The floor of the Former Inwards Parcels Shed is a structural concrete slab supported by steel columns and masonry pillars located in the basement below (refer to Section 2.3.2). The concrete was poured into arched corrugated iron sheeting framework that runs east-west.

### 2.3.1.3. Exterior

The timber-framed, hipped roof of the Former Inwards Parcels Shed is clad with corrugated iron sheeting which extends down past the building line on both the east and west side to form awnings over the former loading dock at the east and platform at the west. The heavy timber constructions of the awning are strong visual components of the former platform spaces. Along the edge of the west awning at its north are reconstructed scalloped edged vertical boards. The northern elevation is distinguished by corrugated metal cladding, with two multi-pane windows which were extended during the 2003/4 conversion. The southern elevation also features corrugated metal cladding and is not visible due to the proximity of the development to the south of the site.





Figure 25 – North elevation of the Former Inwards Parcels Shed.

Protruding through the roof are four corbelled chimneys, three of which are located on the east side and one on the west. They are of face brick construction with sandstone detailing.

The external walls of the Former Inwards Parcels Shed feature a timber frame construction with corrugated iron sheeting placed between timber posts. Masonry piers that correspond to the location of the chimneys above, are located in three positions along the east elevation and in one place on the west elevation. The brickwork which sits on a sandstone plinth extends up through the roof to become corbelled chimneys.

Regularly set along each of the east and west elevations in between the expressed timber frame are aluminium framed doors and windows, which were all installed during the building's conversion into backpacker accommodation in 2003/4. Originally, these openings featured large timber sliding doors, however only four have been retained and are located on the interior of the main foyer space of hotel. The original triptych highlights have remained in their original positions, but new aluminium frames have been inserted.

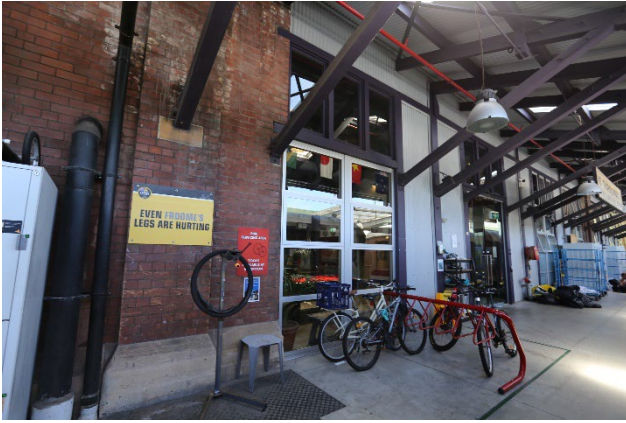


Figure 26 – East elevation of the shed, with the timber expressed frame and masonry and sandstone piers.



Figure 27 – West elevation of the shed, with the timber expressed frame and new aluminium windows



Figure 28 – Masonry piers on sandstone plinth at western elevation.



Figure 29 – Brick and sandstone corbelled chimney at west side of shed.

Two later extensions which were added in 2003/4 are located at the north-west and south-east of the building. To the north-east is a two-storey amenities addition with which is covered with wall cladding in light green. To the south-west is a single storey dining and lounge addition constructed with a steel frame and coloured wall cladding. A timber deck area is located to the north of the dining extension.



Figure 30 – Dining and lounge addition at south-west of building



Figure 31 – Open deck area to the north of the dining and lounge addition





Figure 32 – Open deck area to the north of the dining and lounge extension



Figure 33 – Southern elevation of amenities addition to the east of the shed.

At the east of the building is the former platform which originally continued further to the south linking with the Parcels Dock, however today only extends the length of the building. The platform is constructed of concrete and was refinished in 2003/4. An early/original timber sign reading 'No Thoroughfare Public Not Allowed on this Platform' is hung from the underside of the east platform awning. The platform is constructed on brick piers. From this platform, access to the four reproduction train dormitories are accessed via three timber boarded platforms. Frosted glass screens shield views to the walkways from Platform 1 located directly to the east of the train dormitories.



Figure 34 – Concrete platform at the east of the building, looking north.



Figure 35 – Concrete platform at the east of the building, looking south.

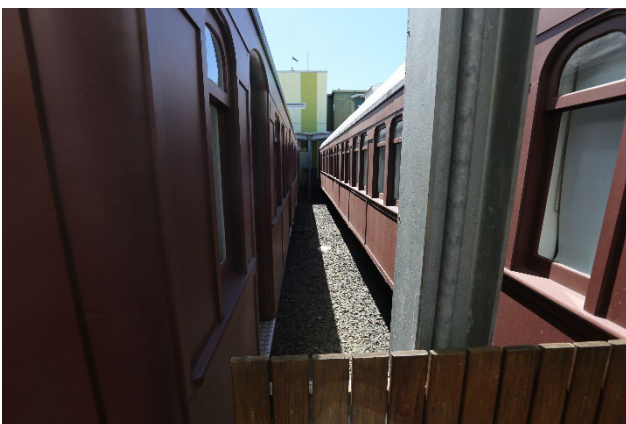


Figure 36 – View in between the reproduction train carriages.

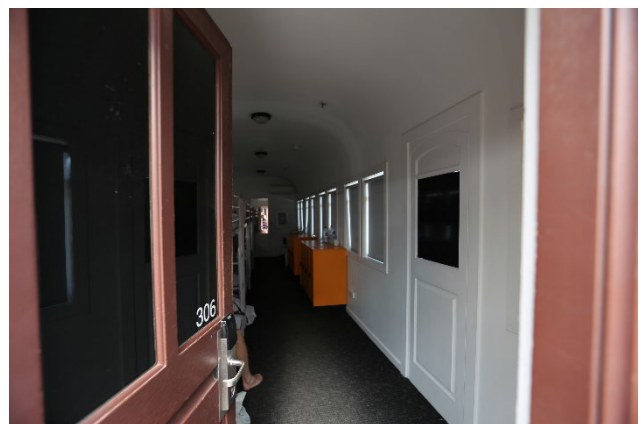


Figure 37 – Interior of train dormitory





Figure 38 – Timber boarded platform and frosted glass screen.



Figure 39 – Early/original 'No Thoroughfare' sign under east awning

To the west of the building is the original loading platform. The southern extent of the platform has been enclosed as part of the communal living and dining extension constructed in 2003/4. A concrete ramp, north-south axis, also adjoins the dock to the north of the extension and features a rendered blockwork balustrade. The edge of the loading dock that remains exposed at the north features the original large timber sleeper edging. Another ramp, east-west axis is located at the very northern extent of the loading dock, along with a small set of stairs. Below the loading dock are the original basement skylights. They are situated between the structural concrete piers that support the platform. The original glazing has been removed and replaced with corrugated iron panels. glazing is set back into the openings with sandstone sills.



Figure 40 – Loading dock at east of building



Figure 41 – Skylights under Loading dock and timber sleeper edging.

#### 2.3.1.4. Interior

The interior of the Former Inwards Parcels Shed was originally primarily an open double height space, with office and strong rooms located in the north portion of the shed which were separated from the open space of the shed by partitioning. Since the conversion of the shed into backpacker accommodation in 2003/4 the interior of the shed has been divided into numerous spaces. A mezzanine level has been created throughout the whole of the space, with two open atriums featuring double height spaces at the north and south of shed. Staircases are also located within these spaces to access the mezzanine level. The division of space follows the rhythm of the timber structural members. The spaces within the shed are divided by partition walls. The underside of the roof and timber structure is visible throughout the shed. There is no lining to the underside of the corrugated iron roof.

At the ground floor, the central and northern portion of the shed is divided into dormitories, all accessed off a central hallway and atrium. At the southern end of the ground floor, is the reception area and service rooms and offices. The dormitory areas feature carpeted floors, while the reception area feature an exposed concrete finish. Within the reception area are four of the original timber sliding doors of the Former Inwards Parcels Shed. The exposed timber columns located in the reception area are visible and show signs of their wear from shed original use. Located to the west of the reception area and service area are the communal living and dining areas of one of the 2003/4 extensions.

At the first floor, the layout is largely the same as the ground floor, with dormitory rooms accessed off a central hallway and atrium in the north and a central portion, while at the southern end of the shed are a laundry room and further dormitory rooms. The amenities extension at the north-east of the shed is accessed off a hallway from the northern atrium.

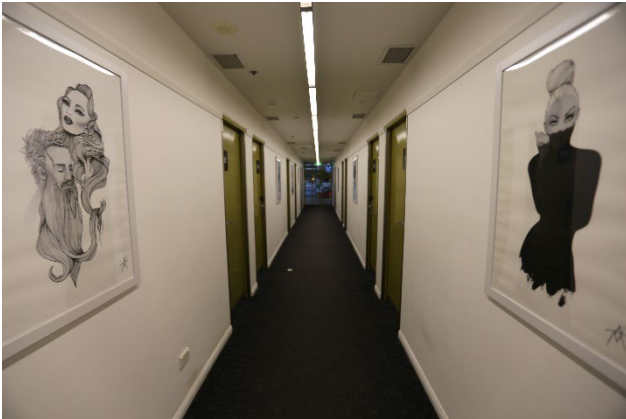


Figure 42 – Central hallway, ground floor

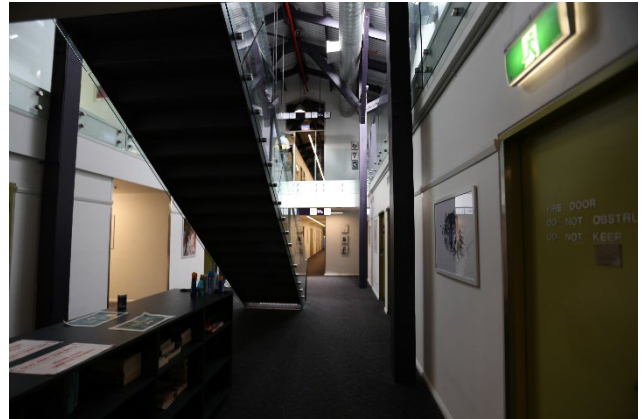


Figure 43 – Atrium area with staircase in north of ground floor

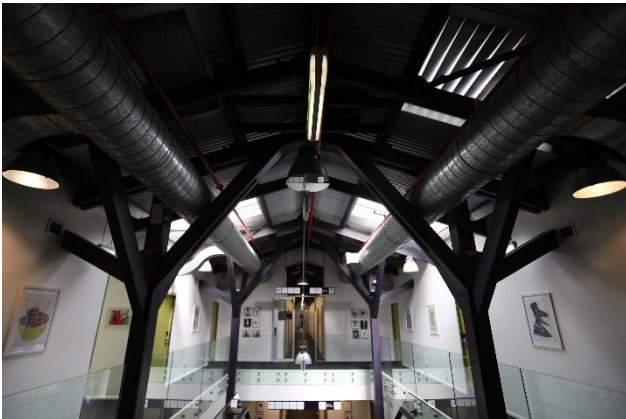


Figure 44 – Atrium at north of shed, first floor

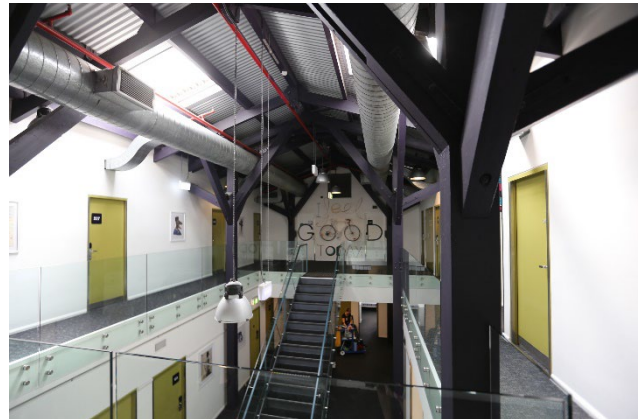


Figure 45 – Atrium at north of shed, first floor



Figure 46 – Typical 6 bed dormitory room, ground floor

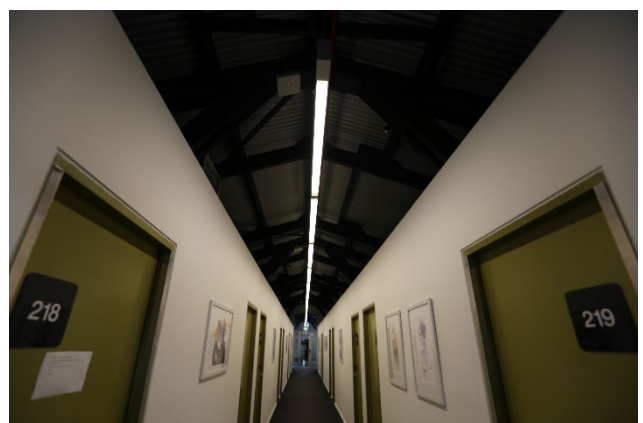


Figure 47 – Hallway to dormitories at first floor





Figure 48 – Reception area, ground floor



Figure 49 – Communal living and dining area, ground floor



Figure 50 – Detail of timber column with signs of wear from original use

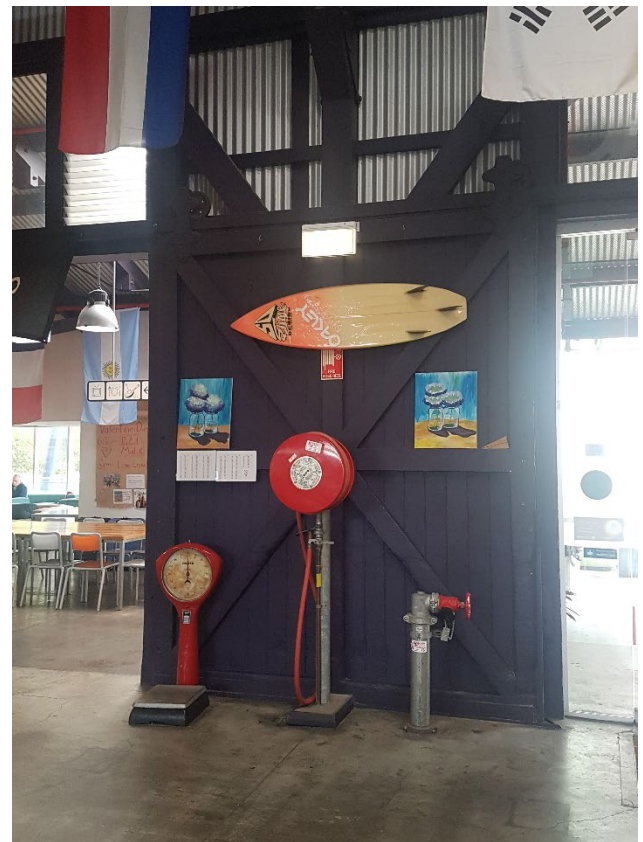


Figure 51 – Detail of original timber sliding door in reception area, ground floor





Figure 52 – Reception area, viewed from first floor



Figure 53 – Communal living and dining area, ground floor



Figure 54 – Kitchen and service area at south of ground floor



Figure 55 – Hallway to amenities extension, ground floor.



Figure 56 – Amenities extension, first floor

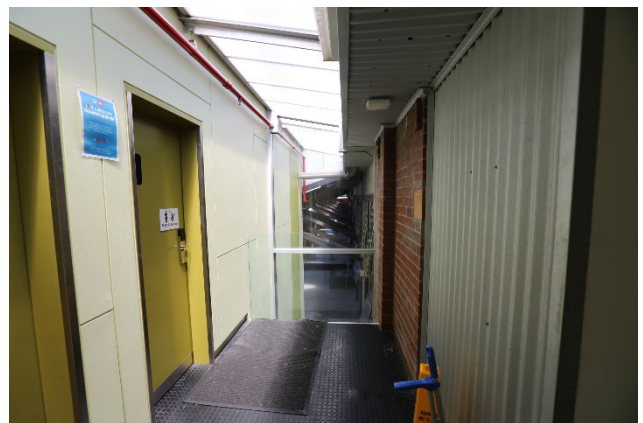


Figure 57 – Amenities block (left) and exterior of Inwards Parcels Shed (right).

## 2.3.2. Former Small Parcels Bagging Room

The Former Small Parcels Bagging Room, currently occupied as the Gate Gourmet tenancy, is located directly underneath the Former Inwards Parcels Shed. The space is defined by Lower Carriage Lane to the north, a fire escape passage to the south, the Devonshire Street tunnel to the south and access tunnels through to Central Station platforms to the east.

The Parcels area is defined by Lower Carriage Lane, a street wedged between the retaining wall of the Western Forecourt to the north and the retaining wall of the Upper Carriage Lane to the south. The Former Small Parcels Bagging Room was once internally linked with the Former Inwards Parcels Shed by way of lifts, staircase and conveyor belts. These connections have been severed since the late twentieth century with no access between the lower ground floor and ground floor existing today.

The Former Small Parcels Bagging Room is accessed from Lower Carriage Lane, from Lee Street. Lower Carriage Lane also provide vehicular and pedestrian access to the base of the West Wing, to the north-east of the subject site, and functions as a yard for the rooms in the West Wing basement.

### 2.3.2.1. Exterior

The exterior of the Former Small Parcels Bagging Room is defined by the retaining wall to the south of Lower Carriage Lane. The retaining wall is constructed of red brick, laid out in English bond, and the brick parapet is surmounted by a sandstone saddle coping. The retaining wall also continues up to the Former Inwards Parcels Shed and features a moulded brick string course, an elaborate sandstone and arched entranceway. One of the two c1906 rounded sandstone piers that mark the entrance to Lower Carriage Lane at Lee Street is featured at the western end of the retaining wall, with a mid-twentieth century light pole set within the pier. The second forms part of the northern retaining wall of Lower Carriage Lane and the Western Forecourt.

Entrances to the Former Small Bagging Room are defined by a series of arched openings. The five easternmost arched openings lead into the space. Each of the arched openings have been infilled with later roller doors, windows and doors. The three western arched opening provide access to the fire escape corridor which runs along the western side of the subject site, and the entrance to the Adina Hotel (Former Parcels Post Office) carpark. Extending across the façade of the retaining wall is an early twentieth century corrugated metal awning structure with timber fascia board that is support by wrought iron brackets set on elaborate sandstone corbels. The awnings appear to have been modified over time.



Figure 58 – Entrances to Lower (left) and Upper (right) Carriage Lanes and rounded sandstone piers.

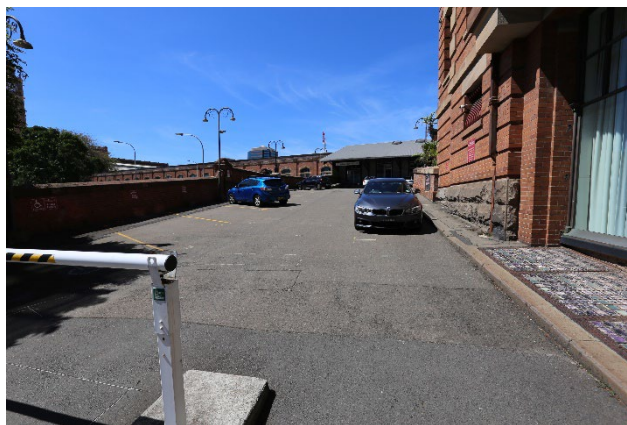


Figure 59 – Upper Carriage Lane, with the southern side of the Lower Carriage Lane retaining wall at left and the Former Parcels Post Office at the right.





Figure 60 – View looking north-east across Lower Carriage Lane



Figure 61 – View looking south-west across Lower Carriage Lane



Figure 62 – Two eastern most arched entrance to the Former Small Parcels Bagging Room

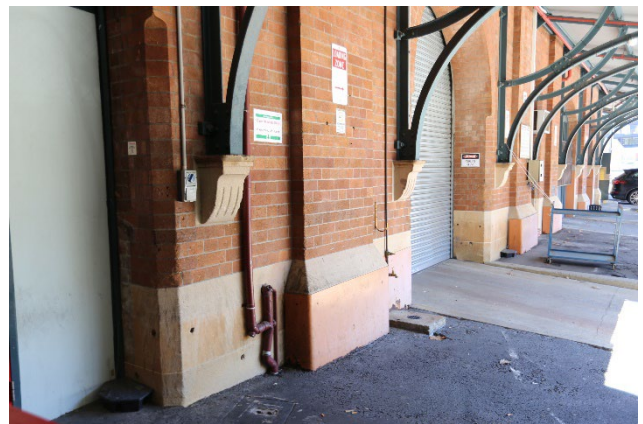


Figure 63 – Detail of sandstone plinths and corbels



Figure 64 – Three arched openings that give access to the Former Small Parcels Bagging Room

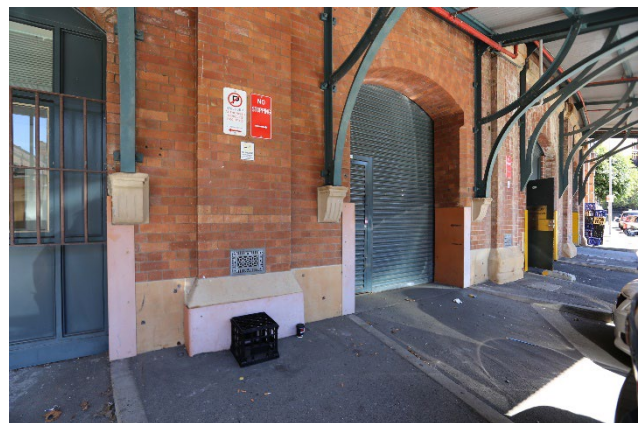


Figure 65 – Arched openings and intact metal wall vents.

### 2.3.2.2. Interior

Internally, the Former Small Parcels Bagging Room is an 'L' shaped space, which is divided into bays by concrete and iron columns. The whole of this area is used by Gate Gourmet, which services catering for the trains of Central Station. The spaces within the Former Small Parcel Bagging area are divided into warehouse, cool room, office and kitchen/lunch room.

The northern portion of the space is defined by concrete columns, which follows the pattern of bays as above in the Former Inwards Parcels Shed set into rows of four. The area is primarily used as a warehouse. The northern most space features concrete floors and suspended panel ceilings. A kitchen and lunch room has been created in the north-western corner of the space by lightweight partition walls. Adjacent to this space is the entrance to one of the many underground tunnels that traverses Central Station. Concrete block walls have been inserted to create a division between the Former Small Parcels Bagging Room and the tunnels. The original curved arches of the tunnels are mostly obscured by later suspended ceilings. The remaining portion of the northern section of the Former Small Parcels Bagging Room is occupied by cool rooms and a disused staircase (formerly leading into the Former Inwards Parcels Shed). The western wall adjacent to the cool rooms is punctuated by large blind arches. Ducting and services line the concrete ceilings.

The southern portion of the area is defined by three rows of four steel columns, with ceiling featuring arched corrugated iron sheeting framework that runs east to west. The columns and ceilings are located directly underneath Upper Carriage Lane. The basement lights which are visible under the eastern loading dock of the Former Inwards Parcels Shed are visible in the ceiling. The space is used for storage for the tenant Gate Gourmet. The floors are concrete and the southern wall is defined by concrete block walls. At the northern end of the space is a small office space which is divided from the warehouse space by lightweight partition walls.



Figure 66 – Tunnel at north-east

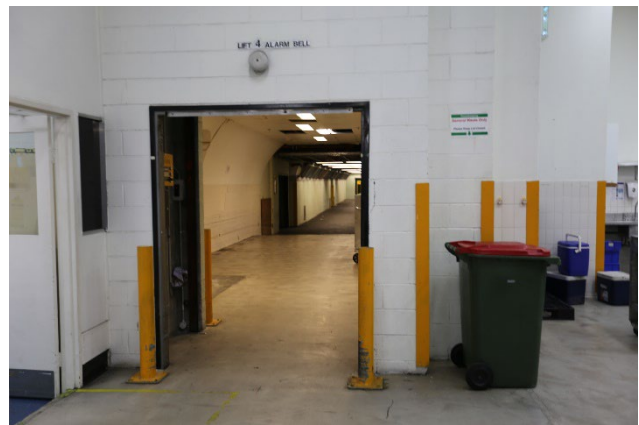


Figure 67 – View from eastern warehouse space into tunnel



Figure 68 – Eastern warehouse space



Figure 69 – View from eastern warehouse space to western warehouse space.





Figure 70 – Blind arches to the west of the coolrooms



Figure 71 – Hallway to west of coolrooms



Figure 72 – Western warehouse space



Figure 73 – Western warehouse space



Figure 74 – Basement lights, with early bars and glazing still intact

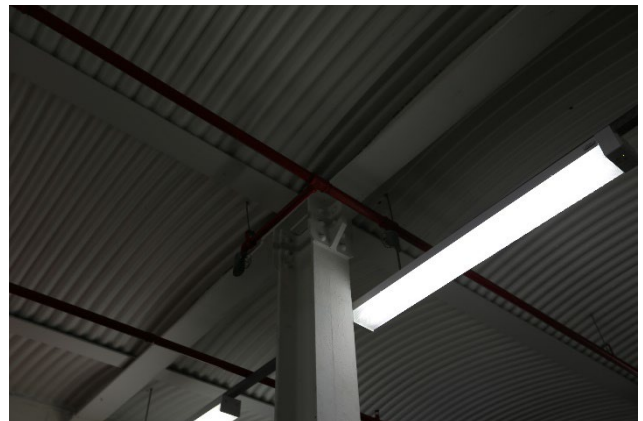


Figure 75 – Detail of steel column and arched corrugated iron sheeting.

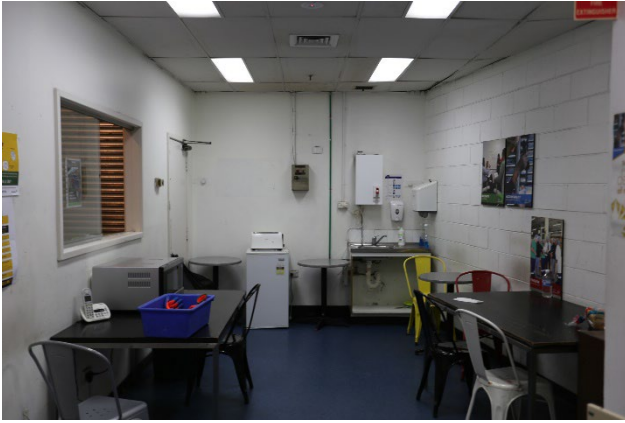


Figure 76 – Kitchen and lunch room



Figure 77 – Office space.

### 2.3.3. Existing Floor Plans

The following pages provide the existing floor plans for each of the stratum of the site, including:

- Lower Ground Floor – Former Small Parcels Bagging Room (Gate Gourmet)
- Ground Floor – Former Inwards Parcels Shed and Upper Carriage Lane
- Level 1 – Former Inwards Parcels Shed.

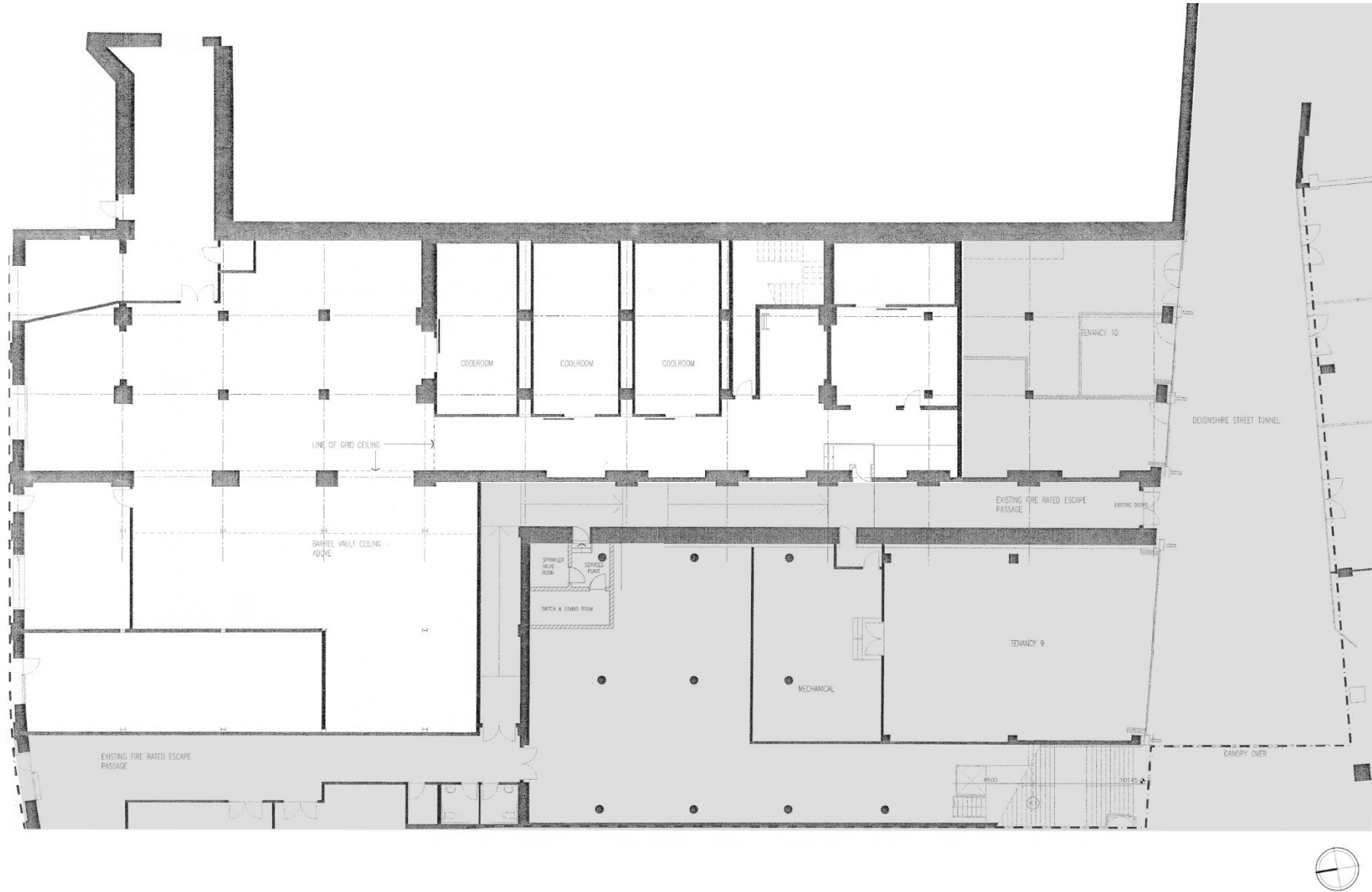


Figure 78 – Lower Ground Floor Plan (grey area is not included as part of the subject site)

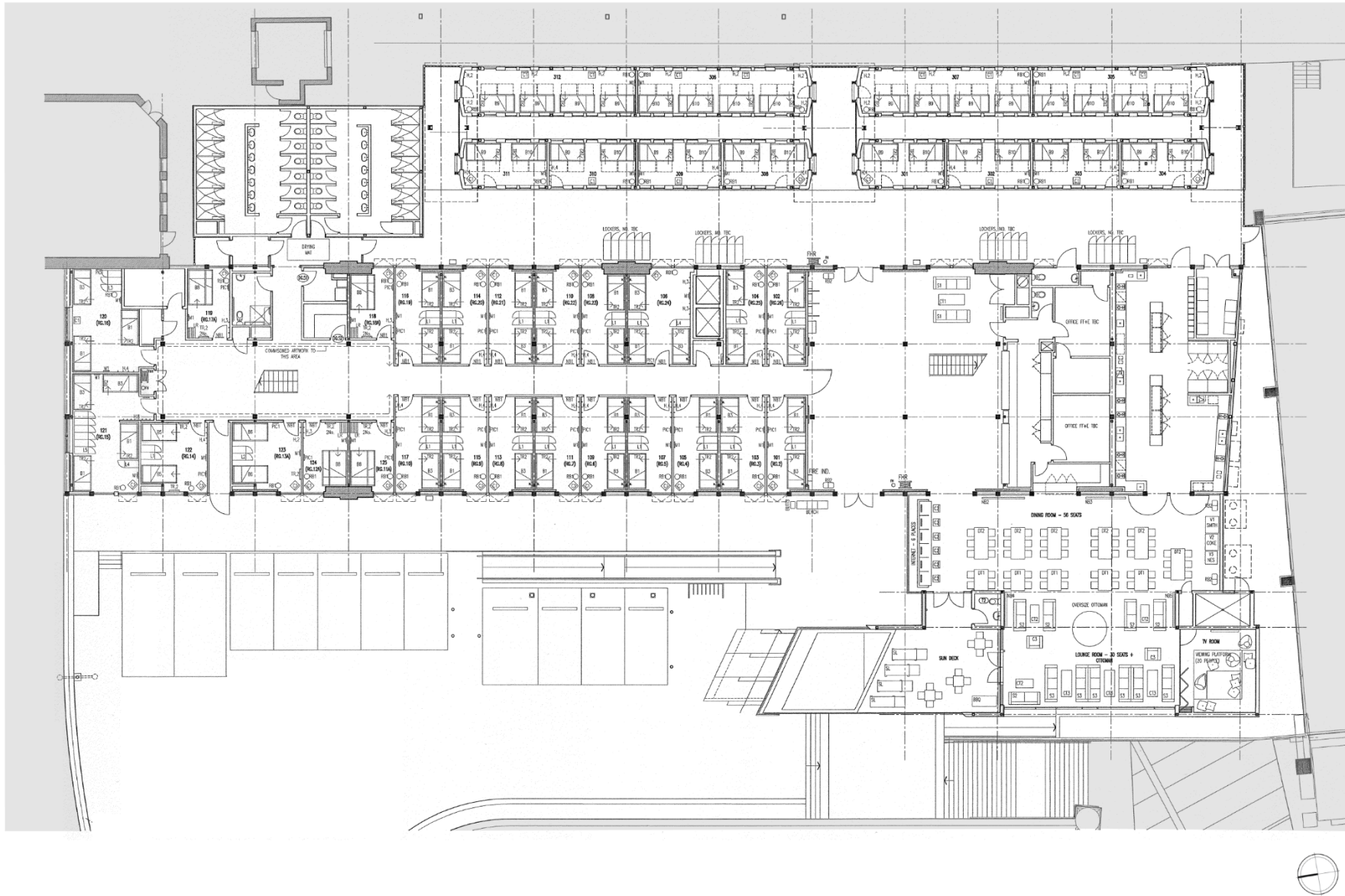


Figure 79 – Ground Floor Plan (grey area is not included as part of the subject site)



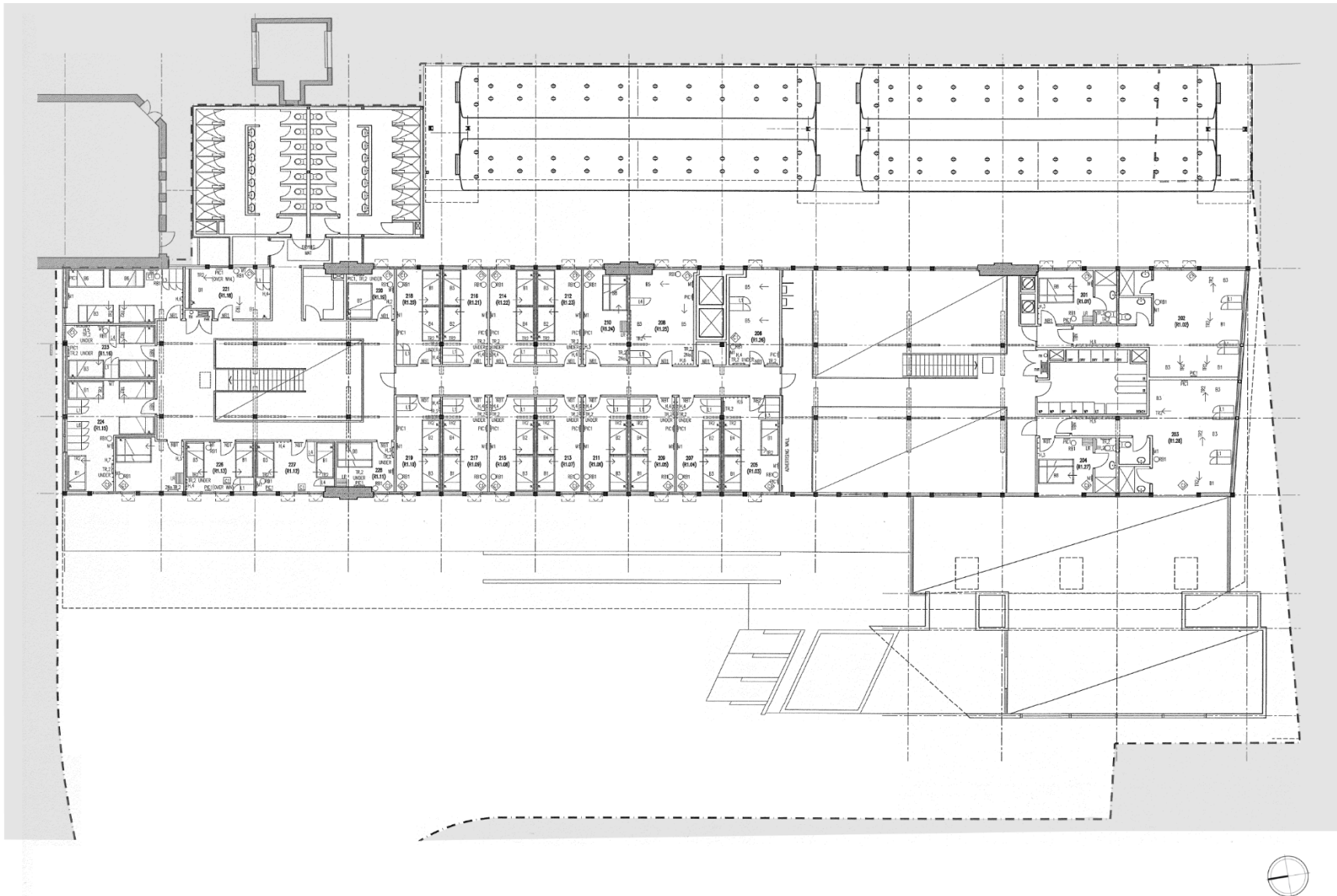


Figure 80 – First Floor Plan (grey area is not included as part of the subject site)

## 2.4. FABRIC ANALYSIS

### 2.4.1. Condition Assessment

The following table provides a summary of the Former Inwards Parcels Shed exterior and interior fabric, including its construction date and condition.

Table 6 – Gradings of Condition

Grading	Justification
<b>Excellent</b>	Element has no defects. Condition and appearance are stable and not deteriorating.
<b>Good</b>	Element exhibits superficial wear and tear, minor defects, minor signs of deterioration to surface finishes, but does not require major 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.
<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 significant number of major defects exists.
<b>Very Poor</b>	Element has failed. It is not operational and is unfit for occupancy or normal use.
<b>Unknown</b>	Unable to access to assess condition.

Table 7 – Fabric Summary

Element	Description	Date	Condition
<b>Lower Ground Floor</b>			
<b>Structure</b>	North brick and sandstone retaining wall including all arched openings	1903	Good/Fair
	Concrete and iron columns	1903	Good
	Arched corrugated iron sheeting framework	1903	Good
<b>Walls</b> <i>Interior &amp; Exterior</i>	North brick and sandstone retaining wall including all arched openings	1903	Good/Fair
	Metal wall vents	1903	Good
	Rendered and painted brick walls	1903	Good
	Blind arches in rendered brick wall	Late 20 <sup>th</sup> century	Good
	Concrete block walls	Late 20th century	Good
<b>Doors</b> <i>Exterior</i>	Infill roller doors	Late 20th/early 21st century	Good
	Infill timber door to arched opening	Late 20th/early 21st century	Good

Element	Description	Date	Condition
	Infill fire doors to arched opening	Late 20th/early 21st century	Good
<b>Windows</b> <i>Exterior</i>	Infill timber and glass window panels to arched opening	Late 20th/early 21st century	Good
<b>Awning</b> <i>Exterior</i>	Metal awning with timber fascia, wrought iron brackets and corrugated metal roof sheeting	Early 20th century	Good
<b>Ceilings</b> <i>Interior</i>	Suspended panel ceilings	Late 20th/early 21st century	Good/Fair
	Jack arched corrugated iron sheeting framework ceilings	1903	Good
	Highlight windows to ground floor loading dock, including metal bar inserts and remnant glass infills	1903 and 20th century	Fair
<b>Staircase</b> <i>Interior</i>	Staircase in south-east corner	20th century	Good
<b>Internal fitout</b>	All fabric relating to the existing catering services including fittings and fixtures, cool rooms, partition walls, doors and windows defining office and kitchen space, lighting, services (air conditioning, fire services exhaust ducts etc.)	20th century	Good
<b>Ground and First Floors</b>			
<b>Structure</b>	Timber structure both exterior and interior including columns, and trusses to east and west awnings	1903	Good
	Concrete floor slab (ground floor)	1903 with 2003/4 new slab laid over	Excellent
	Steel structure of south wall (replace original timber structure)	2003/4	Excellent
	Timber and steel structure for mezzanine levels	2003/4	Excellent
<b>Roof</b> <i>Exterior</i>	Corrugated iron cladding	2003/4 (replaced earlier fabric)	Good
	Awning cladding (east and west)	2003/4 (replaced earlier fabric)	Excellent
	Gutters	2003/4 (replaced earlier fabric)	Excellent
	Exhaust Ducts	2003/4	Excellent

Element	Description	Date	Condition
	Skylights	2003/4	Excellent
<b>Chimneys</b> <i>Exterior</i>	Brick and sandstone chimneys, piers and plinths	1903	Good
<b>Awnings</b> <i>Exterior</i>	Timber valance to north of west awning	1903 and 2003/4 repairs	Good
	Steel framed awnings to train carriages	2003/4	Excellent
<b>Walls</b> <i>Exterior</i>	Masonry walls	1903	Good
	Corrugated iron wall cladding	2003/4 (replaced original)	Excellent
	Timber fascia and bargeboards to north and south elevations	2003/4 (replaced original)	Excellent
<b>Doors</b> <i>Exterior</i>	Sliding timber doors (four remain at ground floor reception area)	1903	Good
	All aluminium and frameless glass doors	2003/4	Excellent
<b>Windows</b> <i>Exterior</i>	Timber framed windows to north elevation (excluding top extension)	1903 and top extension 2003/4	Good
	All aluminium framed windows and louvres	2003/4	Excellent
<b>Platform</b> <i>Exterior</i>	East platform	1903 (original extent of platform removed to the south)	Good
<b>Loading Dock</b> <i>Exterior</i>	West loading dock including concrete and brick structure and timber edging	1903 with 2003/4 repairs to concrete surface	Good
	Highlight windows to lower ground level	1903	Fair
	Corrugated metal sheeting in highlight windows to basement	2003/4	Good
	Pedestrian footpath, access ramp and stairs to loading dock at north	1903	Fair
	Contemporary access ramp and stairs to loading dock	2003/4	Excellent
<b>Replica Train Carriages</b> <i>Exterior</i>	Four replica train carriages	2003/4	Excellent
	Timber decking to train carriages	2003/4	Good
<b>Extension</b>	North-east amenities extension, including all exteriors and interiors	2003/4	Excellent

Element	Description	Date	Condition
<i>Exterior &amp; Interiors</i>	South-west dining and living extension, including all interiors and exteriors (excluding original awning)	2003/4	Excellent
	Timber decked area to north of living and dining extension	2003/4 with modifications in 2015	Good
<b>Internal Fitout</b> <i>Interior</i>	All fabric introduced as part of the conversion to backpacker accommodation including partition walls, stairs, floor coverings, suspended ceilings, lighting, services (air conditioning, fire services, exhaust ducts)	2003/4	Excellent
<b>Fences</b> <i>Exterior</i>	All security fences and gates to south and east boundaries	2003/4	Excellent
<b>Signage</b> <i>Exterior</i>	"No Thoroughfare" sign	Early 20 <sup>th</sup> century	Good
	All YHA signage	2006	
<b>Upper Carriage Lane</b>			
<b>Retaining Wall</b>	North brick and sandstone retaining wall	1903	Good
	Rendered retaining wall to Henry Deane Plaza	2003/4	Good
<b>Ramp</b>	Vehicular ramp – overall form	1903	Good
	Vehicular ramp bitumen covering and concrete kerbs	Early 21 <sup>st</sup> century	Good
	Trachyte kerbs	Early 20 <sup>th</sup> century	Good
<b>Pier and lamp</b>	Sandstone pier and street lamp, matching to Lower Carriage Lane	1903	Good
<b>Staircase</b>	Staircase to Henry Deane Plaza including metal handrails	2003/4	Good

## 2.4.2. Phase of Development Diagrams

The following diagrams presented overleaf provide a visual summary of the phases of development of fabric for the site.

*Note: No existing elevation exists for the north elevation of the Lower Ground floor. Refer to the Lower Ground floor plan for phase of development.*

## FABRIC ANALYSIS

### Level 1

*The identified fabric for Phase 3 refers to all structural and fitouts elements. Phase 1 identified fabric is limited to the structural elements of the building.*

### Key

- Phase 1: 1900-1906
- Phase 2: 1907-2003
- Phase 3: 2004-Present
- Out of Scope

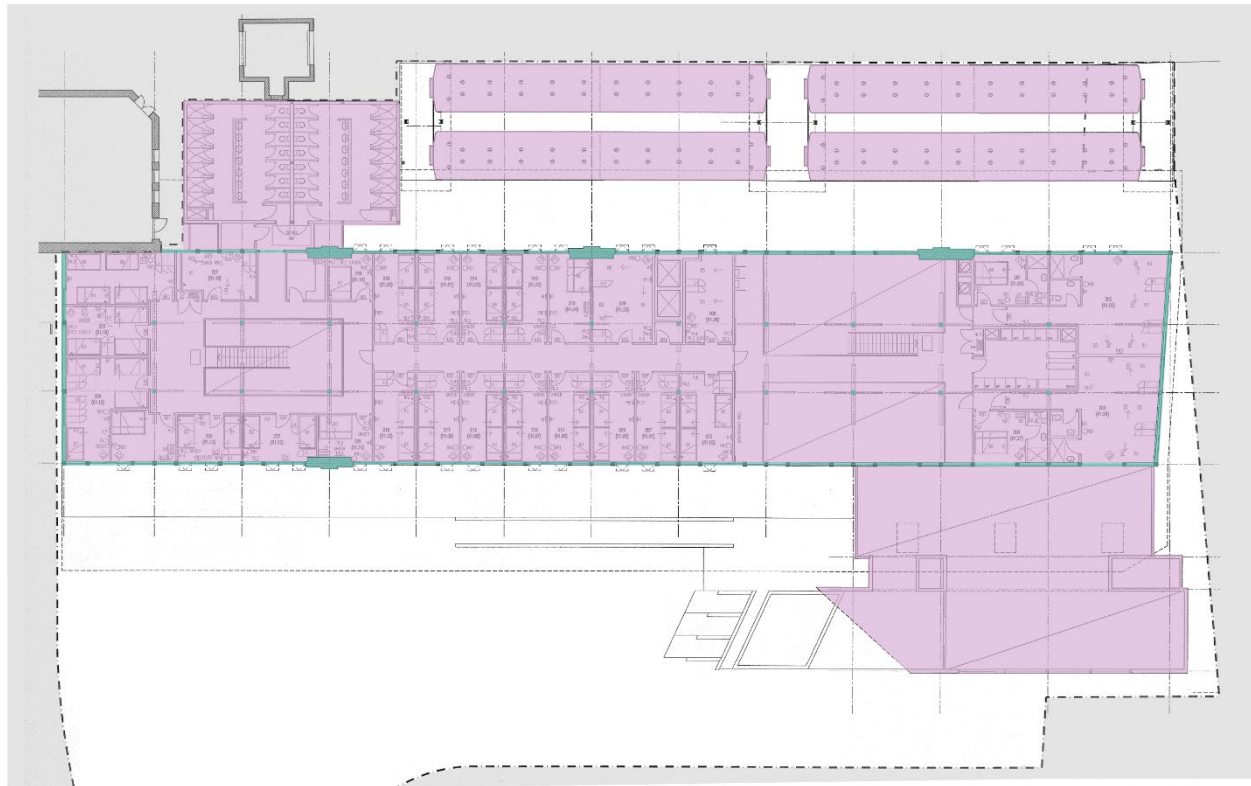
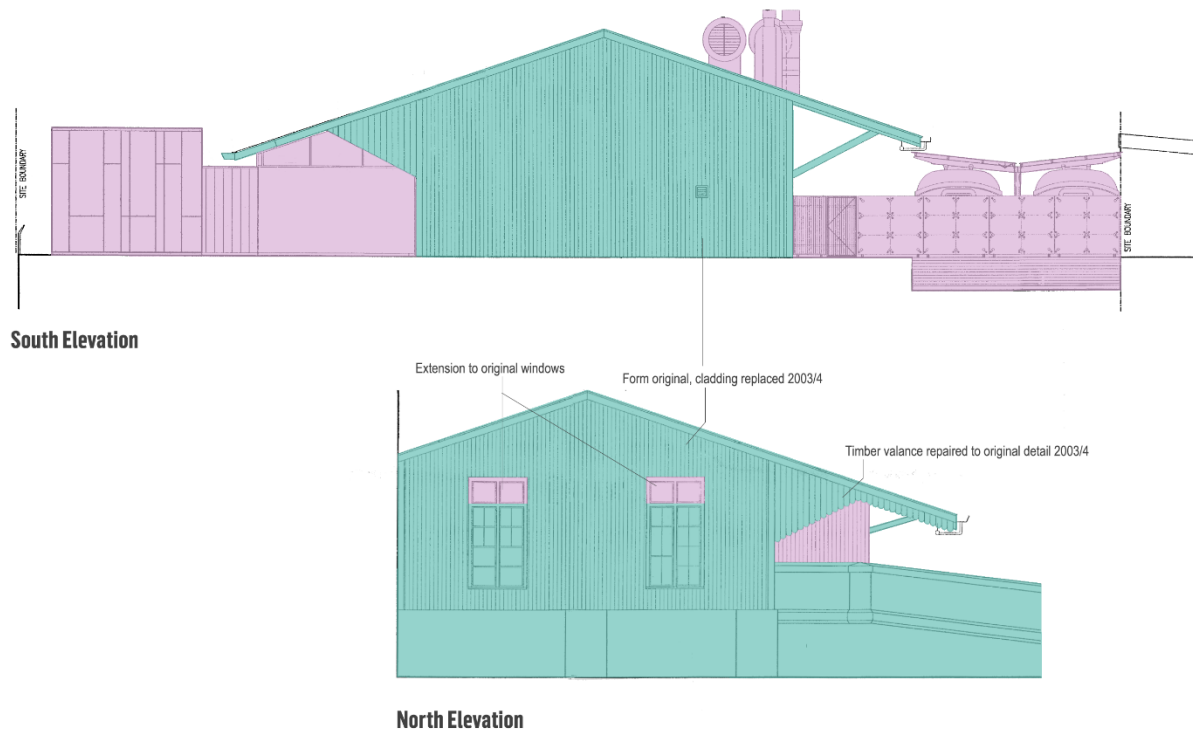


Figure 81 – Level 1 fabric analysis



## FABRIC ANALYSIS

### North & South Elevations

*The identified fabric for Phase 3 refers to elements added during this phase. Phase 1 identified fabric refers to original elements that either retain original form and/or fabric. Fabric may have been replaced to match original during later phases.*

### Key

- Phase 1:** 1900-1906
- Phase 2:** 1907-2003
- Phase 3:** 2004-Present

Figure 82 – North & South Elevations fabric analysis

## FABRIC ANALYSIS

### East & West Elevations



The identified fabric for Phase 3 refers elements added during this phase. Phase 1 identified fabric refers to original elements that either retain original form and/or fabric. Fabric may have been replaced to match original during later phases.

### Key

- Phase 1: 1900-1906
- Phase 2: 1907-2003
- Phase 3: 2004-Present

Figure 83 – East & West Elevations fabric analysis



## **2.5. SIGNIFICANT VIEWS**

Urbis has undertaken a heritage views analysis of the place in response to the SEARs requirement. This separate report is appended to the EIS for SSD-10405. Extracts of this heritage view analysis are included below.

### **2.5.1. What is a Heritage View?**

There is no acknowledged means or best practice guidelines used in NSW to determine whether or not a view has been historically intentionally designed and therefore whether any particular heritage significance or values should be attached to it. This report considers the assessment criteria and methodology for determining the historic legitimacy of a documented view which may be thought to have heritage significance or value, developed by Dr Richard Lamb. Urbis note that the criteria and ratings developed have been accepted by the Land and Environment Court of New South Wales in relation to heritage views assessments.

Views are rated at five different levels, Level 1 being a documented view that is considered as being most likely to be a deliberately designed view and therefore assumes the most significance or greatest value. A Level 5 view is the lowest rating assigned, based on evidence found, and refers to a view is most unlikely to have been historically designed or intended as a visual link between items of features.



At a lower level still, on the hierarchy of views that might be claimed to be heritage views, are views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible. Simply being able to see a heritage item, place or setting does not make the view a heritage view. By the same token, being able to see a new, different or novel item of no current significance, in the context of a heritage item, does not create an impact on heritage values, unless it can be demonstrated that the acknowledged authentic heritage values of the item would be impaired to the detriment of interpretation of the heritage values of the item (level 5 L5).

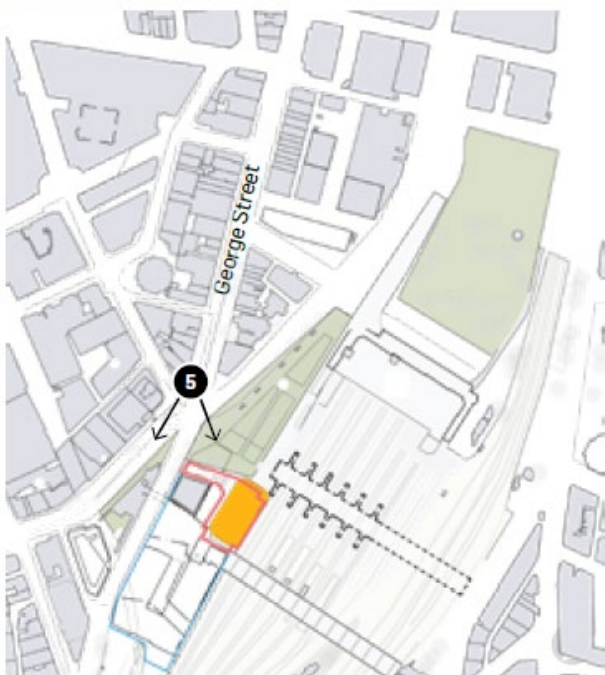

No documented historic views were discovered during our desktop review or fieldwork. If any of the 5 views selected for analysis were subsequently found to be documented 'historic' views in our opinion they would be rated at the lowest level 'L5' given that they appear to be incidental views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible.

### **2.5.2. Analysis of Existing Views**

The following views of the subject site have been analysed in the heritage views analysis.

Table 8 – Existing views of the Former Inwards Parcels Shed

View Description	Location and View
<p><b>RAILWAY SQUARE FROM CENTRAL STATION WEST ENTRY</b></p> <p>This is a close feature focal view along the western vehicle entry to Central Station including part of Railway Square, approximately 100m from the subject site. The Square forms a major visual and functional space between the subject site and the Main Terminal Building and Clock Tower. This view includes the subject site and existing Parcels Shed building adjacent to the Adina Building above which the composition includes eight to nine storey commercial buildings that are located in Henry Deane Plaza.</p> <p>The foreground composition predominantly includes buildings of low and medium height that are relatively uniform scale and form. The existing view composition is terminated by part of the Adina building, adjacent low, bulky commercial towers and vegetation that is present with Railway Square.</p> <p>There is no access to scenic views or highly valued scenic resources beyond the subject site.</p> <p><b><u>Significance: Moderate</u></b></p>	<p><b>KEY PLAN</b></p>  <p><b>EXISTING VIEW</b></p> 

View Description	Location and View
<p><b>APEX INTERSECTION OF PITT AND GEORGE STREET</b></p> <p>This is a direct view to the subject site including the Adina Hotel. The foreground composition includes low-height built forms above the wide Pitt Street road corridor and southern end of the sandstone finished colonnade of Central Stations' frontage to Pitt Street.</p> <p>The south-western corner of the precinct is defined by the former Parcels Post Office (Adina Hotel) a six-storey Federation Free Classical style building designed by Gorrie McLeish Blair. The building occupies a prominent position in the context of open space and low and medium height buildings.</p> <p><b><u>Significance: Moderate</u></b></p>	<p><b>KEY PLAN</b></p>  <p><b>EXISTING VIEW</b></p> 

The conclusions and findings of this heritage views analysis are included below for reference.

- The Former Inwards Parcels Shed form on the site is low in height so that its potential visual catchment is limited to close neighbouring locations.
- The subject site sits within a unique visual context adjacent to heritage items and within a wider visual context is that is predominantly characterised by low-height built form and relatively uniform street frontage heights. Streetscapes immediately surrounding the subject site include visually significant heritage items including Central Station and Clock Tower, the Adina Hotel building and others that are located north-west of the subject site.
- The site is considered, in isolation and within its visual setting, as generally having medium-high scenic quality with regard to the opportunity for views. This is because it is a heritage item of unique form and character, adjacent public spaces that appear to be visually connected to it for example parts of Henry Deane Plaza and Railway Square which contribute positively to the visual amenity of the site and increase its rating of scenic quality.
- No views analysed were found to be designed or documented 'historic views'. No historic documented views to or from the Parcels Shed in relation to surrounding heritage items are included in previous CMPs for the building. Following a review of photographs included in the CMP's, Urbis has determined that the views shown were likely to have been provided as a record of the building fabric, designed to

capture the architecture of the Parcels Shed. Other historic photographs reviewed which capture the vicinity of the subject site, appear to be focussed on the grand elevations of the adjacent Central Station rather than representing a designed visual link or view between the Parcels Shed and adjacent heritage items or from sensitive view locations or public places.

- The Former Inwards Parcels Shed was never intended to be seen in the round and this is demonstrated in its vernacular style of architecture in comparison to the dominant Central Station terminus, as well as its back of house operational location as part of the Parcels distribution area.



## 3. HISTORICAL OVERVIEW

This historical overview has been generally based on the histories prepared in the following reports:

- Heritage Group State Projects, Sydney/Central Station, Conservation Management Plan (March 1996).
- Godden Mackay Logan, Inwards Parcels Shed, Sydney Terminal, Conservation Management Plan (September 1999).
- Railcorp, Central Station Conservation Management Plan (June 2013).
- Weir Phillips Heritage and Planning, Heritage Impact Statement, Former Inwards Parcels Shed (December 2018).

These histories have been further supplied by additional photographs, plans, maps and information through additional historic research sources from the City of Sydney Archives, the National Australian Archives, State Archives and Records, NSW State Library and National Library of Australia (via Trove).

### 3.1. HISTORY OF THE PLACE

#### 3.1.1. Indigenous History of Sydney

Aboriginal people have inhabited the Sydney Basin region since at least 30,735+ BP, with some evidence of potential occupation as early as 40,000 years ago.<sup>1</sup> Due to the absence of written records, it is difficult to infer what life was like prior to the arrival of European settlers. Much of our understanding of Indigenous life pre-colonisation is informed by the histories documented in the late eighteenth and early nineteenth century by European observers. These histories provide an inherently biased interpretation of Aboriginal life, but when combined with archaeological evidence can provide a general understanding of the customs, social structure, languages, beliefs and general culture of the Aboriginal inhabitants of the Sydney Basin. However, the changing belief systems, social organisation and ritual are difficult to fully understand, as behaviours recorded by Europeans may have been impacted by the presence of those same Europeans.<sup>2</sup>

The Aboriginal population around Sydney at time of first contact has been estimated at between 2000 and 3000 people, with the greater Sydney region estimated at somewhere between 4000 and 8000. The social structure of Aboriginal groups is well documented, with the division of tribes into two moieties within which intermarriage is common.<sup>3</sup> Clan descent is usually patrilineal. Marriages were not restricted to monogamous relationships, with polyamory common. An observation from Collins acknowledges both the occurrence of polyamory and the intermarriage between different groups. Collins describes Bennelong, of the Wanegal Clan, as married to both a woman of Kameraigal descent and a woman of Gweagal descent simultaneously.<sup>4</sup>

Given the early contact with Aboriginal tribes in the Sydney region, more is known about these groups than those which inhabited regional areas. In the general Sydney area, the land was occupied by the clans of the Eora tribe. The meaning of 'Eora' is unknown, but their land is documented to extend from the Hawkesbury River plateau margins in the north to Botany Bay and the Georges River in the south. There is some controversy regarding the linguistic origins of the Eora People. Some argue that the Eora People were a part of the Darug language group.<sup>5</sup> Others suggest the Eora People formed a distinct and separate language group.<sup>6</sup> The various clans of the Eora people include the Kameraigal, Wanegal, Borogegal and Gadigal. The Gadigal, also known as Cadigal, were believed to occupy the south side of Port Jackson, from South Head to Long Cove (now Darling Harbour).<sup>7</sup> This area incorporates the Eastern Suburbs, Central Business District and some of the Inner West.

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<sup>1</sup> Jo McDonald Cultural Heritage Management, *Archaeological testing and salvage excavation at Discovery Point, Site #45-5-2737, in the former grounds of Tempe House* (2005)

<sup>2</sup> V. Attenbrow, *Sydney's Aboriginal Past* (2002), p. 17.

<sup>3</sup> A.W. Howitt, *The Native Tribes of South-East Australia* (1996)

<sup>4</sup> D. Collins, 1798 in Fletcher, Cadell and Davies, (1975) *An Account of the English Colony New South Wales, Vol 1.* (2002)

<sup>5</sup> J. Kohen, *The Darug and their neighbours: the traditional Aboriginal owners of the Sydney region* (1993)

<sup>6</sup> R. Hughes, *The fatal shore: the epic of Australia's founding* (1987)

<sup>7</sup> N. Tindale, *Aboriginal Tribes of Australia. Their Terrain, Environmental Controls, Distribution, Limits and Proper Names* (1974); and P. Turbett, *The Aborigines of the Sydney district before 1788* (1989)

Prior to European colonisation and development, the lands of the Gadigal people were abundant in resources. The Kangaroo Grounds (around present-day Summer Hill) were on the western border of their land, a border shared with the Wanegal. This was a hunting ground abundant with macropods, which could be used not only for food but also for their hides.<sup>8</sup> To the east, north and south of the Gadigal lands is the coastline. Not only were the rivers and streams which provided freshwater critical to Aboriginal groups, but the edible resources of these watercourses, including the sea, were of high importance. The diet of the Gadigal people comprised primarily of fish, shellfish and other aquatic animals. They also sourced roots and foraged for food within the Lachlan Swamplands, now Centennial Park.<sup>9</sup> The importance of aquatic resources is attested to in the archaeological record, with middens providing evidence of dietary practices located along the coast and streams.

The archaeological record also provides evidence for the exploitation of stone materials to create tools and weapons, with high density artefact scatters located across the region. At Bondi Beach, situated in the former sandhills now covered by Campbell Parade, with the centre near what is now the North Bondi Surf Life Saving Club, a large artefact scatter was registered on AHIMS in 1990. This was located in the 1900s following a series of gales which exposed thousands of stone flakes and other tools, with local knowledge suggesting the whole of the back of the beach was covered in stone artefacts accumulated over thousands of years (AHIMS site card #45-6-2169). The distinctive 'backed' points collected from this extensive scatter have since become the type-name for this artefact type, which is located across sites throughout south-eastern Australia – the Bondi Point.

The Bondi Point is the second phase in the Eastern Regional Sequence, an early typology of stone technology from Eastern New South Wales. The first phase is identified as the Capertian Phase, the second is the Bondaian phase and the third is the Eloueran Phase. These phases were identified by McCarthy from excavations at Lapstone Creek and Capertee. McCarthy identified three distinct types of artefact distinguished by age, with Bondi Points (giving the name for Bondaian) restricted to the lower levels, and Elouera increasing in the upper levels.<sup>10</sup> Subsequent excavations within the Sydney Basin confirmed the sequence but also identified regional variations. These variations were condensed to include the Capertian and then Early, Middle and Late Bondaian, with Late Bondaian equivalent to Eloueran.<sup>11</sup>

There is abundant evidence throughout the Sydney area of contact between the local Gadigal people and European settlers. This evidence exists in the form of contact sites, with material remains including knapped ceramic and glass, European materials in middens, and rock engravings depicting European arrival. A contact period Aboriginal archaeological deposit was recently located during the CSELR works, within the Randwick Racecourse Stabling Yards. This deposit included flint artefacts, with scientific analysis demonstrating that this flint was sourced from the banks of the River Thames in London and transported to Sydney as ships ballast. This archaeological assemblage sheds light on the dynamic relationship between Europeans and Aboriginal groups, the differential assignment of value to material culture (flint ballast and bottle glass) and the spatial distribution of Aboriginal communities during the early years of colonisation (GML, in prep). There is also evidence for ceramic located within Aboriginal middens, for example in excavations undertaken in 1985 at Millers Point where four sherds of blue and white transfer ware were located within a midden.<sup>12</sup>

In general however, the impacts of colonisation were devastating for all Aboriginal people, but particularly for those groups living around the coast and Sydney Cove. With colonisation, Aboriginal people were forced away from their lands and the resources they relied upon. Settlement around the coast drove faunal resources further inland, reducing the traditional hunting grounds of local Aboriginal groups.<sup>13</sup> Further to this, diseases including smallpox and conflicts between local Aboriginals and colonisers decimated their population. Rather than accepting fault for this, some colonisers attributed this population decline to the introduction of alcohol and other vices.<sup>14</sup> In 1789, an epidemic believed to be smallpox and called gal-galla

<sup>8</sup> Ashfield & District Historical Society, 'A Short Walk Through Ashfield's Past' (1996)

<sup>9</sup> W. Tench, *A Narrative of the Expedition to Botany Bay* (1789) p. 53. cited in Flannery, *Watkin Tench: 1788* (2012)

<sup>10</sup> McCarthy, *Aboriginal Australian material culture: causative factors in its composition*, Presidential Address to the Anthropological Society of New South Wales, October 1939 Part 1, *Mankind* 2(8), (1940) pp. 241-69; and McCarthy, 1940b. *Aboriginal Australian material culture: causative factors in its composition*, Presidential Address to the Anthropological Society of New South Wales, October 1939 Part 2, *Mankind* 2(8) and *Mankind* 2(9) (1940) pp. 294-320.

<sup>11</sup> V. Attenbrow, *Sydney's Aboriginal Past* (2002)

<sup>12</sup> Lampert, *Excavation Report on Marty Bond Store* (1985)

<sup>13</sup> *Evidence before the Select Committee on Aborigines* (1835) B.P.P Vol. VII, p. 17.

<sup>14</sup> J. Dredge, *Brief Notices of the Aborigines of New South Wales* (1845)

by the local Aboriginal people resulted in great population decrease.<sup>15</sup> Historic accounts of the epidemic state that it resulted in the near complete decimation of the Gadigal clan, with only three people reportedly remaining – two of which were Colbee and Nanbaree.<sup>16</sup>

### 3.1.2. Early Land Use

In the early days of the colony, the study area was in the outskirts of the city, the eastern portion of Sydney developed as the administration centre while the western portion was developed by the convicts, sailors and soldiers; however, there was little order to the development. The area surrounding the site of Central Station appears undeveloped in the 1807 Plan of Sydney; however, the area immediately to the north was the location of the brickfields.

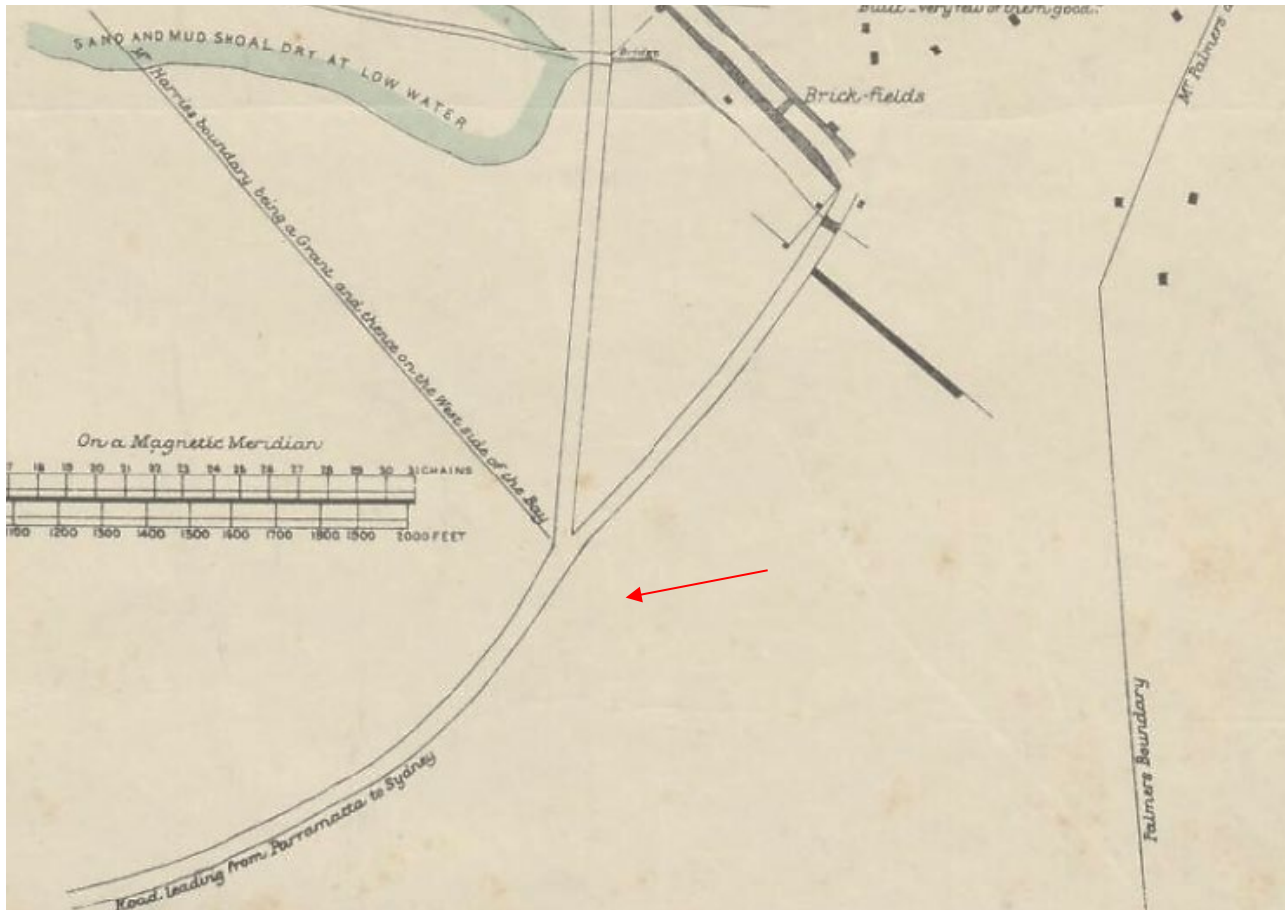


Figure 84 – 1807 Plan of the town of Sydney in New South Wales, by Jas. Meehan, assistant surveyor of Lands, approximate location of study area arrowed.

Source: National Library of Australia

With the arrival of Governor Macquarie, the future site of Central Station began to be developed with the construction of the Carters Barracks (1820), the Benevolent Asylum (1819-1820) and the establishment of the Devonshire Street Cemetery (1820). Carters Barracks were built in 1819-1820 with the purpose of housing convict boys who were then taught a trade and given schooling and to house male prisoners who were sent out each day to work.<sup>17</sup> The barracks were described by Macquarie as being at the “Brick Fields” with a barrack for 200 male convicts and another barrack for 100 convict boys, separated by a High Party-Wall.<sup>18</sup> The barracks appeared to form a single building from the street. The cemetery, set behind the Asylum and Carters Barracks, was established in 1820 to replace the old burial grounds near present Town Hall.

<sup>15</sup> V. Attenbrow, *Sydney's Aboriginal Past* (2002)

<sup>16</sup> D. Collins, 1798 in Fletcher, Cadell and Davies, (1975) *An Account of the English Colony New South Wales*, Vol 1. (2002)

<sup>17</sup> R. Annable, *Historical Notes on Central, Town Hall Square, Martin Place, Barangaroo-Wynyard, Pyrmont, Rozelle Stations*. Appendix 1 in Casey & Lowe (2009) *CBD Metro Environmental Assessment Technical Paper 4 – Non-Indigenous Archaeology* (2009), p. 1.

<sup>18</sup> Ibid.

Construction of the Benevolent Asylum began in late 1820 by the Benevolent Society, a charitable organisation which was first begun in 1813 as The NSW Society for Promoting Christian Knowledge and Benevolence.<sup>19</sup> The Society was changed to The Benevolent Society of NSW in 1818 with the purpose to 'relieve the poor, the distressed, the aged, and the infirm'.<sup>20</sup> The Asylum was built at the government's expense with the intention to house 50 to 60 infirm aged, blind, lame, poor persons and encouraged industrious habits whereby the inmates would provide in industries where they could learn skills to be able to support themselves. The Asylum was officially opened on 12 October 1821.<sup>21</sup>

The main building of the Asylum was a pseudo-classical, two-storey brick building that measured ninety-seven feet long and twenty-five feet wide; it faced Pitt Street and included a central staircase separating the men's dining room from the women's accommodation on the ground floor and providing access to the men's accommodation above.<sup>22</sup> A smaller building was situated behind the main building which housed the kitchen and Superintendent with a separate outhouse (Figure 85).<sup>23</sup>

The 1830s saw a number of additions constructed as the Asylum exceeded its maximum capacity; by this time, the Asylum housed 144 inmates; this was more than double the number it was built to house (Figure 86 and Figure 87).<sup>24</sup> In c.1830, a north wing was added by the society and in 1839 a south wing was built with government funding, providing hospital facilities and additional accommodation.<sup>25</sup> In 1839, the building was described as "one of the handsomest public edifices in Sydney.... in an airy and agreeable situation" and, with the extensions, allowed for the accommodation of 200 people.<sup>26</sup> By the 1850s, additions were made to the east of the kitchen wing and the southern wing was further extended (Figure 88).<sup>27</sup>

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<sup>19</sup> Wendy Thorp, *Historical Analysis Henry Deane Park, Lee Street, Sydney* (1998), p. 16.

<sup>20</sup> Benevolent Society, *Our History*, accessed via <https://www.benevolent.org.au/about-us/our-history> on 25 February 2020.

<sup>21</sup> Annable, *Historical Notes on Central* (2009), p. 19; Thorp, *Historical Analysis Henry Deane Park* (1998), p. 12; and R. Rathbone, *A Very Present Help, Caring for Australians Since 1813. The History of the Benevolent Society of New South Wales* (1994), p. 22.

<sup>22</sup> Rathbone, *A Very Present Help, Caring for Australians Since 1813* (1994), p. 22.

<sup>23</sup> Annable, *Historical Notes on Central* (2009), p. 20.; and Thorp, *Historical Analysis Henry Deane Park* (1998), p. 12

<sup>24</sup> Rathbone, *A Very Present Help, Caring for Australians Since 1813* (1994), p. 28.

<sup>25</sup> *Ibid*, p. 27.

<sup>26</sup> Thorp, *Historical Analysis Henry Deane Park* (1998), p. 12.

<sup>27</sup> Annable, *Historical Notes on Central* (2009), p. 20.



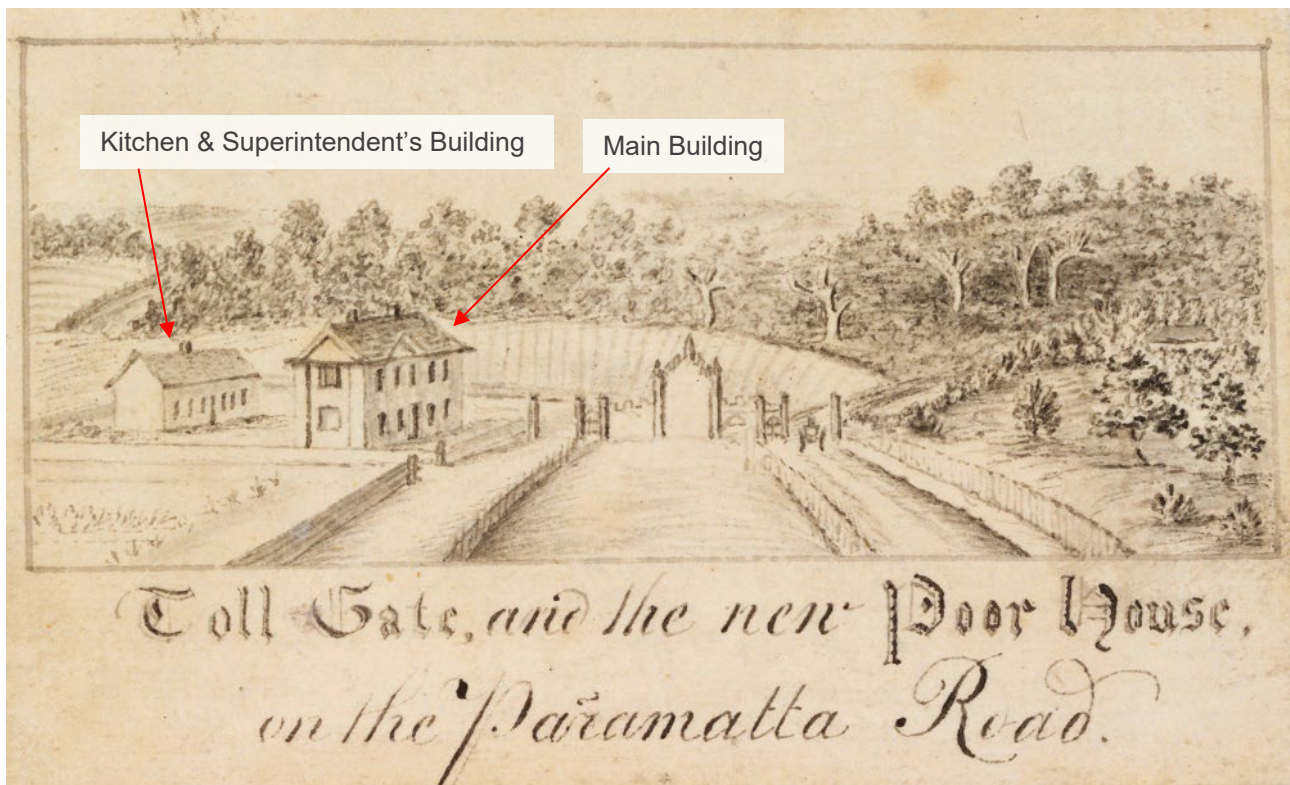


Figure 85 – Sketch of the Benevolent Asylum and Toll Gate pre 1830  
Source: State Library of NSW, IE1130728, Views of Sydney and Surrounding District).

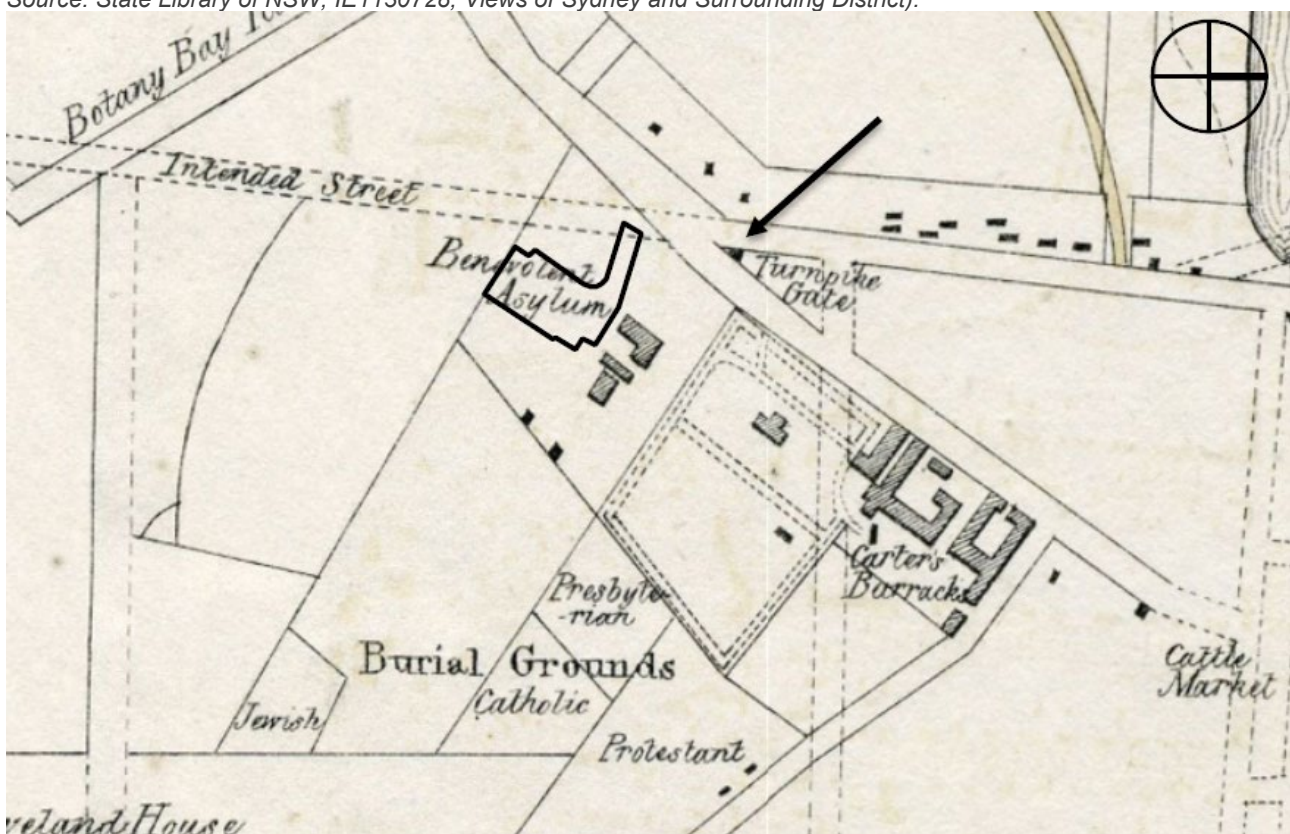


Figure 86 – 'Plan of Sydney with Pyrmont New South Wales: the latter the property of Edwn Macarthur Esqre, divided into allotments for building 1836'. The approximate location of the study area has been indicated. The Turnpike Gate has been arrowed.

Source: National Library of Australia, Map T 1551, <http://nla.gov.au/nla.obj-232683131> with AMBS, Former Inwards Parcels Office Historical Archaeological Assessment and Research Design (April 2020) overlay.



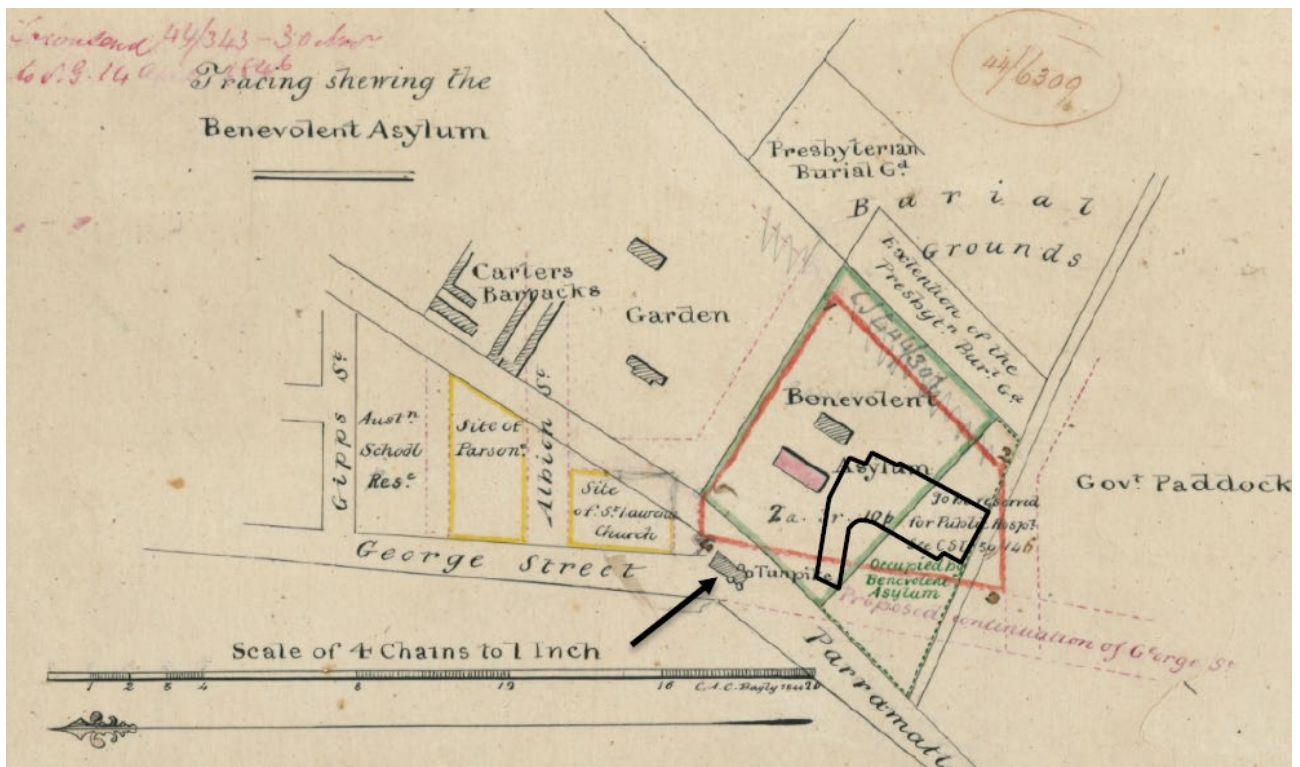


Figure 87 – 'Tracing Showing the Benevolent Asylum', Surveyor General Sketch Book 5 Folio 2 dated 1844 (approximate location of study area overlaid). Note: Turnpike is arrowed  
Source: State Library of NSW, IE195860, with AMBS 2020 overlay.



Figure 88 – 1855 Plan with Benevolent Asylum (approximate location of study area overlaid)  
Source: City of Sydney Archives, Detail Plans, 1855: Sheet 23,  
<https://archives.cityofsydney.nsw.gov.au/nodes/view/1709095>, with AMBS 2020 overlay.

Despite the extensions made in the 1830s, the Asylum suffered from extreme overcrowding, housing almost 500 inmates by 1849.<sup>28</sup> In 1851, male inmates were transferred to the Liverpool Hospital which had recently been converted after ceasing as a convict hospital.<sup>29</sup> The Benevolent Asylum then devoted its efforts to the relief of poor and needy women and abandoned children. With the Benevolent Asylum, House of the Good Shepherd and the Sydney Female Refuge, the area became devoted to the care of women and children.<sup>30</sup> In 1862, 150 women were transferred to the Hyde Park Barracks Asylum for the Infirm and Destitute which had recently been established.<sup>31</sup>

In 1874, the Benevolent Asylum was refurbished, including some minor alterations to the exterior, the removal of outbuildings, the replacement of the boundary fence and landscaping works to the front (demonstrated by a comparison of Figure 89 and Figure 90).<sup>32</sup> In c.1860s water was reticulated in the area and by the late 1870s it had been connected to the sewer (Figure 91).<sup>33</sup> The Benevolent Asylum continued operating, with no further alterations, until it was resumed for the construction of Central Station in 1901 (Figure 92).

The land from the north of Devonshire Street to the south of Garden Road (now Eddy Avenue) and across to Elizabeth Street was resumed for the purposes of constructing Central Station in 1901. This included the demolition of all buildings within this area and the reinterment of the graves from within the cemetery. The buildings were demolished by day labour and the materials that were salvaged were sold (Figure 93, Figure 94 and Figure 95).

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<sup>28</sup> P. Davies, P. Crook, & T. Murray, 'An Archaeology of Institutional Confinement, The Hyde Park Barracks, 1848-1886'. *Studies in Australasian Historical Archaeology, Volume 4* (2013), p. 24.

<sup>29</sup> Ibid, p. 24.

<sup>30</sup> Annable, *Historical Notes on Central* (2009), p. 20.

<sup>31</sup> Davies et al, 'Hyde Park Barracks' (2013), p. 24.

<sup>32</sup> Thorp, *Historical Analysis Henry Deane Park* (1998), p. 12.

<sup>33</sup> W.V. Aird, *The Water Supply, Sewerage and Drainage of Sydney* (1961), p. 11; F.J.J. The Water Supply and Sewerage of Sydney (1939), p. 157.





Figure 89 – Benevolent Asylum, 1871  
Source: *State Library of NSW, IE232164*



Figure 90 – Benevolent Asylum c.1892-1900  
Source: *State Library of NSW, IE3326895*



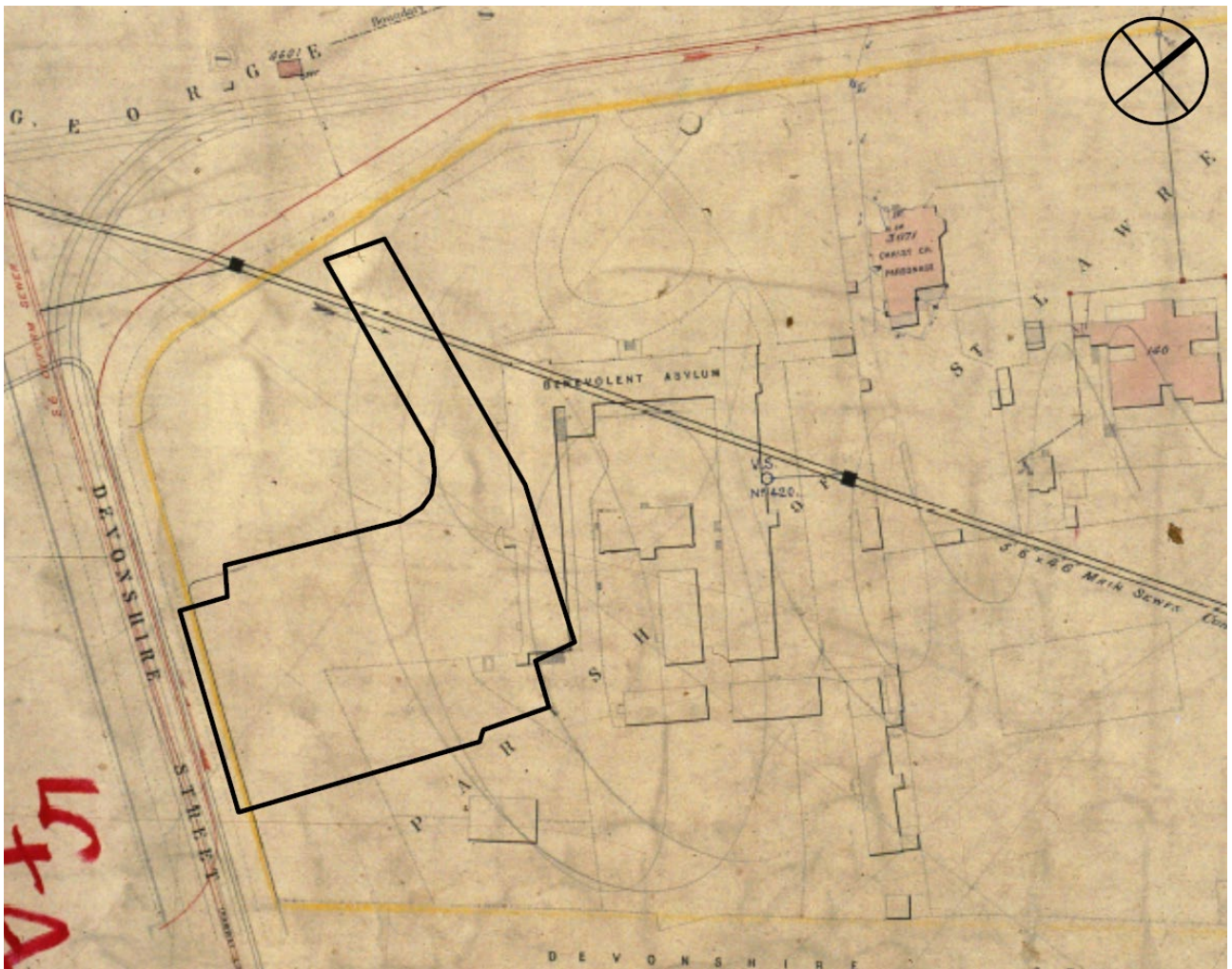


Figure 91 – Detail of Sydney Water Archive Plan, BLKWTL3845, dated March 1888. The main sewer runs north-east to south-west across the Benevolent Asylum and the subject site (the approximate location of study area is overlaid)

Source: Sydney Water Archives, with AMBS 2020 overlay.



Figure 92 – Rygate & West Plan of Sydney, Sheet 43, dated August 1888, showing the study area (approximate location overlayed).

Source: City of Sydney Archives, A00880458, <https://archives.cityofsydney.nsw.gov.au/nodes/view/1709385>, with AMBS 2020 overlay.



Figure 93 – Benevolent Asylum on Pitt Street, sign for the auction of building material in forefront in preparation for the demolition and construction of Central Station. Note the slight uphill incline

Source: State Library NSW, IE8546525, Glass Negatives of Sydney and Suburbs ca.1900-1914).





Figure 94 – 1901-1902 Benevolent Asylum after demolition, looking towards Pitt Street  
 Source: State Library of NSW, IE8952327, Royal Australian Historical Society photonegatives



Figure 95 – 1901-1902 Benevolent Asylum looking West from Pitt Street South  
 Source: State Library of NSW, IE8952327, Royal Australian Historical Society photonegatives).

### 3.1.3. Sydney Railway Stations

Proposals for a public railway began in the 1840s. In 1846 a public meeting resulted in the commissioning of a feasibility report for a railway between Sydney and 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. The area between Devonshire and Hay Streets was first considered for the new railway terminus; however, the Cleveland Paddocks, between Devonshire and Cleveland Streets, was already available and provided a cheaper alternative.<sup>34</sup> The paddocks were a large undeveloped area of land used to rest livestock which transported goods to and from the city.

The first Sydney station, known as Redfern, was constructed by the Sydney Railway Company in 1855. It was located close to the current Central Station, to the south of the Devonshire Street subway in the Cleveland (or 'Government') Paddocks. This first station comprised of a single timber platform with an Down track covered with a corrugated iron shed and an iron building with a lean-to roof containing public rooms and offices. On 26 September 1855, the first timetabled train departed for Parramatta, the line was double track until Newtown and then a single track to Parramatta; however, the line was soon duplicated all the way to Parramatta. By 1856, a line to Liverpool had also been completed. At this time, it was proposed to connect the railway to the rest of the city; the costs of the project were deemed too excessive and instead, a horse tramway was built to Circular Quay. The tram was opened in 1861 and timetabled to coincide with the trains; however, was replaced in 1866 by horse drawn omnibuses. The eastern portion of the paddocks was dedicated as a reserve for public recreation and named Prince Alfred Park in 1865. The first station was intended to be temporary, however remained in use until 1874 when a more permanent structure was opened.



Figure 96 – The extent of the Sydney Railway Yard in 1855.  
Source: NSW State Library, IE8790300, with AMBS 2020 overlay.

<sup>34</sup> Thorp, *Historical Analysis Henry Deane Park* (1998), p. 17.





Figure 97 – First Sydney Station, May 1871.  
Source: *State Library of NSW*, IE1229095

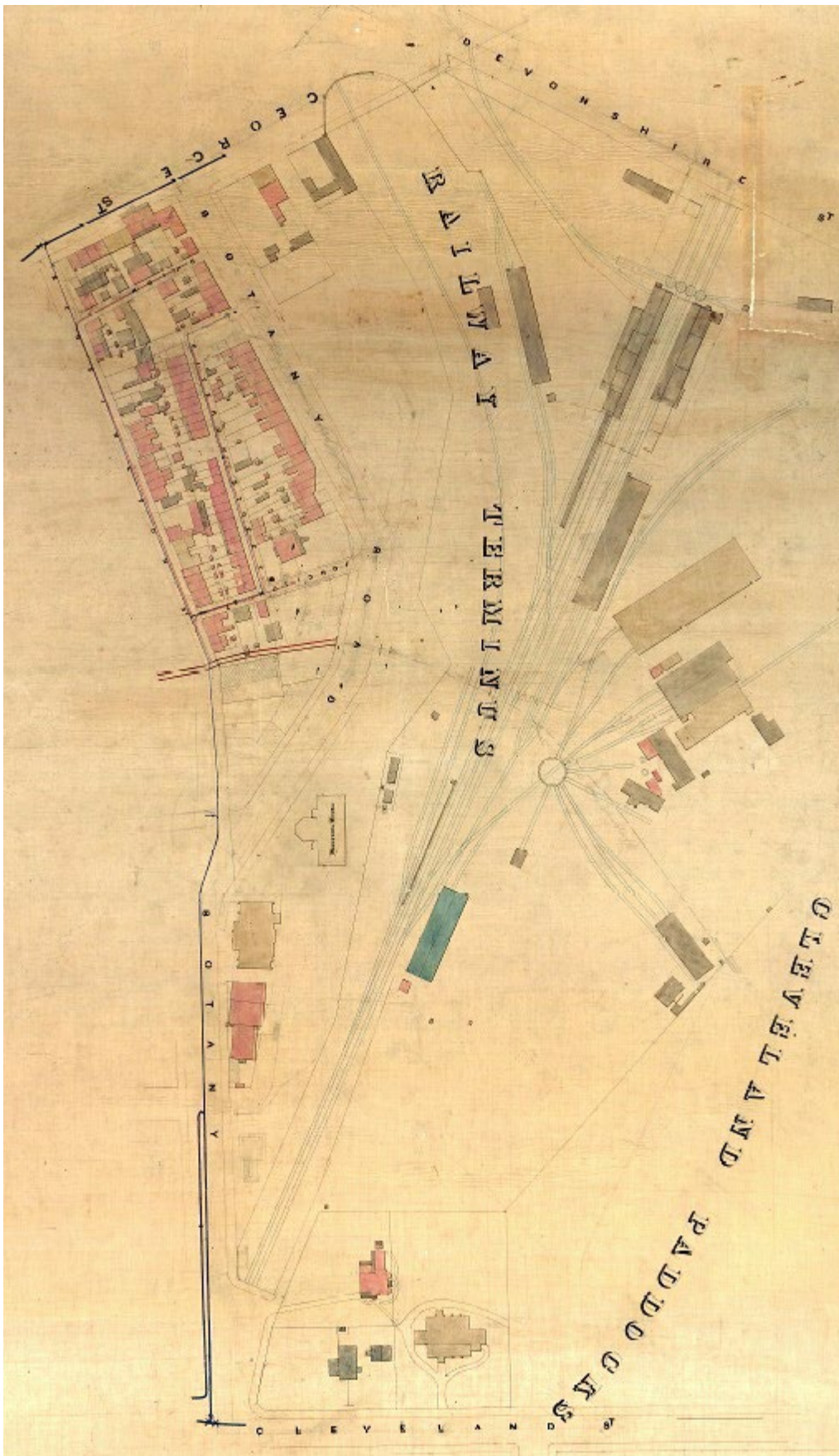


Figure 98 – 1865 Trigonometrical Survey – First Sydney Station, south of Devonshire Street.  
 Source: City of Sydney Archives, City of Sydney Trigonometrical Survey, 1855-1865: Block S2, [A-00880408].  
<https://archives.cityofsydney.nsw.gov.au/nodes/view/1709335>



As a result of public pressure for a permanent station, a new station was built in the same location in 1871 and opened in 1874. The new station building was a neo-classical brick construction with two platforms. A third platform was constructed in 1878 to meet the demands of the increasing number of passengers.<sup>35</sup> Additional carriage sheds, good sheds, workshops, siding and other infrastructure were also constructed. The number of platforms were eventually increased to 13, with the original platforms becoming platforms five and six.

The increase of inland railway construction began to put pressure on Sydney station, in 1884, to deal with the increased traffic, the lines were quadrupled. It soon became clear that there was not sufficient space in Sydney yard to maintain the servicing needs of the rail network. Plans were made in 1871 to build railway workshops at Eveleigh which was completed in 1887. A temporary steam tram was established to connect the station to the city ahead of the International Exhibition in 1879; however, it was extended into the suburbs in the 1880s due to its popularity. The late 1880s and 1890s saw the increased development of the suburban network.



Figure 99 – Sydney's Second Station on Devonshire Street, ca.1882-1900  
Source: *State Library of NSW*, IE3326895

In 1891, Edward Eddy submitted proposals to build a large terminus for country trains at the present site of Central Station. With the economic downturn of the 1890s, the project was not reconsidered until 1897. In June 1900, the Parliamentary Standing Committee on Public works adopted the Devonshire Street proposal after also considering Hyde Park. The Benevolent Asylum, Christ Church Parsonage, Police Barracks, steam tram depot, Police Superintendent's residence, Carters Barracks and Devonshire Street Cemetery were all resumed slated for demolition to make way for Central Station in 1901 and 1902. There is little evidence of materials being reused for the new station; however, many materials had been auctioned as could be seen

<sup>35</sup> Thorp, *Historical Analysis Henry Deane Park* (1998), p. 17.



in the advertisement outside of the Benevolent Asylum. One example of materials being reused is the cast iron columns from the old station being used in the awning over the parcels dock.<sup>36</sup>

Walter Liberty Vernon, the first NSW Government Architect, along with an advisory board designed the main building after an Act of Parliament enabled the construction of the new station in 1900. The terminus was built in two stages due to funding issues, the first stage, including the Inwards Parcels Shed, was completed by 1906 and the second stage between 1915 and 1921. By mid-1902 it was reported that “all the old buildings and the human remains have been removed from the site... the levelling of the whole site is practically finished...”.<sup>37</sup> The earth works included the excavation and levelling of the area on the eastern side of the block, on the Devonshire Street Cemetery side, and building up areas in the north-west along Lee Street to make Central Station level with the old station. Edward O’Sullivan, Minister of Public Works, laid the Foundation stone near the corner of Eddy Avenue and Pitt Street in 1902.



Figure 100 – Looking back towards Redfern Station, cleared land for Central Station  
Source: State Library of NSW, IE11306447

<sup>36</sup> Thorp, *Historical Analysis Henry Deane Park* (1998), p. 20.

<sup>37</sup> *Ibid*, p. 20.



Figure 101 – Eddy Avenue, levelled site with tramline stanchions in place, before paving. Looking southeast, cleared land for Central Station

Source: State Library of NSW, Box 14: Royal Australian Historical Society: photonegatives, ca. 1900-1925, IE8952327



Figure 102 – Excavations looking towards Elizabeth Street

Source: State Library of NSW, Box 14: Royal Australian Historical Society: photonegatives, ca. 1900-1925, IE8952327

During the first construction stage, the Main Concourse, Booking Hall, Waiting Rooms, Dining and Refreshment Rooms, Cloak Rooms, Barbers Saloon, parcels dock and the rail sidings and yard in the

Western Yard Precinct were all completed. Pedestrian and passenger movement was separated from other movement around the station to avoid conflicts. Road traffic entered from the corner of Hay and Pitt Streets, travelling along a ramp parallel to the tram lines and left via Railway Square. Vehicles entering the parcels offices followed a one-way route with a separate entrance and exit in Pitt Street.

The Sydney Terminus building was opened in August 1906 with the first train leaving from Platform 12. Soon eight platforms were in operation and the old station was demolished. By October 1906, all 15 platforms were operating.

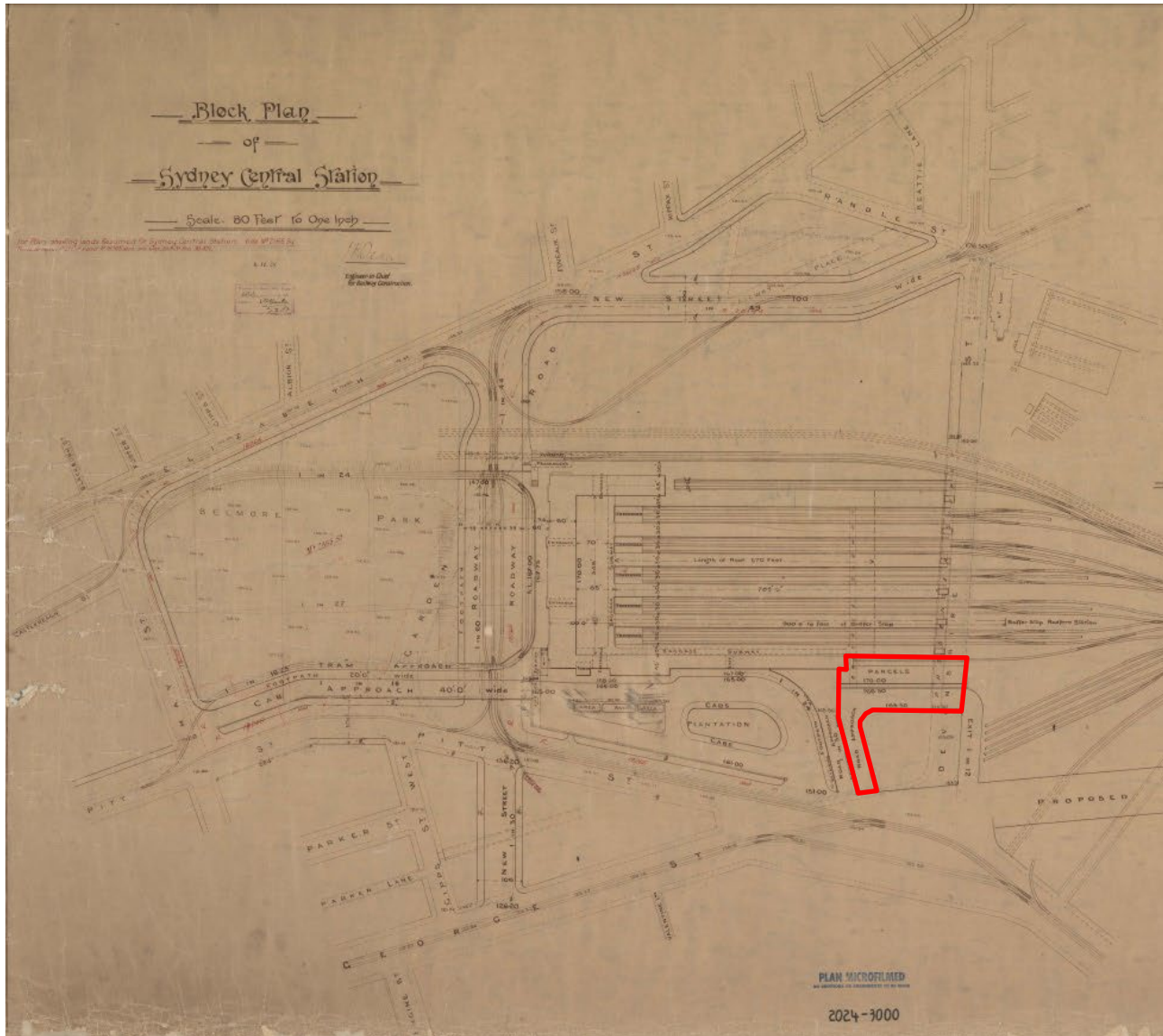


Figure 103 – Block plan of Sydney Central Station, 1903, with approximate location outlined in red.  
Source: NSW LRS, Crown Plan 2024-3000



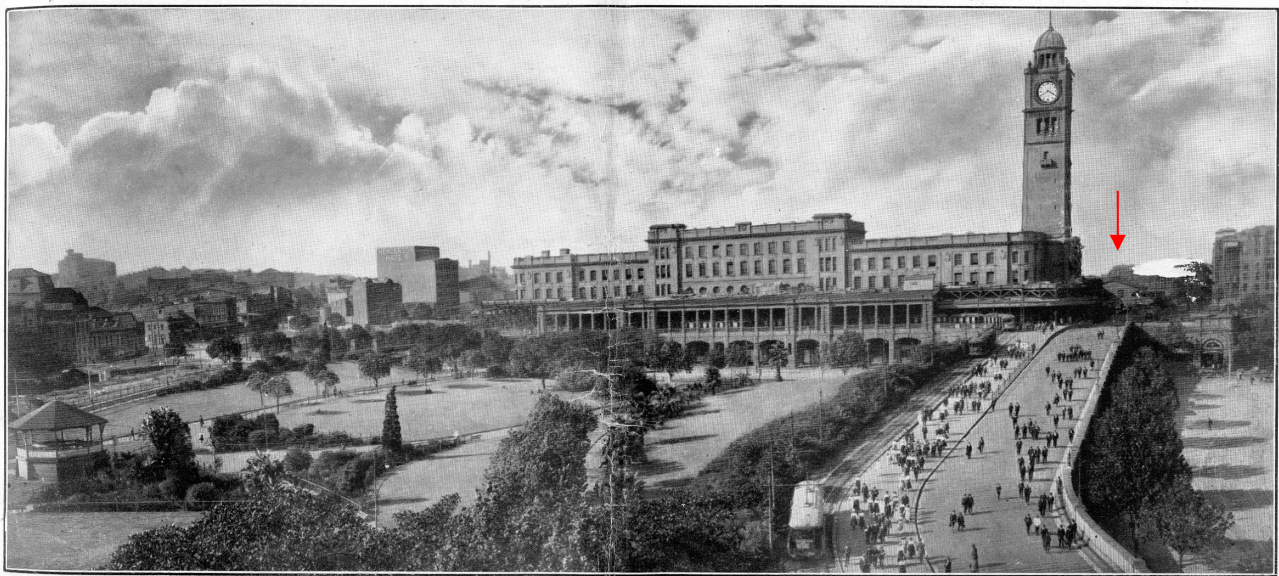


Figure 104 – Looking south over Belmore Park towards the Central Railway Station, with buildings along Elizabeth Street and Surry Hills visible, 1910. The Former Inwards Parcels Shed is indicated by the red arrow.

Source: City of Sydney Archives, Sydney Reference Collection, A-00006694.

### 3.1.4. Inwards Parcels Shed

As noted above, the Inwards Parcels Shed was constructed during the first phase of the new Sydney Terminus. General earthworks for the new station were generally complete by mid-1903. By mid-1904, many of the new terminal's associated buildings were complete, including the new Inwards Parcels Shed. A tender for a 'Left Luggage and Inwards Parcels Offices and Fittings, Central Railway Station' was advertised in April 1906.<sup>38</sup> The tender was awarded to the Baldwin Brothers, Sydney for 10 weeks at a cost of 679.<sup>39</sup> However, all of the stage one buildings of the new Central Railway Station would not open until late 1906.

The Inwards Parcels Shed served as a clearing shed for parcels which were dispatched all over NSW. Located on west end of Platform 1, the shed was likely designed by Gorrie McLeish Blair principal design architect of the Government Architect's Office under Walter Liberty Vernon's design. The building comprised of a corrugated metal shed with a loading dock and yard situated on its western side. Original plans of the layout of the shed and details are detailed in Figure 110 and Figure 111. The Inwards Parcels Shed was supplemented by an Inwards Parcels Dock located to the south accessed from Pitt Street near the corner of Eddy Avenue. Some previous reports noted that elements of the demolished Redfern Station were relocated and reused in the Inwards Parcels Shed, however, the reused elements, which included cast-iron trusses and columns were instead reused in the now demolished Inwards Parcels Dock.

At the opening of the new Central Railway Station, the Daily Telegraph announced:

*In the basement, starting from the Redfern end of the western wing, the visitor finds first the lower inwards parcels office, combined with the mail-room, both of great and lofty extent, and covering together an area of 15,000 superficial feet.<sup>40</sup>*

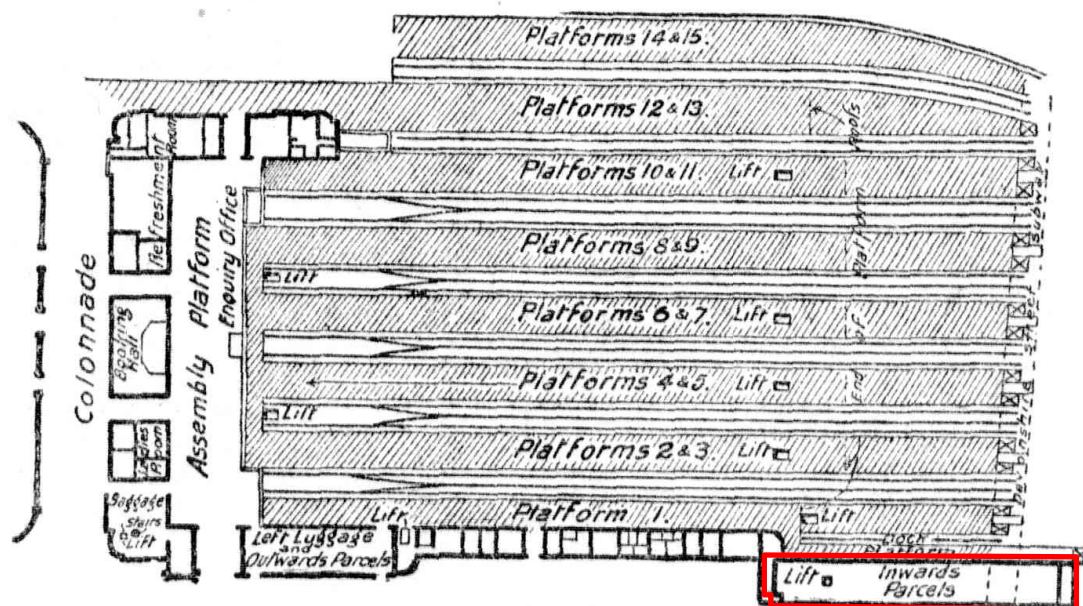
*The inwards parcels office is a commodious building 216ft x 40ft situated at the southern end of the station, the entrance to which is from George-street, near the old station... Parcels needing carting for delivery after reaching the inwards parcels office will be taken by an electric lift to the contractors Messrs Whitehead and Co. room, immediately under the inwards parcels office, and promptly despatched to the city and suburban addresses by the company's vans.<sup>41</sup>*

<sup>38</sup> Government Gazette of the State of New South Wales, 25 April 1906, p. 2551, <http://nla.gov.au/nla.news-page13303864>

<sup>39</sup> Evening News, 14 May 1906, p. 3. <http://nla.gov.au/nla.news-article114326085>

<sup>40</sup> The Daily Telegraph, 2 August 1906, p.4.

<sup>41</sup> The Sydney Morning Herald, 2 August 1906, p. 8. <http://nla.gov.au/nla.news-article14790533>



NEW CENTRAL RAILWAY STATION—GROUND PLAN.

Figure 105 – The ground plan of the new Central Railway Station, with the Inwards Parcels Shed outlined.  
 Source: *The Daily Telegraph*, 2 August 1906, p.4.

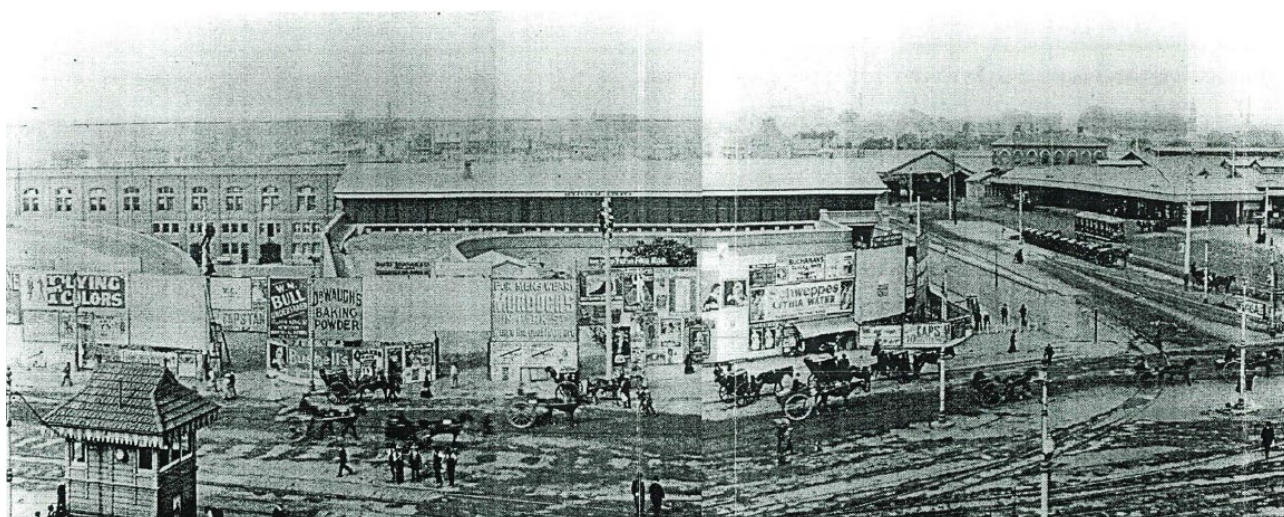


Figure 106 – c1906, of the new Railway Station showing the former terminal still in use on the southern boundary of the new station.  
 Source: GML CMP 1999, Figure 2.2, via ML GPO 10616





Figure 107 – Sydney Central Railway Station site, during the construction of the Parcels Post Office, c.1906-1913. The location of the Inwards Parcels Shed is indicated by the red arrow.

Source: National Archives of Australia, Series No. C4076, Control symbol, HN16075B



Figure 108 – Sydney Central Railway Station site, during the construction of the Parcels Post Office, c.1906-1913. The location of the Inwards Parcels Shed is indicated by the red arrow.

Source: National Archives of Australia, Series No. C4076, Control symbol, HN16075A





Figure 109 – c. 1906-1913 view of Railway Square, with the Inwards Parcels Shed indicated by the red arrow at the right.  
Source: Flickr







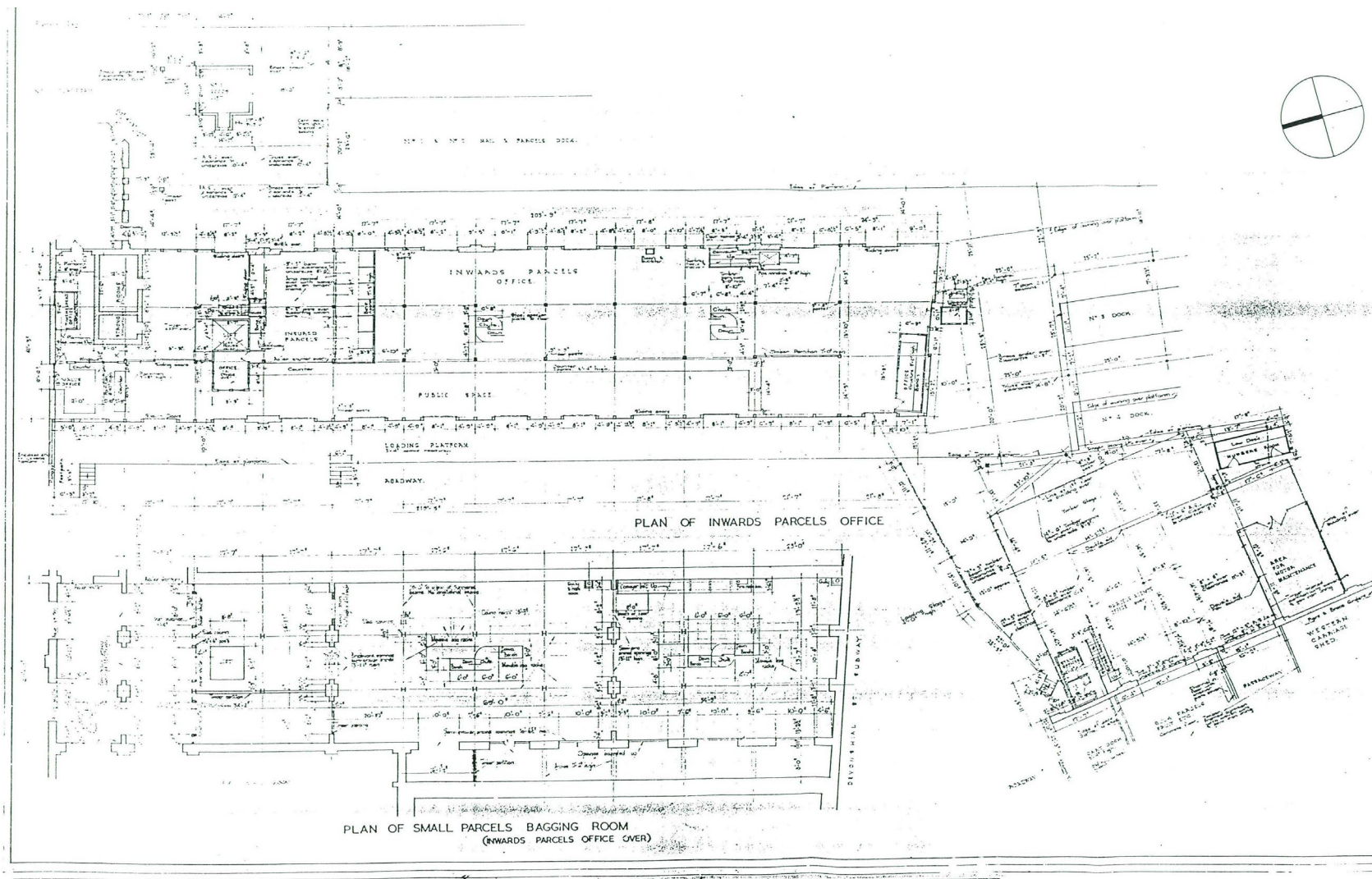


Figure 111 – Plan of the Inwards Parcels Office (Shed). Note the open plan space of the main body of the building with the administration offices concentrated at the north end. Chutes, a conveyor belt and a goods lift provided internal access to the network of tunnels for freight beneath the building. Both the main walls are punctured by a series of sliding doors allowing access to the Station on the east and the roadway on the western side.

Source: GML CMP 1999, Figure 2.4, via SRA Archives



Initially, the parcels area at Central Station was designed for the collection and assortment of incoming and outgoing mail that would then be sent to its appropriate destination. The inward flow of parcels used the ramp to the north of the future site of the Parcels Post Office and delivered to the Inwards Parcels Shed at the southern end of Platform 1. Following delivery, vehicles would continue around the Parcels Post Office site and exit back onto Lee Street. Parcels were delivered to the loading dock on the western side of the shed, where there was a series of sliding doors. Similar doors were also in place on the eastern side of the shed, opening onto a platform to the west of Platform 1, allowing parcels to move easily onto the trains. Parcels to other lines were delivered to their platforms via network of tunnels beneath the terminal. Internally, the shed was an open plan timber-framed structure. The north end of the building was occupied by offices, two strong rooms and an insured parcels section. The roof of the shed extended to form a canopy over the platform spaces on either side. In the basement of the Inwards Parcels Shed was the Small Parcels Bagging Room. Both shed and room were connected via a lift at the north end of the buildings. Direct access to the Small Parcels Bagging Room was also accessed via Ambulance Avenue.

The Inwards Parcels Shed was part of a complex of buildings and functions within and around Ambulance Avenue. In c. 1910 – 1913, the Parcels Post Office (the Adina Hotel) was constructed immediately to the south of the Inwards Parcels Shed. The Parcels Post Office was connected to the Central Railway Station via a number of tunnels that ran under the Inwards Parcels Shed, allowing for the delivery of the mail directly to the waiting trains. Many of the parcels that were handled through the Inwards Parcels Shed were generated from a flourishing mail order system that was employed by Sydney's department stores to distribute their products beyond the metropolitan area.



Figure 112 – Photograph of Central Station showing Inwards Parcels Shed, c. 1910s. The Parcels Post Office is located immediately on its right

Source: OCP Architects, *Heritage Report – Atlassian YHA, Railway Square* (2017), p. 15

The early years operation for the Inwards Parcels Shed were noted to be slow. Following the completion of the Parcels Post Office in 1913, it was noted that “some time ago, the interior of the inwards parcels office was entirely reconstructed, so as to facilitate quick delivery and provide increased storage

accommodation".<sup>42</sup> The nature of these works to the interior of the Inwards Parcels Shed is, however, unknown.

Despite the improvements made in the early 1910s, the function of the Inwards Parcels Shed continued to face scrutiny for its inattentive service of staff, spartan interiors, and awful odours:

*[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>43</sup>

*Many people who dwell in and around Sydney have friends and relations in the country. Consequently, many perishable goods are constantly arriving at the inwards parcels office at the Central Station...in the shape of fat turkeys, prime ducks, luscious geese, and spring chickens. Also, it is a lamentable fact that very many people neglect to collect these perishable dainties until the odor [sic] of the inwards parcels becomes intolerable... a calamity to the railway community and the visitors to that end of No. 1 platform.*<sup>44</sup>

The ongoing delay of services prompted the railway authorities to make further structural alterations to the Inwards Parcels Office to expediate the delivery of parcels in 1920.<sup>45</sup> The details of these changes as well, are unknown. Due to limited historical resources, the exact function of the Inwards Parcels Shed and the Small Parcels Bagging Room over its years is difficult to determine. In December 1931, it appears that a change was again made to the Inwards Parcels Shed. A *Sydney Morning Herald* article stated that:

*On and after Sunday next parcels received at Sydney from other stations will be delivered from the present outwards parcels depot at Central Station, and parcels for despatch at Central Station, and parcels for despatch by rail from Sydney will be accepted at the existing inwards parcels office. The present "inwards" will then be known as the "outwards" depot, and the existing "outwards" will be called the "inwards" depot.*<sup>46</sup>

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<sup>42</sup> The Sun, 5 January 1914, p. 5.

<sup>43</sup> Sunday Time, 'Sydney Railway Parcels Office is Draughty, Dusty and Badly Run', 9 May 1926.

<sup>44</sup> The Sun, 'Nuisance at the Central, Conditions in Parcels Office, Valuable Food Wasted', 21 November 1917, p. 3, <http://nla.gov.au/nla.news-page24418335>

<sup>45</sup> The Sun, 'Railway Parcels Office', 25 Feb 1920, p.2. <http://nla.gov.au/nla.news-article221380805>

<sup>46</sup> The Sydney Morning Herald, 5 December 1930, p. 17. <http://nla.gov.au/nla.news-article16736010>



Figure 113 – c1920-1938  
Source: SLNSW c11119008



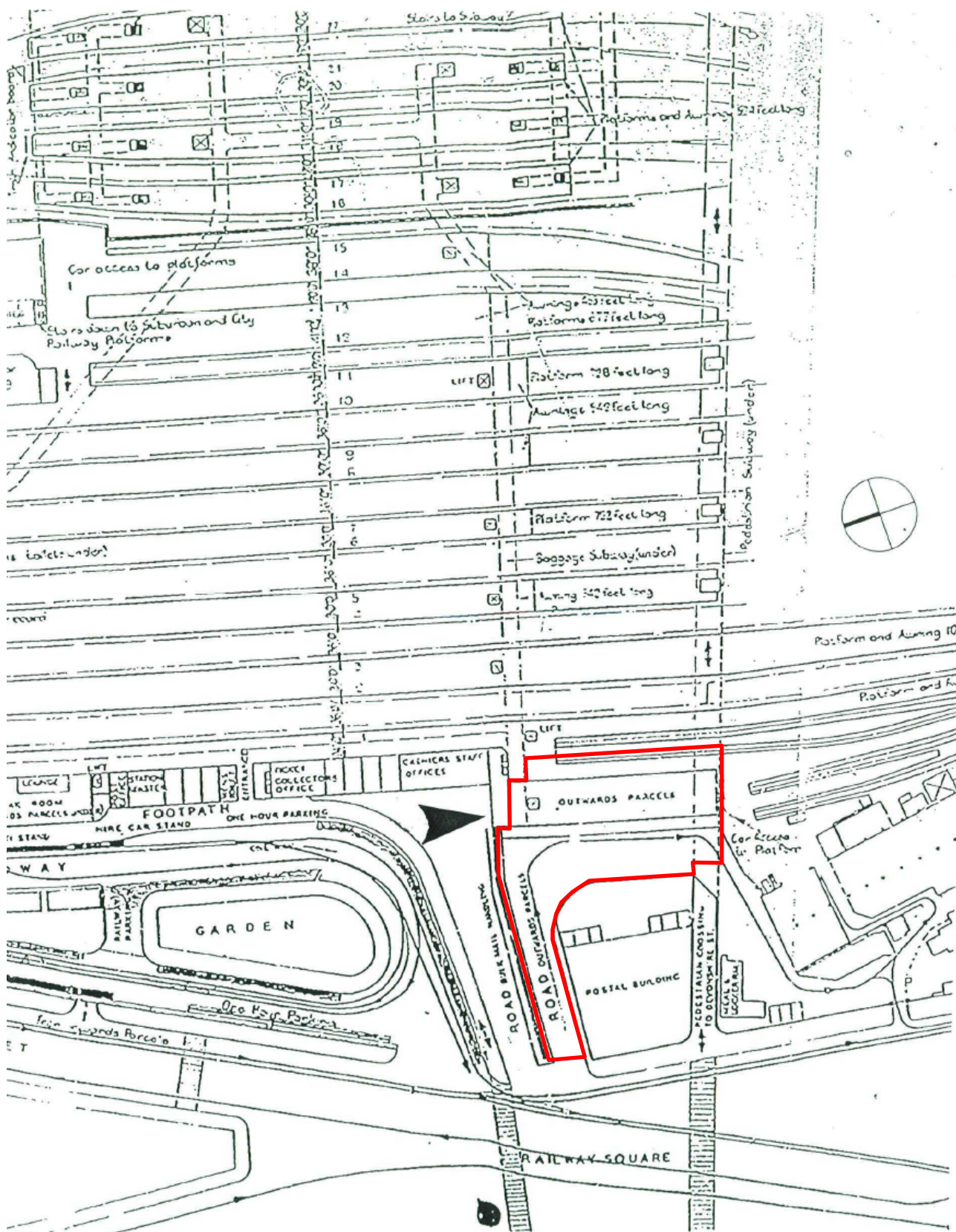


Figure 114 – 1965 Plan, Sydney Terminal and Central Stations, showing the proximity of the Inwards Parcels Shed and the Post Office to each other. The function of the Inwards Parcels Shed had changed in 1931. The approximate boundaries of the subject site is outlined in red.

Source: GML CMP 1999, Figure 2.5, via SRA Archives



Figure 115 – View of Parcels Post Office and the Inwards Parcels shed on 10 October 1967  
Source: City of Sydney Archives, NSCA CRS 48





Figure 116 – View south-east along Quay Street toward the Inwards Parcels Shed and the Parcels Post Office on 13 January 1970.

Source: *City of Sydney Archives*, SRC11078





Figure 117 – View looking south from George Street at intersection with Pitt Street toward Inwards Parcels Shed and the Parcels Post Office on 12 January 1986

Source: City of Sydney Archives, SRC 23506

The 1999 CMP stated that little other work had been undertaken on the building.<sup>47</sup> It is unclear when the Inwards Parcels Shed and the Small Parcels Bagging Room ceased to be used for their original purposes. According to an updated CMP prepared in 2013, the last parcels train made its departure from Central Station on 21 November, 1988.

In 1994/95, the NSW Department of Public Works (DPWS) undertook the Central 2000 Strategic Asset Plan for the State Rail Authority (SRA), “for progressive redevelopment of the Central precinct to the year 2000 and beyond...create a world class transport interchange within the heritage context of the precinct as a whole, using private sector financing for a major part of the works”.<sup>48</sup> Following from the Strategic Asset Plan, a Masterplan was adopted by the Central Sydney Planning Committee (CSPC) in February 1997 for the Central Railway Precinct West site within which the Inwards Parcels Shed was situated.

Australand and Toga Pty Ltd were successful in their bid to obtain possession of the Masterplan site for a 99 year period, which was divided into two development sites. Toga entered into an Agreement with Australand to take over the development of the Inwards Parcels Shed which formed Stage 2 of the Australand’s staged development consent.

In 1995, the Inwards Parcels Shed was being used as an auction storage facility. By 1999, at the time of the 1999 CMP being written, the Inwards Parcels shed was being used to house site offices, staff rooms and storerooms for adjacent building development. The floor plan of the Inwards Parcels Shed was documented, and attests to alterations to the shed in terms of internal layout (Figure 118). Photographs of the Internal Parcels Shed in 1999 are also included in Appendix A.

<sup>47</sup> Thorp, *Historical Analysis Henry Deane Park* (1998), p. 21.

<sup>48</sup> DPWS, Annual Report 1994/95, p. 89

A development application (DA1999/00684) was submitted for the adaptive reuse of the Inwards Parcels Shed as 'Central Hotel'/backpacker accommodation. Plans were prepared for the conversion of the Inwards Parcels Shed in 1999 by Synam Justin Bialek Architects commissioned by Toga.

The proposed works included, in summary, the following works:

- Removal of all internal partition walls
- Removal of all roof lining, stormwater, gutting and downpipes
- Cleaning of all existing brickwork and stone chimneys
- Removal of glass and louvre infills above sliding doors/openings
- Removal of later roller shutter doors and retention of timber sliding doors
- Expansion of windows on northern elevation and installation of new windows.
- Infill slab and debris to the east of the shed removed to a depth of previous rail track
- Lounge and dining area extension to south-west corner of Inwards Parcels Shed
- New metal framed entry, stairs and ramp to western elevation
- Installation of replica train carriages to east of shed, including awnings.
- Installation of a plunge pool

The proposed plans for the backpacker accommodation also indicated that the basement floor was in use as a train catering store in 1999.

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.

The initial DA was approved on 23 February 2000, however, the development was subject to numerous modifications, which mainly included alterations to the additions, design of replica train carriages and new services. Construction on the hotel, however, did not begin until late 2002/early 2003.

During construction, it was revealed that numerous timber members of the shed were in various states of disrepair due to moisture, termites and general wear. During the construction works all timber members/structures that could be conserved, were, or were repaired or replaced with the same timber species, namely oregon and some ironbark timber for columns. The southern wall of the shed however, was replaced with a new steel frame, due to the heavily deteriorated state of the of the timber namely due to termite damage which deemed it to be structurally unsound and beyond repair.

Later modifications to the design were undertaken by SJB architects, which included the design of the Sydney Railway Square YHA signage which was installed in 2004. The final occupation certificate for backpacker accommodation was issued on 20 November 2003 and the Sydney Railway Square Central YHA opened.

Minor modifications have been undertaken to the Inwards Parcels Shed since its opening in 2004. These works include the removal of the plunge pool in 2015 and the replacement with a larger deck area. The Inwards Parcels Shed and basement level continue to serve as the Sydney Railway Square YHA and Gate Gourmet (train catering service) today. In 2018, Atlassian secured the option to redevelop the Former Inwards Parcels Shed site.

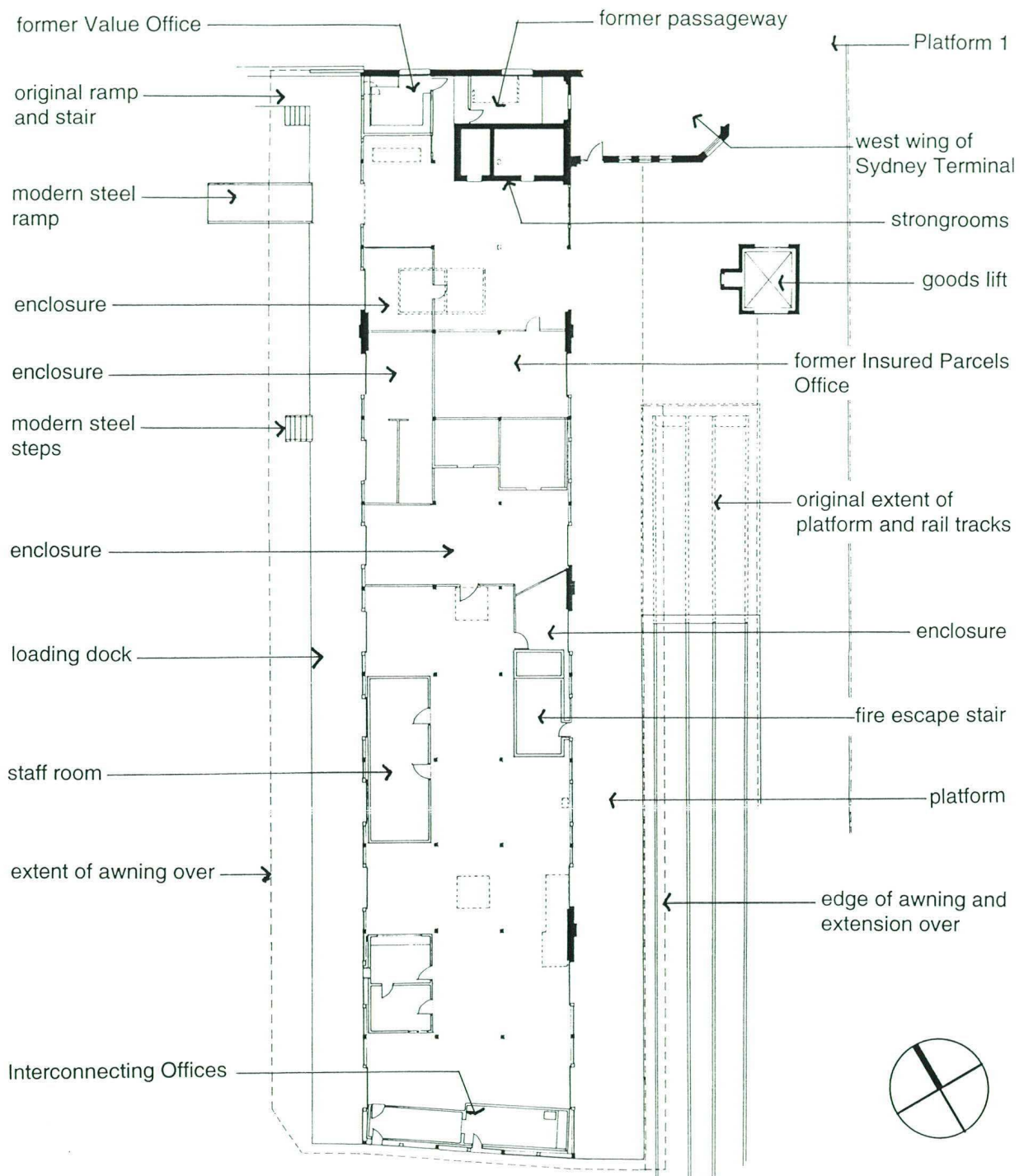


Figure 118 – Floor plans of Former Inwards Parcels shed as at July 1999.  
Source: GML CMP 1999, Figure 3.5





Figure 119 – Proposed Lower Ground Floor Plans, 20 January 1990, with the approximate boundaries of the subject site outlined in red.

Source: City of Sydney Archives, DA1999/00684

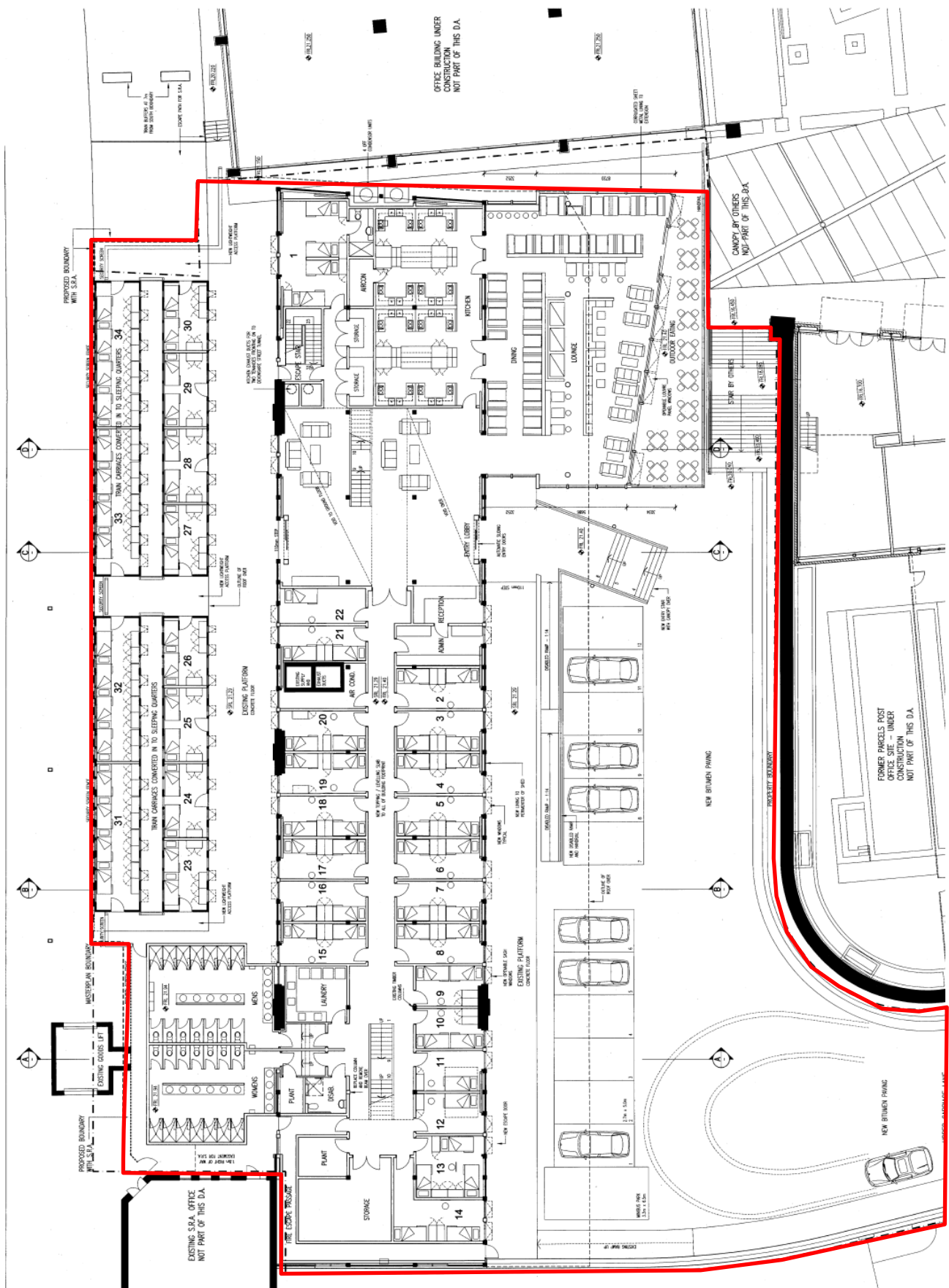


Figure 120 – Proposed Ground Floor, 20 January 1999, with the approximate boundary of the subject site outlined in red.

Source: City of Sydney Archives, DA1999/00684



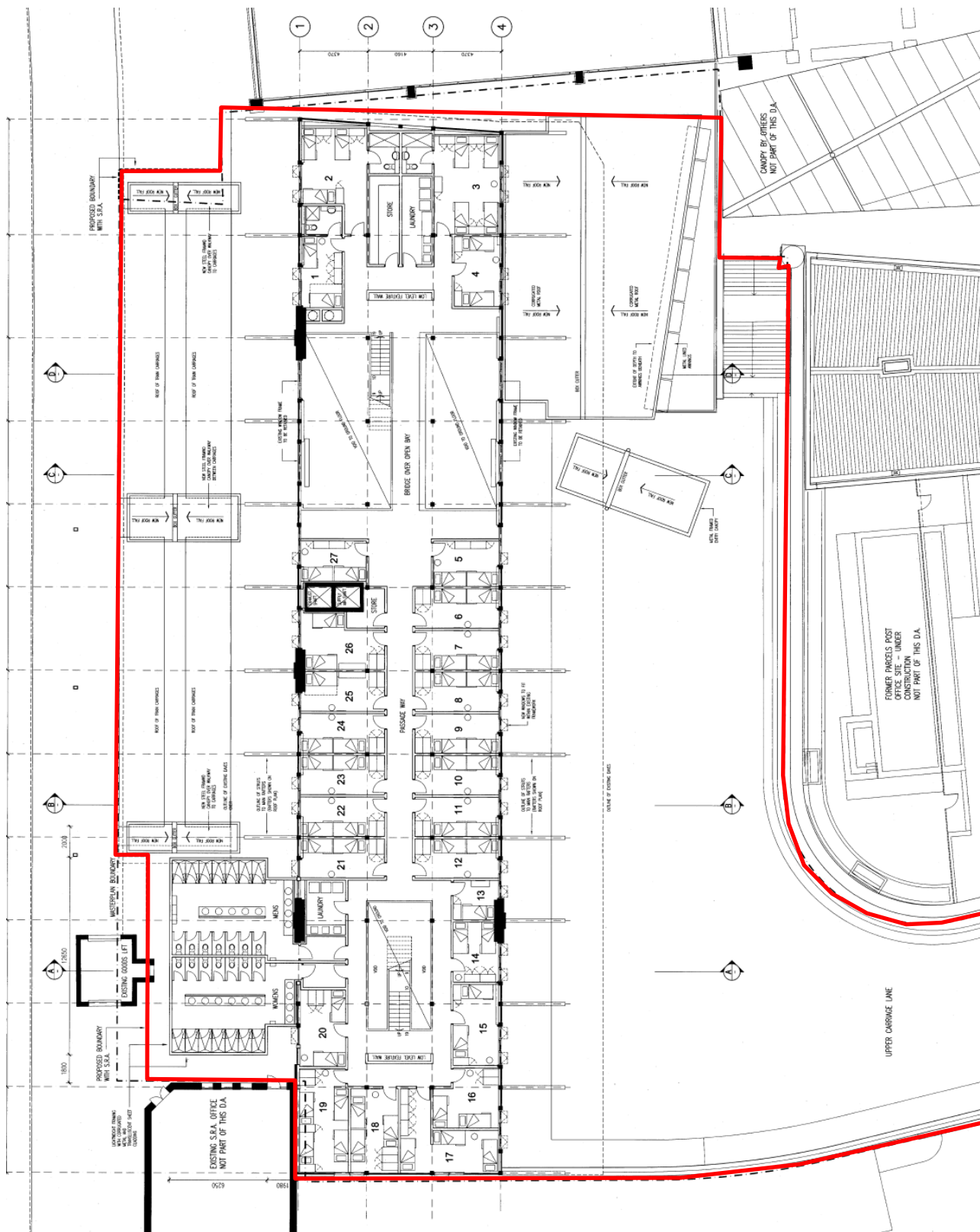


Figure 121 – Proposed First Plan, 20 January 1999, with the approximate boundaries of the subject site outlined in red.

Source: City of Sydney Archives, DA1999/00684



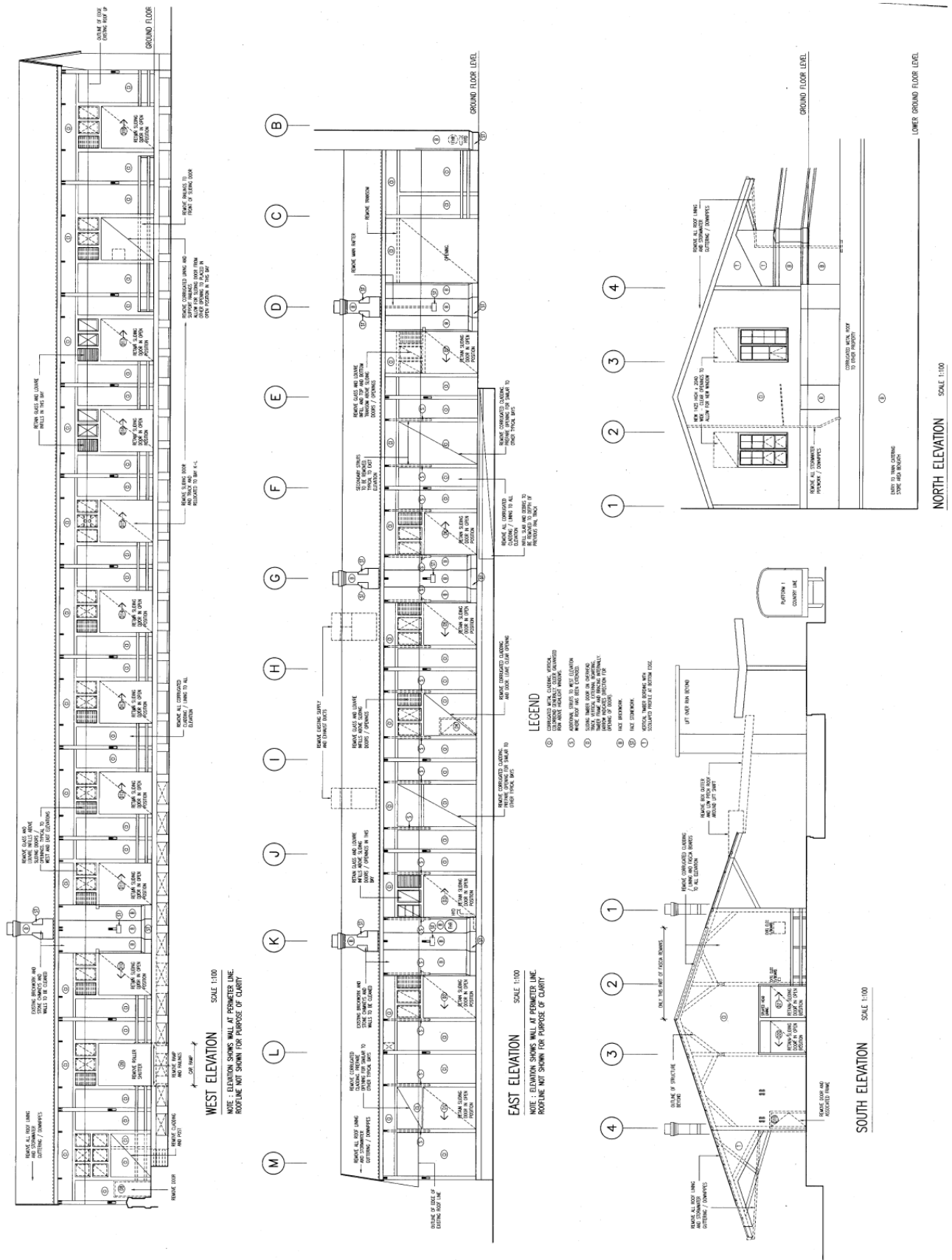


Figure 122 – Proposed Elevations, 20 January 1990.  
Source: City of Sydney Archives, DA1999/00684





Figure 123 – Perspectives of the proposed 'Central Hotel', prepared by Synman Justin Bialek, 1999.  
Source: City of Sydney Archives, DA1999/00684 Part 1.

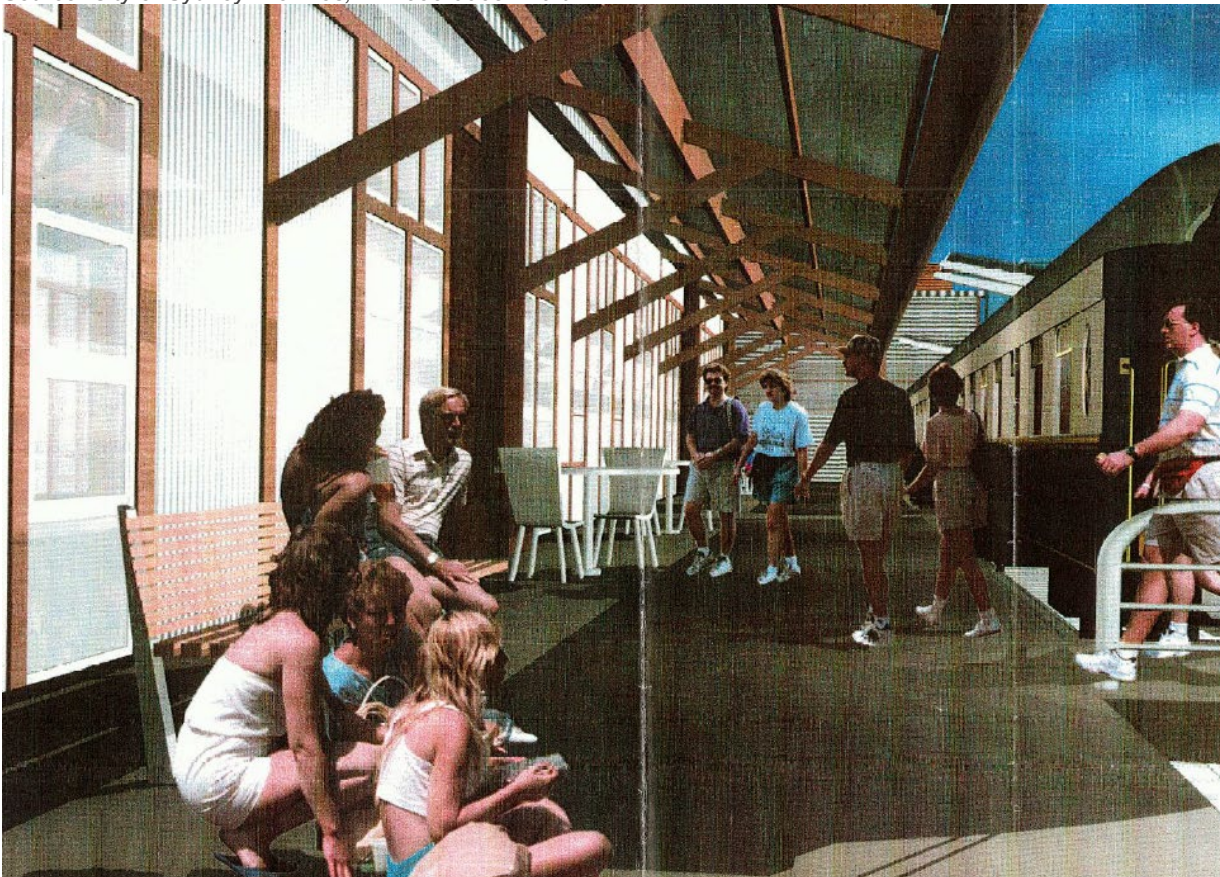


Figure 124 – Perspectives of the proposed 'Central Hotel', prepared by Synman Justin Bialek, 1999.  
Source: City of Sydney Archives, DA1999/00684 Part 1.





Figure 125 – Reproduction train carriages under construction at Inwards Parcels Shed, 2003.  
 Source: City of Sydney Archives, DA1999/00684 Part 1.

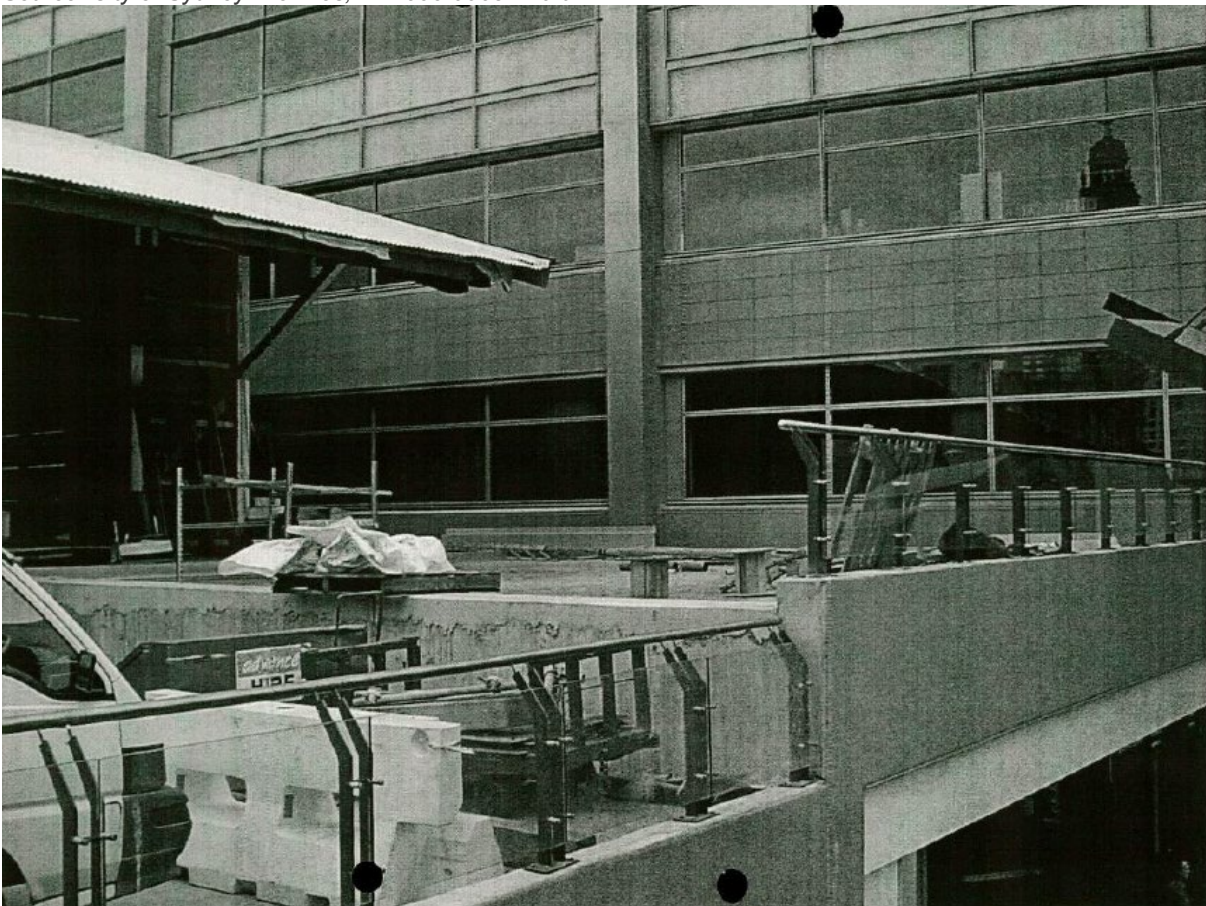


Figure 126 – Communal areas of hotel under construction above Devonshire Tunnel, 2003.  
 Source: City of Sydney Archives, DA1999/00684 Part 1.



## 3.2. HISTORICAL TIMELINE

Table 9 - Historical Timeline

Date	Description
1820	Benevolent Asylum and grounds established on the subject site and surrounds.
7 June 1900	Devonshire Street proposal for Third Sydney Station adopted (Central Railway Station).
1901	Land of Benevolent Asylum resumed for the construction of Central Railway Station. All structures on site are demolished.
1902	Construction begins on Central Railway Station, including Inwards Parcels Shed.
1904	Construction of Inwards Parcels Parcels Shed completed.
April 1906	Tenders advertised for 'Left Luggage and Inwards Parcels Offices and Fittings, Central Railway Station'.
August 1906	Central Railway Station completed and opened, including Inwards Parcels Shed located adjacent and beneath Platform 1 at its western side.
1913	Parcels Post Office opened to south of site. External parcel chutes lead to the passageway under the Inwards Parcels Shed (removed late 20th century). Works undertaken to interior of Inward Parcels Shed (scope of works unknown).
1920	Rail authorities undertake "certain structural alterations made to the parcels office to expediate delivery of parcels". The scope of works is unknown.
January 1931	Inwards Parcels Shed changed to function for outwards parcels.
21 November 1988	Last parcels train departs Central Station. Last possible time for Inwards Parcels Shed and Smalls Parcels Bagging Room to be used for original purposes.
1995	Inwards Parcels Shed used as an auction clearing house.
1999	Inwards Parcels shed used to house site offices, staff rooms and storerooms for adjacent building development.  Development Application (DA 1999/00684) for adaptive reuse of the Inwards Parcels Shed as backpacker accommodation lodged.  Smalls Parcels Bagging Room used for train catering purposes.
2000	DA approved on 23 February 2000. Inwards Parcels Shed converted into YHA backpacker's accommodation including removal of all later fabric and construction of exterior dining and lounge area, mezzanine levels, accommodation rooms, reception, kitchen.
2003-2004	Construction of backpacker accommodation undertaken.
Early 2004	Sydney Railway Square YHA opens.

2015	Plunge pool removed and replaced with enlarged deck area.
2018	Atlassian (Vertical First Pty Ltd) secures option to redevelop the Former Inwards Parcels Shed site.

### 3.3. HISTORICAL THEMES

Historical themes can be used to understand the context of a place, such as what influences have shaped that place over time. The Heritage Council of NSW established 35 historical themes relevant to the State of New South Wales. These themes correlate with National and Local historical themes.

Historical themes at each level that are relevant to the place are provided in Table 10.

Table 10 - Historical Themes

Australian Theme	NSW Theme	Local Theme	Discussion
3 Developing local, regional and national economies	Transport	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	The Former Inwards Parcels Shed is historically associated with the development and expansion of the Sydney and country NSW rail network. Since its opening in 1904 until as late as 1988, the Former Inwards Parcels Shed played an integral part in the rail freight distribution system at Central Railway Station. The system devised by Henry Dean was innovative for its different levels within the complex to distribute parcels, of which the Former Inwards Parcels Shed formed an integral part for the distribution of freight. The place is also associated with the former Parcels Post Office, the yard, ramp, subterranean tunnel network and platform configuration that illustrates the former management of freight within Central Railway Station.
3 Developing local, regional and national economies	Health	Activities associated with preparing and providing medical assistance and/or promoting or maintaining the well being of humans	The site of the Former Inwards Parcels Shed lies within the former site of the Benevolent Asylum which existed on the site from 1821-1901. The Benevolent Asylum was originally constructed for the purpose to 'relieve the poor, the distressed, the aged and the infirm'. The Asylum was built at the government's expense with the intention to house 50 to 60 infirm aged, blind, lame, poor persons and to encourage residents to develop industrious habits to support themselves. From the mid 1800's the Benevolent Asylum shifted its focus to poor and needy women and abandoned children which continued until the resumption of the site for the construction of Central Railway Station in 1901.

Australian Theme	NSW Theme	Local Theme	Discussion
8 Developing Australia's cultural life	Domestic life	Activities associated with creating, maintaining, living in and working around houses and institution	As noted above, between the years of 1821-1901, the Former Inwards Parcels shed was located on the site of the Benevolent Asylum. The Asylum became the home of thousands of people during this time. Initially, the Asylum accommodated the aged, blind, lame and poor when first opened during the 1820s only housing 50 to 60 persons. During the 1830s, the Asylum had exceeded its initial capacity, housing some 144 residents, prompting the addition of a north wing and south wing to accommodate up to 200 persons. The Asylum was again overcrowded by 1849, housing almost 500 residents. Male residents were transferred in 1851 to Liverpool Hospital and the focus of the Benevolent Asylum was changed to women and children. During the 1870s the Asylum was refurbished, and continued to operate in the same capacity until its resumption in 1901.
7 Governing	Welfare	Activities and process associated with the provision of social services by the state or philanthropic organisations	The site of the Former Inwards Parcels Shed is associated with the Benevolent Society, the first private charitable organisation dedicated to the needs of the poorest groups of Australian Society founded in 1813 by Edward Smith Hall, Rev William Cowper and five others. The Benevolent Asylum, opened in 1921, was the first building constructed for use by the Benevolent Society which continued until its resumption in 1901.



## 4. HISTORICAL ARCHAEOLOGICAL OVERVIEW

The following section has been directly sourced from the Historical Archaeological Assessment (HAA) prepared by AMBS (2020).

### 4.1. HISTORICAL ARCHAEOLOGICAL SUMMARY

The relevant archaeological investigations in the vicinity of the subject site which were compared by AMBS (Figure 127) and include:

- Central Railway Station, Haymarket, assessed by Artefact Heritage in 2018, and excavated in 2019 (report pending).
- Lee Street Substation, Haymarket investigated by AMAC from 2016 to 2018
- Western Forecourt, Central Station, excavated by Casey & Lowe in 2009

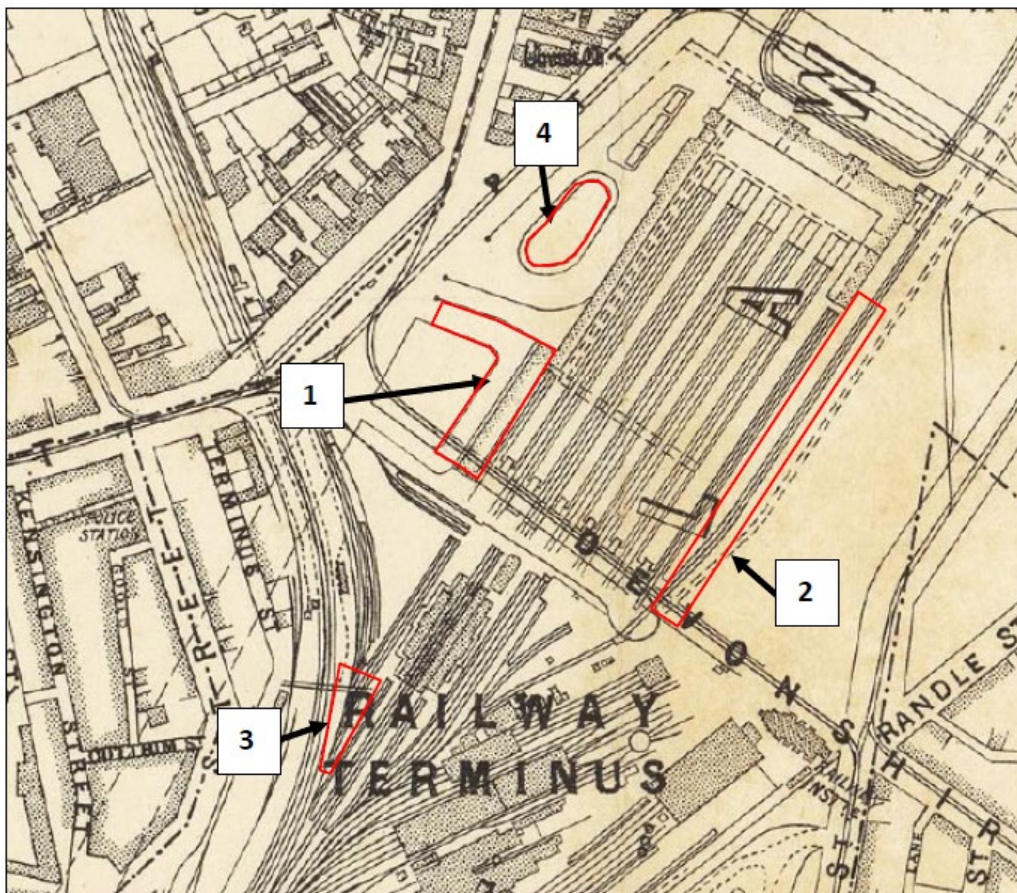


Figure 127 – Detail of Map of the City of Sydney New South Wales (12 Jan 1903), showing the subject site and archaeological excavation sites in the vicinity. They are as follows: 1) The Subject Site, 2) Central station Monitoring, 3) Lee Street Substation and 4) Western Forecourt Central Station

Source: AMBS 2020

In order to understand the potential archaeological resource associated with the Benevolent Asylum, the following archaeological sites were chosen by AMBS (2020) for comparison:

- Liverpool College of TAFE, 1 College Street, Liverpool, investigated by Godden Mackay Logan in 2008-2009
- Former Lidcombe Hospital Site, Joseph Street, Lidcombe, Heritage Precinct, excavated by Godden Mackay Logan in 2006-2007
- Randwick Destitute Children's Asylum Cemetery, excavated multiple times from 1993-1995

- Hyde Park Barracks, Macquarie Street, Sydney, excavated various times in the 1980s

The convict-built brick box drain uncovered at the Liverpool Hospital site, from the early nineteenth century hospital phase, was present with good integrity and was a significant feature as it allowed for a better understanding of the location of the first hospital. This type of convict-built drain may be similar to the early drainage system within the Benevolent Asylum site, that would not necessarily be indicated on historic plans.

The archaeological investigation of the Lidcombe Hospital site identified features including early road surfaces and a brick dish drain. The identification of specific archaeological features associated with the preparation of the land and early services/drainage features may be directly associated with the subject site where there may be evidence of site formation processes and early drainage systems. The former Lidcombe site has been substantially more disturbed than the subject site, particularly from changes for the 2000 Sydney Olympics, and thus demonstrates the potential archaeological features that may be present within the subject site.

Some asylums are known to have had an associated dedicated burial ground; the archaeological investigation of the Randwick Destitute Children's Cemetery. According to the historic research, the Benevolent Asylum did not have a dedicated burial ground, and as the Devonshire Street Cemetery was located in close proximity and was contemporary it would have served the Asylum. Should isolated or unrecorded burials be uncovered within the subject site, the results of the Randwick Destitute Children's cemetery would provide an insight into the burial practices that may have been employed.

The vast collection of artefacts recovered from underfloor deposits from Hyde Park Barracks provide for an understanding of the daily life of the inmates and the historic development of the asylum that is not available from other sources. The artefact assemblage also allows for an understanding of the change in use and gender of the site, from originally housing men, and from the mid-nineteenth century to house women (including those from the Benevolent Asylum). A comparison of the assemblage from this site with the potential artefacts of the Benevolent Asylum will allow for an enhanced understanding of the daily life of the inmates.

## 4.2. ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL

The archaeological resources of any site are finite but have the potential to provide insights into everyday life that are not available from any other resource. Archaeological resources may provide evidence that will enhance the historical record and, as such, make a contribution to an understanding of the history and settlement of a local region. In view of the substantial costs involved in archaeological excavation of a site, a clear justification for any archaeological excavation needs to include the following considerations:

- What is the likely integrity of the archaeological resource? Is it likely that largely intact physical evidence would be exposed during excavations such as structural features, artefacts from underfloor deposits, rubbish- or cess-pits, wells or other features with an ability to contribute meaningfully to an understanding of the development of the site as part of the wider development of Sydney?
- What is the research potential of the archaeological resource? Is it likely that the results of the excavation make a significant or important contribution to an understanding of wider research issues regarding the early settlement and development of Sydney?

The CBD of Sydney has outstanding heritage significance for the evidence of the development of colonial Sydney since European settlement. The historic context of the Site indicates a long period of occupation, dating from the early nineteenth century. Based on the realised archaeological potential from surrounding sites, the archaeological resources within the subject site are likely to be present with good integrity. The archaeological resource of benevolent institutions has been demonstrated by the HAA (AMBS 2020); it is likely that the archaeological resource of the subject site will be similar to that uncovered at these sites.

The level of disturbance associated with the construction of the former Inwards Parcels Shed is unknown; however, the basement level beneath the YHA is a concrete slab. Therefore, the foundation stones associated with the southern wing of the Benevolent Asylum may be extant beneath the concrete slab in this part of the subject site. Historic research indicates that the stone associated with the construction of the building was sold and likely reused; as such, it is unlikely that additional courses of stones will be present.

Asylums are known to have had an associated dedicated burial ground, such as the Randwick Destitute Children's Asylum Cemetery. Inmates of the Benevolent Asylum would have been buried in the neighbouring Devonshire Street Cemetery; however, although unlikely, it is possible that there may be isolated and unrecorded burial(s) within the grounds of the Benevolent Asylum, and the subject site.

The archaeological resource within the subject site is considered to be of good integrity.

### 4.3. HISTORICAL ARCHAEOLOGICAL SIGNIFICANCE

The physical evidence of past activities is a valuable resource that is embodied in the fabric, setting, history and broader environment of item, place or archaeological site. The evaluation of the YHA precinct (AMBS 2020) has identified the potential for relatively intact archaeological resources. The value of this resource to the community can be evaluated by assessing its cultural heritage values. 'Cultural heritage significance' and 'heritage value' are terms used to express the tangible and intangible values of an item, place or archaeological site, and the response that it evokes in the community.

Archaeological resources can provide information regarding the daily and working life of a local area or a specific site that may not be available from other sources. An item will be considered to be of state or local heritage significance if, in the opinion of the Heritage Council, it meets one or more of the following criteria.

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

As such, the archaeological resource would meet the criteria for State significance.

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

The archaeological resource has the potential to shed light on the intricacies of the daily life of the inmates of the Benevolent Asylum (c.1819- 1901); as such, this resource would meet the criteria for State significance.

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

It is unlikely that the stone remains of the Benevolent Asylum will be uncovered in the subject site; as such, the threshold for inclusion against this criterion has not been met.

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

The threshold for significance against this criterion has not been met at this time.

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

The potential archaeological evidence of the subject site, if present with good integrity would have high research potential and as such, would likely meet the threshold to satisfy the criterion for State significance.

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

The archaeological resources in the Benevolent Asylum site, if present with good integrity, would meet the threshold for state significance.

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

The subject site satisfies the criterion at a State level.

#### 4.3.1. Statement of Archaeological Significance

The potential archaeological resource of the YHA precinct at Central Station has the potential to provide information to contribute to research themes associated with the development of colonial Sydney. In addition, the archaeological resource has the potential to enhance an understanding of the early site formation processes and landscape modifications, as well as the historic development of the local area from the early nineteenth century.

Physical evidence of the Benevolent Asylum (c.1819- 1901), as well as artefact assemblages from occupation deposits (contained within cesspits or rubbish pits) may have the potential to provide an insight into the minutiae of daily life of inmates. Evidence from the archaeological resource such as personal artefacts, have the potential to be compared with assemblages from benevolent asylums in the local vicinity and beyond, particularly the Liverpool Hospital and Hyde Park Barracks, whose historic developments are



inextricably linked with the Benevolent Asylum. This comparison would contribute to addressing research questions relating to the treatment of the infirm and destitute through the operations of benevolent institutions as well as the material culture, social interactions and living conditions of such sites.

The potential archaeological resource within the YHA precinct, if present with good integrity, is likely to have a high level of research potential and would meet the threshold for state significance (Figure 128).

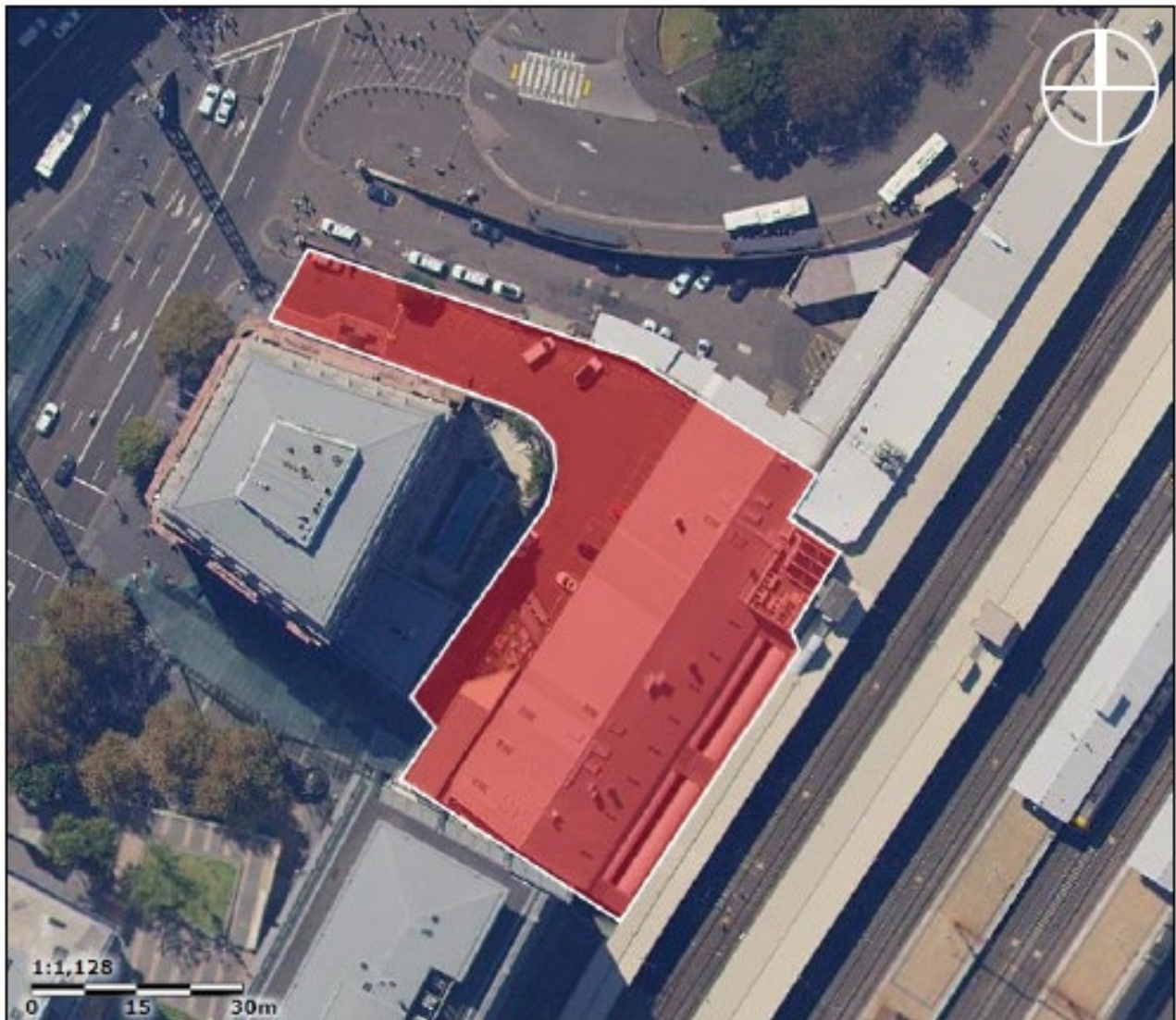


Figure 128 – Area within the subject area identified as having high archaeological potential of state significance

Source: AMBS 2020

## 4.4. HISTORICAL ARCHAEOLOGICAL RESEARCH POTENTIAL

The historical and physical analysis undertaken in the AMBS (2020) HAA indicates that it is likely that the topography of the lower level of the subject site largely reflects the nineteenth century landscape. Whilst the disturbance to the subject site following the construction of the former Inwards Parcels Shed is unknown, it is likely that the archaeological remains of the Benevolent Asylum will be present with good integrity within the subject site.

Comparative sites, discussed in detail in the AMBS HAA (2020), demonstrate multiple occupation and development periods. The history of some of these sites are entwined with that of the Benevolent Asylum; male inmates from the Benevolent Asylum were sent to the Liverpool Hospital in 1851 and in 1862, female inmates were transferred to the Hyde Park Barracks. Interesting comparisons could be drawn between these

sites, particularly in the artefactual records, that would further the understanding of operations of the Benevolent Asylum and the minutiae of the daily life of its inmates.

The archaeological resource has the potential to include structural remains of the former Benevolent Asylum and outbuildings indicated on historic plans and associated occupation deposits. There is also potential for unmarked features such as cess pits, rubbish pits and post holes to be uncovered with associated artefacts demonstrative of the daily lives and activities of those living and working on the site. That not all features are identified on plan, and the unpredictable nature of archaeology are such the subject site, in its entirety has the potential to make an important contribution to research themes associated with early colonial history, and the operations of benevolent institutions. As such, the subject site in its entirety has high research potential.

## 5. ABORIGINAL CULTURAL HERITAGE OVERVIEW

The following section has been adapted from the draft Aboriginal Cultural Heritage Assessment prepared by Urbis (2020) and Designing with Country Framework document prepared by Cox Inall Ridgeway (2020).

### 5.1. ABORIGINAL ARCHAEOLOGICAL CONTEXT

#### 5.1.1. Introduction

This section outlines the following:

- Basic and extensive search of the Aboriginal Heritage Information Management System (AHIMS) to confirm the presence or absence of recorded Aboriginal objects and/or places.
- Analysis of the archaeological context in line with the *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW 2010) including the review of previously conducted Aboriginal archaeological assessments within and in the wider vicinity of the subject site.
- Analysis of the landscape features of the subject site in line *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW 2010) to identify potential for sub-surface Aboriginal archaeological deposits.
- Analysis of the soil landscapes of the subject site to understand the impacts of historical land use and potential for any sub-surface Aboriginal archaeological resources that may be still present.
- How the geology, hydrology, flora and fauna and Aboriginal occupation relates to the Aboriginal Country to which it belongs.

#### 5.1.2. Aboriginal Heritage Information Management System (AHIMS) Search

The AHIMS database comprises previously registered Aboriginal archaeological objects and cultural heritage places in NSW and it is managed by the *Department of Planning, Industry and Environment* (DPIE) under Section 90Q of the *National Parks and Wildlife Act 1974* (NPW Act).

The Extensive search of the AHIMS was carried out on the 17<sup>th</sup> February 2020 (Client Service ID: 484505) for an area of approximately 4km by 4km.

Altogether 78 Aboriginal objects and no Aboriginal places were identified within the Extensive AHIMS search area. The search found no registered Aboriginal objects within or adjacent to the subject site.

Aboriginal objects are the official terminology in AHIMS for Aboriginal archaeological sites. From this point in the assessment forward the terms of 'Aboriginal sites', 'AHIMS sites' or 'sites' will be used to describe the nature and spatial distribution of archaeological resources in relation to the subject site.

Of the 78 sites identified, five were subsequently noted to be 'not a site' on their site cards and have been excluded from the analysis.

The search results are discussed in Table 11 and included as Figure 129.

Table 11 – AHIMS search results (Client Service ID: 484505)

Site Type	Context	Number	Percentage
Potential Archaeological Deposits (PAD)	Open	23	31.5%
Midden	Open	11	15.1%
Artefact Scatter	Open	7	9.6%
Isolated Find	Open	4	5.5%
Rock Engraving	Open	4	5.5%



Site Type	Context	Number	Percentage
Artefact Scatter with PAD	Open	3	4.1%
Shelter with Midden	Closed	3	4.1%
hearth	Open	2	2.7%
Modified Tree	Open	2	2.7%
Aboriginal Gathering (Tent Embassy)	Open	1	1.4%
Artefact Scatter	Open	1	1.4%
Artefact Scatter with Non-Human bone	Open	1	1.4%
Burial and Historic place	Open	1	1.4%
Grinding Groove	Open	1	1.4%
Midden with Artefact	Open	1	1.4%
Midden with Artefact and ceramic	Open	1	1.4%
Midden with Artefact and PAD	Open	1	1.4%
Midden with Contact site	Open	1	1.4%
Shelter with Art	Closed	1	1.4%
Shelter with Art and Artefact	Closed	1	1.4%
Shelter with midden and art	Closed	1	1.4%
Shelter with PAD	Closed	1	1.4%
Water Hole	Open	1	1.4%
<b>Total</b>	<b>N/A</b>	<b>73</b>	<b>100</b>

The closest registered sites to the subject site are listed below:

- AHIMS ID#45-6-3654 is an artefact scatter identified during the Central Station Metro works. The artefacts associated with this scatter were identified in intact Botany sands in the Tuggerah Soil Landscape, below platforms 13-15 approximately 140m east of the subject area. The site card provides scarce information as the excavations were still ongoing at time of submission. However due to the works undertaken on site for the metro project, which have involved bulk excavation of the sands to cultural sterility, this site has likely been destroyed.
- AHIMS ID#45-6-2987 is an isolated find that was recovered from spoil removed from a post hole during an historical archaeological excavation at a construction site approximately 230m north west of the subject area. The artefact is a medial fragment of a large flake with retouch on all four edges. The site card identified that the artefact was believed to be redeposited in the 19<sup>th</sup> century or later during construction works, and that they intended to obtain an AHIP. The site was destroyed under AHIP 3506.

The types of sites identified reflect the landscape and environment of the search area. Generally open sites dominated the search results. Open sites comprised 90% (n=66) of site types identified, with closed sites comprising 10% (n=7).

Spatially, Aboriginal sites registered within the search area tend to be located around the coastline or in areas of high development. This is further reflected in the types of sites present. Sites including PADs comprised 38% (n=28) of search results. PADs occur where there are intact natural soil profiles with the potential to retain archaeological materials. PADs are often registered in highly developed urban regions where any natural soil is encountered, owing to the high disturbance which occurred prior to the development of legislation protecting Aboriginal sites. The high percentage of registered PADs within the search area attests to the influence of disturbance and the potential that intact natural soils present in areas of high disturbance.

Sites with artefacts comprised 27% (n=20) of the search results. It is important to acknowledge that a number of these sites are high in density sites (including AHIMS ID#45-6-3245 and AHIMS ID#45-6-3246). Artefacts generally attest to use, habitation and occupation of areas by Aboriginal people prior or post settlement.

Middens in both open and closed contexts, with or without associated materials, comprised 26% (n=19) of identified site types. Due to the nature of these sites, being comprised primarily of shell material or edible marine/estuarine species, they occur along coastlines or drainage lines.

The Hawkesbury sandstone which dominates The Rocks and Sydney coastal areas also impacts the type of sites present, with shelter and art/engraving sites depending on outcrops of sandstone. Sites reliant on sandstone comprised 16% (n=12) of site types identified within the search.





GDA 1994 MGA Zone 56

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Project No: P0020770  
Project Manager: Balazs Hansel

## Registered AHIMS Sites

Former Inwards Parcels Office  
Prepared on Behalf of Atlassian Pty Ltd

- |   |  |  |  |  |
|---|--|--|--|--|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Subject Area | <span style="color: red;">●</span> Aboriginal Gathering (Tent Embassy) | <span style="color: yellow;">●</span> Isolated Find              | <span style="color: purple;">●</span> Not a site     | <span style="color: blue;">●</span> Shelter with Art   |
| <span style="color: yellow;">—</span> Contours  | <span style="color: orange;">●</span> Artefact Scatter                 | <span style="color: yellow;">●</span> Midden                     | <span style="color: yellow;">●</span> PAD            | <span style="color: yellow;">●</span> Shelter with PAD |
| <span style="color: blue;">—</span> Hydrology   | <span style="color: green;">●</span> Artefact Scatter with PAD         | <span style="color: blue;">●</span> Midden with Artefact and PAD | <span style="color: orange;">●</span> Rock Engraving | <span style="color: green;">●</span> Shell Midden      |
| <span style="color: blue;">- - -</span> Ephemeral   | <span style="color: teal;">●</span> Burial and Historic place          | <span style="color: yellow;">●</span> NOT A SITE                 |  |  |

Figure 129 – Registered AHIMS sites in the vicinity of the Subject Site



### 5.1.3. Regional Archaeological Context

Previous archaeological assessments across the Cumberland Plain and the Sydney Central Business District (CBD) provide important data on Aboriginal archaeological site distribution and typology. An understanding of the archaeological landscape within the subject site can be developed from this analysis.

Aboriginal occupation in the Sydney region encompasses at least 20,000 years with dates of 13,000 before present (BP) at Shaws Creek in the Blue Mountain foothills; 11,000 BP for Mangrove Creek and Loggers Shelter and c. 20,000 BP at Burrill Lake on the NSW South Coast (Attenbrow 2002). The majority of sites in the Sydney region have been dated to within the last 3,000 to 5,000 years, with many researchers proposing that occupation intensity increased during this period. This apparent intensity of occupation may have been influenced by rising sea levels. By about 6,500 BP, seas had risen to their present levels. Radiocarbon dating of charcoal samples from sand sheet contexts in proximity to the Cooks River have indicated occupation to the late Pleistocene (McDonald 2005). Older occupation sites along the now submerged coastline would have been flooded, with subsequent occupation concentrating and utilising resources along the current coastlines and changing ecological systems in the hinterland and the Cumberland Plain (Attenbrow 2002).

These sites provide evidence that Aboriginal people were occupying this portion of Sydney prior to the arrival of the First Fleet in 1788. They also demonstrate this evidence continues to exist in some urban sites which contain remnant portions of the original soil profile. Based on these results, it is possible that similar evidence of Aboriginal occupation will also be present within original and/or intact topsoils throughout Sydney's CBD.

### 5.1.4. Local Archaeological Context

The subject site has been assessed by one previous Aboriginal archaeological assessment. This is discussed below. The immediate and wider surroundings of the subject site have experienced various investigations. Brief summary and analysis of these reports are provided in Table 12 below.

#### **Artefact Heritage, 2018. Former Inwards Parcel Shed, Central Station. Aboriginal Heritage Due Diligence and Non-Aboriginal (Historic) Archaeological Assessment**

In 2018, Artefact Heritage was engaged by Atlassian to prepare an archaeological assessment and Aboriginal heritage due diligence assessment for the current subject site (the Former Inwards Parcels Office). This assessment determined that the subject site had been subject to significant ground disturbance post-European settlement.

The Artefact assessment (2018) maintained that while the subject site was originally located within the 'sand hills' on the outskirts of the early colony, the expansion of the colony and establishment of the Benevolent Asylum had resulted in widespread landscape modification across the area. The third Central Station involved deep ground excavation for the construction of the Inwards Parcels Office basement and tunnels. Artefact argued that this ground disturbance would likely have removed any intact original soil surfaces within the subject site. Artefact (2018) argued that this was supported by excavations conducted in 2009 by Casey & Lowe approximately 25 metres to the north of the subject site which identified that European demolition layers overlaid sterile deposits of natural Botany sands.

Artefact surmised that due to the high level of disturbance, apparent depth of impacts associated with the Inwards Parcels Office and the third Central Station and the location of the subject site on the western edge of the Botany sand sheet, it is unlikely that earlier sand deposits would be located beneath current structures within the subject site. Artefact concluded that the subject site contained nil archaeological potential for Aboriginal cultural materials and recommended an unexpected finds policy be implemented.

Table 12 – Summary of previous Aboriginal archaeological assessments in the Sydney Central Business District

Report	Summary	Analysis	Key learnings
1985, R. J. Lampert. Marty Bond Store.	Archaeological excavation report for midden site, AHIMS ID#45-6-0519. This midden was located below the Marty Bond Store, beneath part of the rubble floor. Flaked stone was identified in a lens of dark brown, compact sand. Ceramic pieces were also identified within the midden on level 6, suggesting that Aboriginal use of the midden continued into the historic period. This excavation resulted in the identification of 392 stone artefacts within the midden.	<ul style="list-style-type: none"> <li>Early example of archaeological investigation revealing an extensive Aboriginal archaeological resource within the context of a moderate-highly disturbed urban area.</li> </ul>	<ul style="list-style-type: none"> <li>It is considered unlikely that middens will occur within the subject site on the basis of the landscape features present.</li> </ul>
1990, V. Attenbrow. Port Jackson Stage 1.	<p>Attenbrow provided a method for the distinguishing between midden and middens with stone artefacts – where shell is the dominant material, sites were recorded as middens. Where stone artefacts outnumbered visible shell, the site was recorded as having archaeological deposit.</p> <p>In general, Attenbrow established an in-depth system for the recording of Aboriginal sites, in particular middens and artefact scatters, and processes for distinguishing the number of sites. This assessment established an early standard for the detailed archaeological recording of Aboriginal sites in the Sydney basin context.</p> <p>Attenbrow's assessment resulted in the correct recording of 369 sites with midden or deposit within the Port Jackson Catchment. 126 of these are open middens, 203 are middens in rock shelters, 6 are open middens with small shelters, 27 are deposits in shelters and 7 are open deposits.</p>	<ul style="list-style-type: none"> <li>Provided a clear and detailed analysis of the Port Jackson Catchment Area and Aboriginal archaeological sites within.</li> <li>Established criteria for the recording of Aboriginal sites, differentiating between archaeological sites and natural deposits and delineating sites from one another (i.e.: midden materials separated by a naturally occurring drainage line are identified as two separate middens).</li> </ul>	<ul style="list-style-type: none"> <li>It is considered unlikely that middens will occur within the subject site on the basis of the landscape features present.</li> </ul>
Attenbrow, 1990. The Port Jackson Archaeological Project: Preliminary Report on Stage 2.	Stage 2 of the Port Jackson Archaeological Project involved the excavation of a selection of sites across the study area. Test excavation was undertaken at two rock shelters with middens – AHIMS ID# 45-6-0560 and AHIMS ID# 45-6-1045. Materials excavated from the deposit at AHIMS ID# 45-6-0560 included shell, stone artefacts, animal bones and human skeletal material. Materials excavated from AHIMS ID# 45-6-1045 included primarily	<ul style="list-style-type: none"> <li>Example of test excavation within rock shelters and middens within the Sydney Basin.</li> <li>Potential example of contact site as a result of European material found within an Aboriginal archaeological context.</li> </ul>	<ul style="list-style-type: none"> <li>Based on the Port Jackson Archaeological Project it can be extrapolated that there is potential for contact archaeological sites to occur within the Sydney CBD and by extraction the current subject site.</li> </ul>

Report	Summary	Analysis	Key learnings
	shell with one stone artefact and modern refuse including rusted metals.		
Godden Mackay Heritage Consultants, 1997. Angel Place Final Excavation Report.	Salvage excavation report for the excavation of AHIMS ID#45-5-2581, an open camp site identified adjacent to the central Sydney Tank Stream. This was undertaken through a consent to destroy permit. The salvage excavation identified fifty-four flaked stone artefacts within the area. GML identified that the site was the first to be located in the Tank Stream easement, however they concluded that this was due to the high amount of disturbance post-settlement in this area of Sydney and, further, that the distribution of artefacts recovered suggests a contiguous distribution of lithics on the banks of the tank stream, from continuous or repetitive periods of occupation.	<ul style="list-style-type: none"> <li>Disturbed urban environment located in close proximity to major water source.</li> <li>Results suggesting that disturbance may not necessarily entirely remove the potential for Aboriginal objects to be recovered from what would have been originally a high potential landform but may impact density.</li> </ul>	<ul style="list-style-type: none"> <li>Despite the level of historical disturbance within the current subject site previous studies such as GMHC 1997 show that archaeological potential still remains within developed urban areas.</li> </ul>
Dominic Steele Consulting Archaeology, 2002. Salvage Excavation Potential Aboriginal Site, 589-593 George Street, Sydney.	<p>Salvage excavation report for a potential midden site, AHIMS ID# 45-6-2637. This site was identified during historic archaeological excavations for a range of 19th century terraces that documented the early European occupation of 'Brickfield Hill'.</p> <p>The potential site was described as a thin band of shell that was present below European deposits. No associated Aboriginal archaeological features were found with the shell and it was determined that the shells related to the European use of the site, with the shells representing mortar practices.</p>	<ul style="list-style-type: none"> <li>Provides methodology for determining origin of midden sites.</li> <li>Concluded lack of Aboriginal objects suggests non-Aboriginal origin for shell deposit.</li> </ul>	<ul style="list-style-type: none"> <li>It is considered unlikely that middens will occur within the subject site on the basis of the landscape features present.</li> </ul>
Dominic Steele Consulting Archaeology, 2002. Aboriginal Archaeological Assessment Report, the KENS Site	<p>Aboriginal archaeological assessment report evaluating the likelihood for Aboriginal archaeological deposits to be present within Kent, Erskine, Napoleon and Sussex Streets (KENS site), where heavy development had taken place post-settlement.</p> <p>The development included 19<sup>th</sup> century terraces, hotels, garages, and a multi-storey carpark, as well as vacant lots and a section of the Western Distributor. The assessment concluded that the area would likely have been utilised by Aboriginal people prior to European occupation, however, European occupation may limit the potential for intact Aboriginal materials to be located on the surface.</p>	<ul style="list-style-type: none"> <li>Similar highly developed urban environment to the current subject site.</li> <li>Suggests that while disturbance may impact the likelihood for Aboriginal archaeological materials to survive on the surface <i>in situ</i> deposits may remain below imported fill in areas where soil has not been completely removed.</li> </ul>	<ul style="list-style-type: none"> <li>Aboriginal archaeological deposits may still remain within the subject site despite level of historical disturbance.</li> </ul>



Report	Summary	Analysis	Key learnings
	DSCA suggested that below imported fill associated with this occupation and development, subsurface evidence of Aboriginal utilisation of the area may occur.		
Dominic Steele Consulting Archaeology, 2006. Aboriginal Archaeological Excavation Report, The KENS Site.	Archaeological Assessment for KENS sites discussed above, involving excavation. These excavations were primarily focused at identifying European archaeological materials. A subsurface stone artefact assemblage was recovered during excavation despite high levels of disturbance associated with post-settlement development including 19 <sup>th</sup> century terraces, hotels, garages, and a multi-storey carpark, as well as vacant lots and a section of the Western Distributor. The lithics were identified in an area to the north east below the basement floor level in an area of remnant natural soil. The stratigraphic record of the site identified that natural soil profiles were truncated and rapidly buried in the subject site in the early days of development.	<ul style="list-style-type: none"> <li>• Similar highly developed urban environment to the current subject site.</li> <li>• Supports the suggestion that disturbance does impact potential, but that remnant natural soil in highly disturbed environments retains archaeological potential.</li> </ul>	<ul style="list-style-type: none"> <li>• Aboriginal archaeological deposits may still remain within the subject site despite level of historical disturbance.</li> </ul>
Biosis, 2012. The Quay Project, Haymarket: Aboriginal Cultural Heritage Assessment Final Report	<p>Aboriginal Cultural Heritage Assessment resulting from the identification of intact natural soil during historical archaeological salvage excavations.</p> <p>Biosis concluded that significant and extensive modification of the landscape since the late 18<sup>th</sup> Century would likely have removed all traces of Aboriginal occupation through the removal of the soil profile. During historic excavations, remnant deposits of natural soil were encountered triggering the need for further Aboriginal archaeological assessment. No artefacts were identified within the remnant soils during test excavation.</p> <p>During historical salvage excavation of a European post hole, a single lithic artefact was identified. This was clearly in a disturbed context and did not change the conclusion that the archaeological potential of the site was considered to be low with the artefact determined to be of low significance.</p>	<ul style="list-style-type: none"> <li>• In close proximity to the current subject site.</li> <li>• Intact natural soil may remain even in urban, highly developed areas.</li> <li>• Aboriginal objects may occur in areas of high disturbance, however, this disturbance will likely impact on the associated significance.</li> <li>• The presence of natural soils does not necessarily indicate the presence of Aboriginal objects, however, it does identify a need for further investigation.</li> </ul>	<ul style="list-style-type: none"> <li>• Aboriginal archaeological deposits may still remain within the subject site despite level of historical disturbance.</li> </ul>

Report	Summary	Analysis	Key learnings
Biosis, 2012. 445-473 Wattle St, Ultimo: Proposed Student Accommodation Development, Aboriginal Cultural Heritage Assessment Report.	<p>Aboriginal Cultural Heritage Assessment in relation to the potential for Aboriginal objects or areas of sensitivity in Ultimo.</p> <p>Disturbance across the subject site included single-storey brick commercial buildings as well as concreting and asphaltting, all of which reduced ground surface visibility during the field survey.</p> <p>Biosis argued that, despite the development on the site, it was likely that deep portions of alluvial soils would be retained across the area beneath European fill and that these soils, at a depth of approximately 7m, would have moderate-high archaeological potential due to the other landscape features present (namely the proximity of Blackwattle Creek).</p>	<ul style="list-style-type: none"> <li>• In proximity to the subject site.</li> <li>• Similar urban environment to the subject site.</li> <li>• Suggests artefact bearing soils may still be present at great depth despite the presence of development and imported fill.</li> </ul>	<ul style="list-style-type: none"> <li>• Aboriginal archaeological deposits may still remain within the subject site despite level of historical disturbance.</li> </ul>
2014, GML. George Street.	<p>Report for Aboriginal test excavation undertaken on an area of identified PAD at 200 George Street. This assessment was triggered by the identification of natural soils during historical archaeological investigations. No Aboriginal objects or sites were identified during test excavation. This is attributed to the pre-colonisation landscape and environmental conditions being unsuitable for Aboriginal occupation in this area.</p>	<ul style="list-style-type: none"> <li>• Intact natural soil may remain even in urban, highly developed areas.</li> <li>• The presence of natural soils does not necessarily indicate the presence of Aboriginal objects, however, it does identify a need for further investigation.</li> <li>• Landscape and environmental factors play a decisive role in determinations of archaeological potential.</li> </ul>	<ul style="list-style-type: none"> <li>• Intact natural soil may remain within the subject site.</li> </ul>
2006, GML. <i>Randwick Racecourse Conservation Management Plan.</i>	<p>The Randwick Racecourse CMP analysed the significance of the Randwick Racecourse lands, and the constraints and opportunities going forward.</p> <p>Regarding Aboriginal archaeological potential, GML identified the landscape as restrictive for Aboriginal settlement, due to the swamps. They acknowledge it is likely that the area was utilised for resource gathering. The CMP identifies the majority of the racecourse as having low Aboriginal archaeological sensitivity, excluding the southeast sandhills which were assessed as having high Aboriginal archaeological sensitivity.</p>	<ul style="list-style-type: none"> <li>• The sandhills that once occurred across the eastern suburbs would have been utilised by Aboriginal communities for resource gathering.</li> <li>• Preliminary conclusions made by the Randwick Racecourse CMP stated that the remnant eastern sandhills within the racecourse subject area presented high archaeological potential.</li> </ul>	<ul style="list-style-type: none"> <li>• The Tuggerah Soil Landscape within the subject site presents moderate archaeological potential.</li> </ul>

Report	Summary	Analysis	Key learnings
	<p>The CMP acknowledged that the original landscape of the Randwick region was inaccessible, with few roads or tracks (GML, 2006 pg. 12). However, this is based off European utilisation of the land, where roads and tracks were necessary. Local Aboriginal groups were likely familiar with the terrain and not as reliant on the existence of tracks and paths to make their way through the region. Furthermore, the CMP argued that the swampland nature of the Randwick Racecourse area would have likely made it uninhabitable, while neglecting the fact that the abundant resources would have positioned the area as a favourable location for camps on the banks of the swamps.</p> <p>More recent archaeological research in the immediate vicinity of Randwick Racecourse has resulted in the identification of high-density artefact scatters (see GML, 2015).</p>		
2015, GML. <i>CBD and South East Light Rail. Aboriginal Cultural Heritage Assessment and Aboriginal Technical Report</i>	<p>Aboriginal cultural heritage and archaeological assessment for the CBD and South East Light Rail. The assessment determined the whole Moore Park precinct to contain a high level of Aboriginal archaeological potential for dispersed, low frequency sites, given the existence of sand dune systems.</p> <p>As a consequence of non-focused long-term low-density Aboriginal occupation of the entire dune system, moderate historic period impacts and limited archaeological investigations in the surrounding area, no specific Aboriginal archaeological patterning can be determined for the Randwick precinct. However, deeper intact soil profiles may have potential for Aboriginal archaeological evidence to be present, such as stone objects and/or hearths. Organic remains such as middens or burials may be present, if environmental conditions permit—for example, if pH is close to neutral, if there are very desiccated conditions or, conversely, if there are low fluvial but anaerobic and waterlogged conditions.</p> <p>As a result of the GML assessment the whole Randwick precinct is assumed to have some level of Aboriginal archaeological potential.</p>	<ul style="list-style-type: none"> <li>Where present, sites in the extensive sand dunes can be anticipated to be small in extent but high in level of integrity and condition.</li> <li>Sand dunes have archaeological potential owing to Aboriginal utilisation over the past 10,000 years with remnant evidence including hearths and stone artefact sites.</li> <li>Identified sites may be of high significance both culturally and scientifically, representing Aboriginal adaptation of European materials.</li> </ul>	<ul style="list-style-type: none"> <li>The Tuggerah Soil Landscape within the subject site presents moderate archaeological potential.</li> </ul>



Report	Summary	Analysis	Key learnings
<p>2016 – ongoing, GML. RSY 1 Archaeological Technical; Report. Unpublished and currently unavailable.</p> <p>and</p> <p>2017, GML. 4-18 <i>Doncaster Avenue, Kensington, Aboriginal Cultural Heritage Assessment Report</i></p>	<p>The following information has been sourced from the GML website, a phone conversation with Tim Owen (Principal Archaeologist, GML, 27 August 2019) and the <i>4-18 Doncaster Avenue, Kensington Aboriginal Cultural Heritage Assessment Report</i> (GML 2017).</p> <p>GML undertook an Aboriginal Cultural Heritage Assessment for 4-18 Doncaster Avenue, approximately 3.15 km southeast of the current subject area. This study resulted in the identification of one site, Doncaster Avenue PAD (AHIMS #45-6-3245). The Doncaster Avenue investigation was undertaken after the archaeological investigation of the stone artefact site RSY1 (AHIMS #45-6-3246) located partially within and to the southeast of the Doncaster Avenue subject area. Recommendation for salvage excavation under AHIP #C0003723 was made, which had provisions for the protection of artefacts associated with RSY1 and includes a dedicated no harm area around this site.</p> <p>GML is currently in the process of finalising the Archaeological Technical Report regarding the test/salvage excavation of site RSY 1 (AHIMS #45-6-3246).</p> <p>Urbis' current understanding of the Aboriginal archaeological excavations at RSY 1 is that they were conducted as part of the development for the Sydney Light Rail Project. Initial test excavations found that the southern half of the development area was highly disturbed; being composed of deeply stratified deposits made from locally derived fill materials, but which had been historically displaced. However, the northern half of the development area, beneath a unit of historical fill, was found to be composed of intact sand dune profiles with a partially truncated surface horizon. The surface horizon was characteristically dark as a result of the presence of decomposed organic materials. RSY 1 was identified within the truncated but intact dune surface horizon.</p> <p>The depth of the stratified deposit at RSY 1 exceeding 4 m in portions of the site. When the depth of the deposit was combined with the fragility of the sand substrate it was determined by GML</p>	<ul style="list-style-type: none"> <li>Identified the high archaeological potential of sand dune complexes to contain archaeological material of significant age at depth.</li> <li>In discussing the Randwick Racecourse in general, this report identifies the high potential for archaeological evidence to survive deep in sand dune contexts and be of significant age. They also acknowledge that sand bodies contain potential to contain burials, generally between 0.5-2m in depth in proximity to bays and harbours.</li> <li>A detailed geomorphological understanding and investigation of sand dune landforms is required to determine the presence of remnant dune topsoil and/or archaeological deposits.</li> </ul>	<ul style="list-style-type: none"> <li>A detailed geomorphological investigation within the subject site may allow the detection of remnant dune topsoil and/or archaeological deposits.</li> <li>The Tuggerah Soil Landscape within the subject site presents moderate archaeological potential.</li> </ul>

Report	Summary	Analysis	Key learnings
	<p>that standard archaeological methods were untenable due to safety concerns (section collapse etc). It was stated by GML that 'the fragility of the substrate would have benefitted from a single-stage excavation approach' (GML 2017 p.17).</p> <p>GML developed a geomorphological model of the RSY 1 site based on the field investigation and with reference to available geological literature. The model stated that:</p> <p>'Aeolian sands had accreted through the Pleistocene and into the Holocene forming longitudinal dunes with local topographic peaks and troughs. After cessation of aeolian accretion sometime in the Holocene, Aboriginal objects became concentrated at the surface of the dune landform. During subsequent development of the area by British colonists the dune topography was levelled by displacement of dune peaks into the troughs. Some pre-European ground surfaces would therefore have been preserved by this procedure including some lower dune peaks' (GML 2017 p.17-18).</p> <p>The boundary of RSY 1 was characterised by GML through extensive geomorphological/archaeological work and extrapolated into the Doncaster Avenue study area. RSY 1 is characterised as a discrete deposit, which does not spread across the wider landscape. As such, any further Aboriginal objects, that may have been identified within the Doncaster PAD, were likely to be representative of separate deposition events to that which resulted in the formation of RSY 1.</p> <p>At RSY 1 Aboriginal objects were identified in an ancient sandy topsoil that represented the ground-surface after the aeolian accretion processes had stopped yet prior to European landscape modification. As the intact soil profile was so characteristic a strategy of borehole investigation was able to trace the profile across the Doncaster Avenue subject area. A methodology of mechanical removal of fill followed by 1 m<sup>2</sup> test pits was utilised to sample the upper dune layers. No further Aboriginal objects were identified through the subsequent test excavations.</p>		

Report	Summary	Analysis	Key learnings
Casey and Lowe, 2009, <i>Results of Archaeological Testing, Western Forecourt, Central Station</i>	<p>A report on historical archaeological test excavations conducted in the Western Forecourt Garden of Central Station, approximately 50-125m northwest of the subject area.</p> <p>Excavation in the southernmost trench found a layer of demolition material below the garden topsoil layer to a depth of 250-500 mm. The demolition material was assessed as being the remains of the Benevolent Asylum.</p> <p>Underlying the demolition layer was a natural sand layer of soft, pale grey bleached sand, reflecting the nineteenth-century description of the area as the "Sandhills".</p>	<ul style="list-style-type: none"> <li>Sand forms the natural subsoil in close proximity to the subject site and has been identified at depth below demolition rubble/historical disturbance. This is consistent with the conclusion that the Tuggerah Soil Landscape extends to within the current subject area.</li> </ul>	<ul style="list-style-type: none"> <li>Aboriginal archaeological deposits may still remain within the subject site despite level of historical disturbance.</li> </ul>



### 5.1.5. Summary of Previous Archaeological Investigations

The conclusions from the summary of the AHIMS results and previous reports are the following:

- There are no Aboriginal sites registered within the subject site.
- Disturbance resulting from European occupation reduces the potential for intact soil profiles to remain within urban sites. In shallow soils profiles, this is likely to lower archaeological potential.
- Intact natural soils may be encountered in highly developed areas, below European fill. Where intact natural soils are encountered further assessment may be required to assess the archaeological potential. While intact natural soils may be present within urban environments, they may not necessarily contain Aboriginal archaeological objects as landscape factors play a decisive role in Aboriginal utilisation of the land prior to European occupation.
- Dominant site types within the region include artefact scatters and Potential Archaeological Deposit (PAD) sites.
- Despite the high level of disturbance within the subject site there remains the potential for Tuggerah Sands as well as a potential paleo channel to be located within the subject site. These features increase the potential for archaeological deposits (artefacts, middens, burials) to remain within the subject site below the current structures.

### 5.1.6. Geology and Soils

The subject site sits within the Sydney Basin bioregion and the only soil landscape mapped to occur within the subject area is the Blacktown (bt) Soil Landscape (see Figure 135). The geology associated with the Blacktown Soil Landscape includes Hawkesbury Sandstone bedrock, Ashfield shale and Quaternary sediments.

The Blacktown Soil Landscape is described as residing upon gently undulating rises on Wianamatta Group shales and Hawkesbury shale. Soils are described as shallow to moderately deep (<100 cm) Red and Brown Podzolic Soils (Dr3.21, Dr3.11, Db2.11) on crests, upper slopes and well-drained areas; deep (150-300 cm) Yellow Podzolic Soils and Soloths (Dy2.11, Dy3.11) on lower slopes and in areas of poor drainage.

The subject site is located to the west of the mapped Tuggerah Soil Landscape. The Tuggerah soil landscape is a dune system that exists within the Botany Lowlands and the coastline of the north eastern suburbs of Sydney. Soils are described as deep (>200 cm) podzols (Uc2.31, Uc2.32, Uc2.34) on dunes and podzols/humus podzol intergrades (Uc2.23, Uc2.21, Uc2.3, Uc4.33) on swales. Dominant soil materials include as loose speckled grey-brown loamy sand, bleached loose sand, grey-brown mottled sand, black soft sandy organic pan, brown soft sandy iron pan and yellow massive sand.

Prior to European settlement, the environment of the subject site was that of a fringe sand dune system (Figure 130). Excavations approximately 50m to the north of the subject site have revealed an underlying natural sand layer from a depth of around 250-500 mm, it is therefore to reasonably assume that the soil landscape within the subject site is likely to be that of the Tuggerah rather than Blacktown.

The Tuggerah Soil Landscape has the potential for Aboriginal objects both in surface and subsurface context. The spatial and stratigraphical integrity of natural soils is relevant to the potential for archaeological materials to be present. Within the subject site, disturbance levels are high resulting from the construction of the third Central Station and the Inwards Parcel Shed. Given the surface level disturbance within the subject site, it is unlikely that surface materials will be identified, but subsurface archaeological potential remains.

### 5.1.7. Vegetation and resources

There is no remnant natural vegetation present within the subject site at present day. At the time of settlement, the subject site would likely have been covered in native vegetation consistent with the sand dune environment, including heath and Eastern Banksia Scrub (Figure 131 and Figure 132).

Resources would include a variety of floral and faunal species which would have been utilised for medicinal, ceremonial and subsistence purposes.

## GEOGRAPHICAL ENVIRONMENT

### GEOLOGY

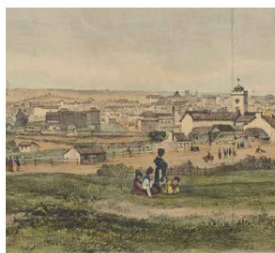
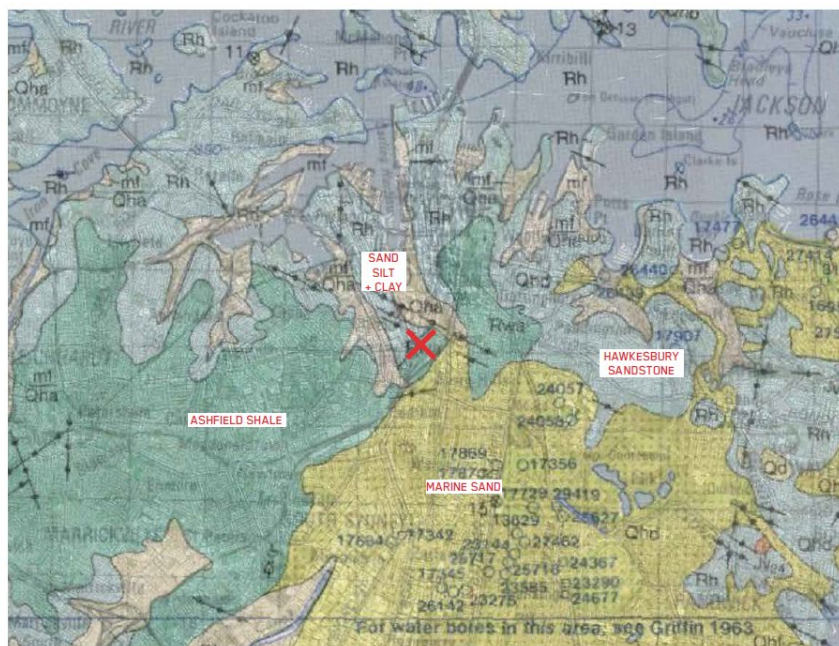


IMAGE OF THE SITE FROM 1844 SHOWING UNDULATING SAND HILLS COVERED WITH GRASS



ASHFIELD SHALE



SYDNEY GEOLOGY  
NSW DEPARTMENT OF MINERAL RESOURCES 1983

28.07.20

GEOGRAPHICAL ENVIRONMENT

8

BOM / AUSTRALIAN BUREAU OF METEOROLOGY - REMANENCE - JULY 2020

Figure 130 – Geographical Environment - Geology

Source: Cox Inall Ridgeway

## GEOGRAPHICAL ENVIRONMENT

### FLORA



SWAMP FOREST



HAWKESBURY SANDSTONE SLOPES WOODLAND



EASTERN BANKSIA SCRUB



TURPENTINE-IRONBARK FOREST



PRE-EUROPEAN PLANT COMMUNITY DISTRIBUTION  
BOUNDARIES HAVE BEEN INFERRED FROM REMNANT VEGETATION, LANDFORM, GEOLOGY, AND HISTORICAL DATA

28.07.20

GEOGRAPHICAL ENVIRONMENT

16

BOM / AUSTRALIAN BUREAU OF METEOROLOGY - REMANENCE - JULY 2020

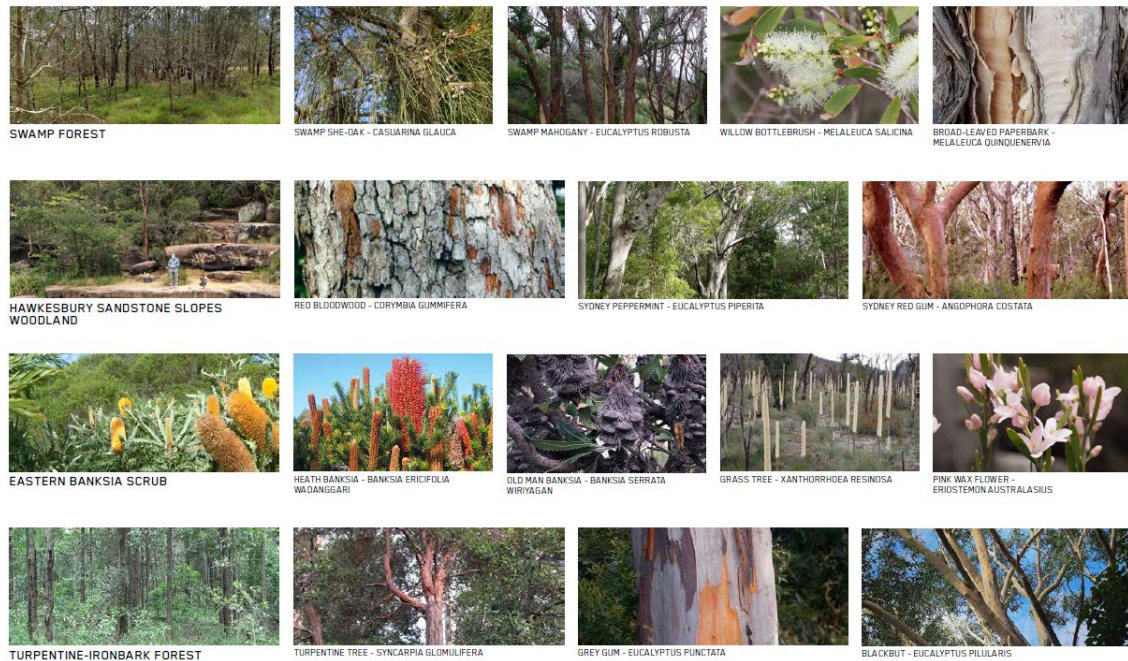
Figure 131 – Geographical Environment – Flora – Pre European Plant Community Distribution

Source: Cox Inall Ridgeway



## GEOGRAPHICAL ENVIRONMENT

### FLORA



18

28.07.20

Figure 132 – Geographical Environment - Flora

Source: Cox Inall Ridgeway

### 5.1.8. Hydrology

The landscape surrounding the subject site has been heavily modified since European occupation commenced. Early historical plans suggest that the natural hydrology of the western (CBD) was modified over time (Figure 134). As a result of the historical development of the CBD there are no observable waterways within proximity to the subject area (Figure 135).

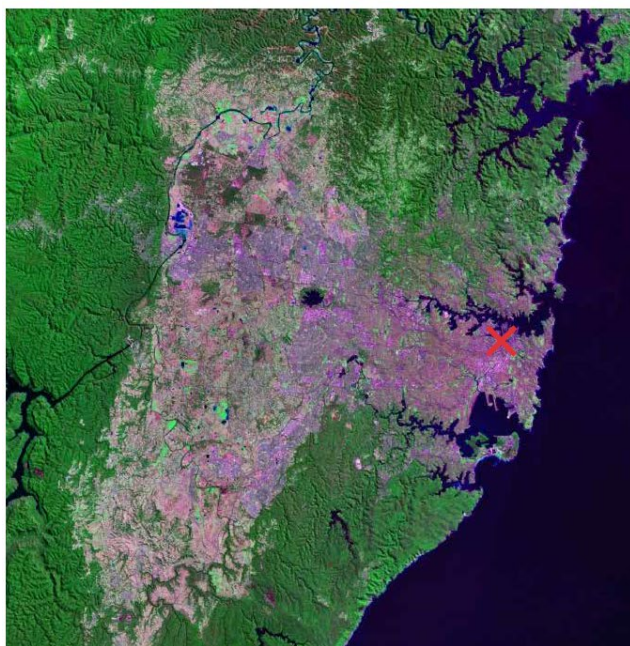
### 5.1.9. Landform

The landform within the subject site is heavily modified resulting from post-settlement activity including the Benevolent Asylum and multiple phases of Central Railway Station. The original landform would have been a slight north-westerly slope with localised rises. The subject site is currently relatively flat, with some areas below street level and a slope to the north.

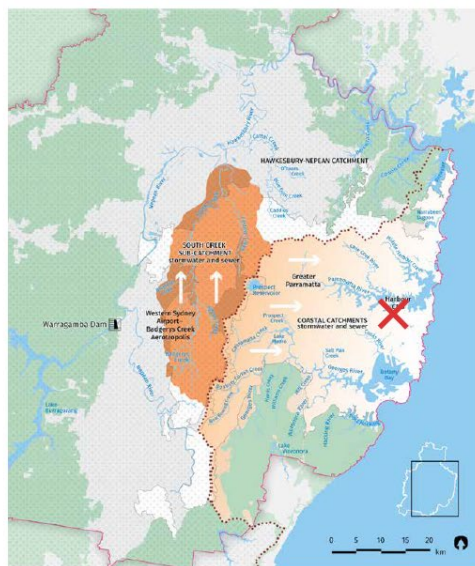


## GEOGRAPHICAL ENVIRONMENT

### HYDROLOGY



CUMBERLAND PLAIN AND SYDNEY PENINSULA



COASTAL WATER CATCHMENTS  
GREATER SYDNEY REGION PLAN 2018

GEOSPATIAL ENVIRONMENT

9

DATA / ALLOCATION DESIGN/INTEGRITY/ COUNTY - FRANKFURT / JAN 2020

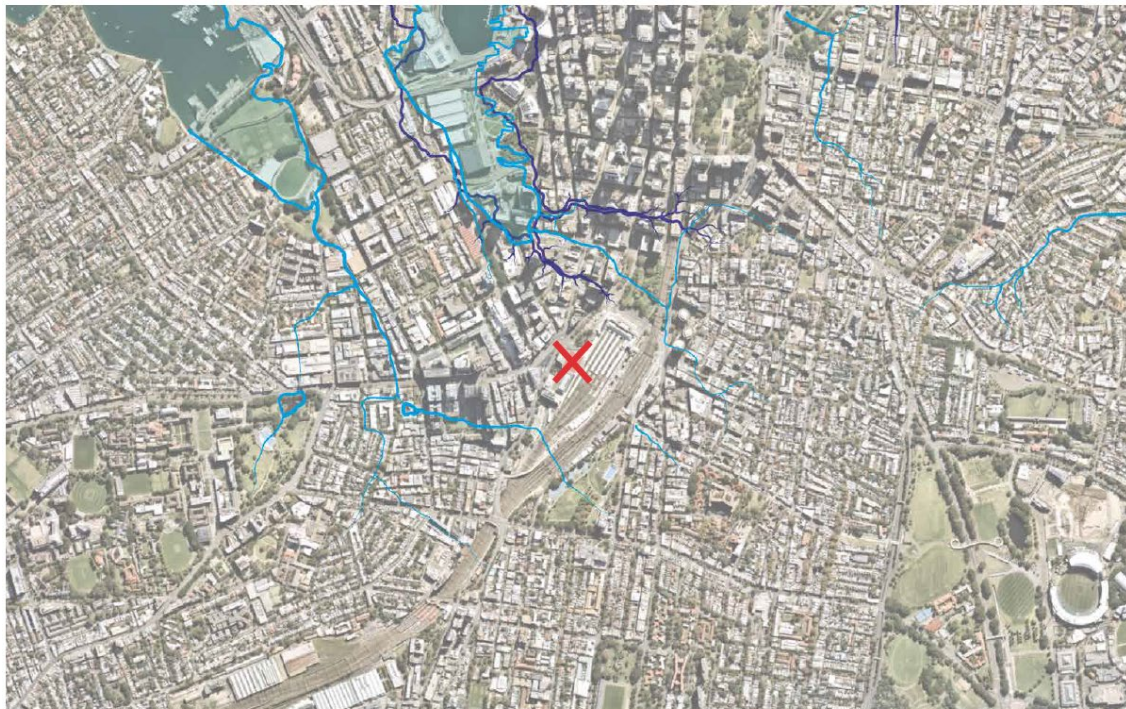
28.07.20

Figure 133 – Geographical Environment - Hydrology

Source: Cox Inall Ridgeway

## GEOGRAPHICAL ENVIRONMENT

### HISTORICAL WATER COURSES OVER PRESENT CITY



GEOSPATIAL ENVIRONMENT

12

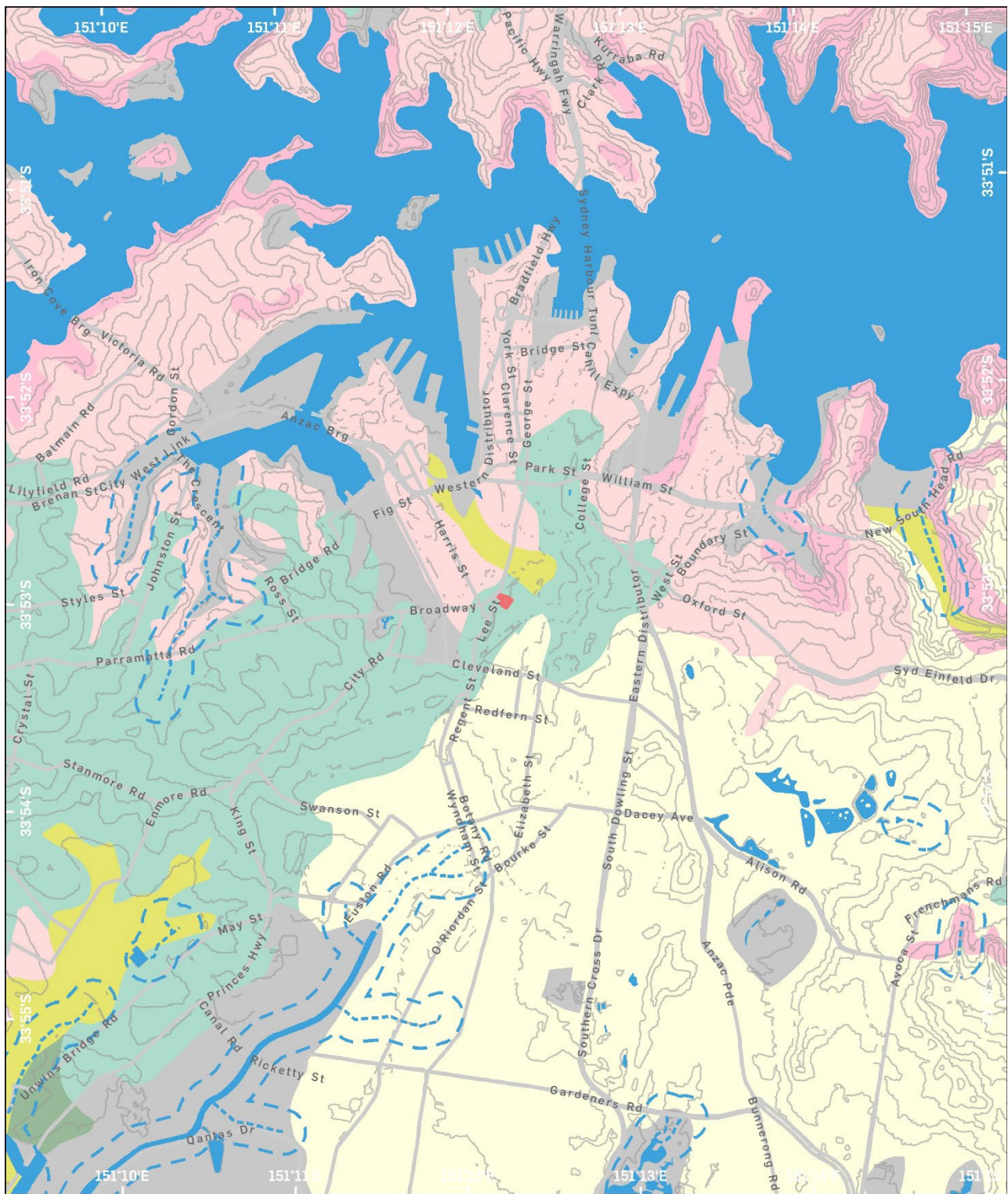
DATA / ALLOCATION DESIGN/INTEGRITY/ COUNTY - FRANKFURT / JAN 2020

28.07.20

Figure 134 – Geographical Environment – Hydrology – Historical Watercourses Over Present City

Source: Cox Inall Ridgeway





GDA 1994 MGA Zone 56

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1 KM

Project No: P0020770

Project Manager: Balazs Hansel

## SOIL LANDSCAPES AND HYDROLOGY

Former Inwards Parcels Office

Prepared on behalf of Atlassian Pty Ltd

- |                       |                 |                          |                       |                    |
|-----------------------|-----------------|--------------------------|-----------------------|--------------------|
| Subject Area          | Aeolian (AEnh)  | Alluvial (ALdc)          | Erosional (ERgy/ERla) | Residual (RElh)    |
| Hydrology             | Aeolian (AEnp)  | Colluvial (COha)         | Erosional (ERla)      | Transferral (TRof) |
| Hydrology 200m Buffer | Aeolian (AEtg)  | Disturbed Terrain (DTxx) | Residual (REbt)       | Water              |
| Contours              | Alluvial (ALbg) | Erosional (ERgy)         | Residual (REho)       |                    |

Figure 135 – Soil Landscapes and Hydrology

## 5.2. ABORIGINAL CULTURAL HERITAGE SIGNIFICANCE

Detailed Aboriginal Consultation was undertaken for the associated ACHAR (Urbis 2020) in accordance with the following guidelines:

- *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (Department of Environment, Climate Change and Water (DECCW), 2010) (the Consultation Guidelines).

An assessment of cultural heritage significance and values incorporates a range of values which may vary for different individual groups and may relate to both the natural and cultural characteristics of places or sites. Cultural significance and Aboriginal cultural views can only be determined by the Aboriginal community using their own knowledge of the area and any sites present, and their own value system. All Aboriginal heritage evidence tends to have some contemporary significance to Aboriginal people, because it represents an important tangible link to their past and to the landscape.

Consultation with members of the local Aboriginal community (project RAPs) was undertaken to identify the level of spiritual/cultural significance of the subject site and its components (Urbis 2020). In acknowledgment that the Aboriginal community themselves are in the best position to identify levels of cultural significance, the project RAPs were invited to provide comment and input into the ACHAR and to the assessment of cultural heritage significance and values presented therein.

Illustrative comment was received from Phil Khan of Kamilaroi-Yankuntjatjara Working Group on 19<sup>th</sup> May 2020

*“Thank you for your report, from the beginning of time Aboriginal People were created around Sydney area and lived in harmony with each other, the land they practised the law and their spirituality beliefs with the creator Biambi. They had the best life ever then one day they woke up and all if this had been taken away from them, their way of spiritual beliefs, their laws, their freedom of land ownership, they were the Gadigal People of the Eora Nation. They still live around Sydney as places around the harbour remains important & spiritual and culturally used for fishing, hunting and camping grounds before European settlement as the town of Sydney developed into a City Eora Nation were joined by other Aboriginal People from NSW and across Australia.*

*Despite the destructive impact of the first contact Gadigal culture survived. So all of this area around Former Inwards Parcels Office is highly significant to Aboriginal People of the past and present.”*

Based on the consultation undertaken for the ACHAR (Urbis 2020) it is considered that the subject site represents a moderate to highly culturally significant portion of the wider cultural landscape for Aboriginal people.

## 5.3. ABORIGINAL ARCHAEOLOGICAL RESEARCH POTENTIAL

In accordance with the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW*, and in consultation with representatives of the local Aboriginal community, the following assessment of the scientific (archaeological) significance of identified sites within the subject site has been prepared.

The ACHAR (Urbis 2020) determined that Aboriginal objects have been identified in proximity to the subject site as well as within the Tuggerah Soil Landscape. Furthermore, as a result of the geotechnical investigation that indicates the potential presence of a paleochannel within the southern portion of the subject site, there is moderate potential for subsurface archaeological material to remain within the subject site. The utilisation of the subject site for the Benevolent Asylum indicates that there exists potential for contact archaeological deposits associated with this period of use.

It is determined by the ACHAR that:

- Disturbance resulting from European occupation reduces the potential for intact soil profiles to remain within urban sites. In shallow soils profiles, this is likely to lower archaeological potential.
- Intact natural soils may be encountered in highly developed areas, below European fill. Where intact natural soils are encountered further assessment may be required to assess the archaeological potential. While intact natural soils may be present within urban environments, they may not necessarily contain Aboriginal archaeological objects as landscape factors play a decisive role in Aboriginal utilisation of the land prior to European occupation.



- Dominant site types within the region include artefact scatters and Potential Archaeological Deposit (PAD) sites.
- Despite the high level of disturbance within the subject site there remains the potential for sand deposits associated with the Tuggerah Soil Landscape as well as a potential paleo channel to be located within the subject site. These features increase the potential for archaeological deposits (artefacts, middens, burials) to remain within the subject area below the current structures.

## 6. COMPARATIVE ANALYSIS

The following comparative analysis of the Former Inwards Parcels Shed has been undertaken through an investigation of the works of the NSW Government Architects Gorrie McLeish Blair and Walter Liberty Vernon and an analysis of Parcels Offices associated with railway stations. It is acknowledged that the Former Inwards Parcels Office forms only one component of the Central Railway Station and should be considered in its contribution to the overall item.

The information contained within the comparative analysis tables has been gathered from the relevant State Heritage Inventory forms, where sites are listed as heritage items, or from relevant online sources, where sites are not listed as heritage items or have since been demolished.

### 6.1. NSW GOVERNMENT ARCHITECTS

Historically the NSW Government Architects Office was in charge of the design of the state's public buildings, which included Central Railway Station. In the late nineteenth and early twentieth centuries, the office was responsible for the design of many of the grand buildings located in Sydney and NSW more broadly. During the period of the development of the Former Inwards Parcels Shed, and more broadly the Central Railway Station, Walter Liberty Vernon served as NSW Government Architect from 1890-1911. The design of Central Railway Station has primarily been attributed to the work of Vernon, however, it is likely that the detailed design was completed by Gorrie McLeish Blair in conjunction with Vernon. The later stages of the Central Railway Station were also completed by George McRae (NSW Government Architect) along with Blair. In terms of the Former Inwards Parcels Shed, it is likely that the principal designer of the building was also Blair, under the supervision of Vernon. The following subsections provide a summary of the works of both Vernon and Blair.

#### 6.1.1. Gorrie McLeish Blair

Gorrie McLeish Blair was born in 1862 in Scotland. It is not known where he received his architectural training, possibly in Edinburgh. By 1895 he was residing in Sydney and he joined the Government Architects Branch as an architectural draughtsman.

Blair is reputed to have designed the elevations for the main Sydney Terminal building, however this has also been attributed to Vernon, and may have been completed by Blair in conjunction with Vernon. Blair was reputedly responsible for much of the detailing of the first stage of the Sydney Terminal, and subsequently the second stage: the Clocktower. The Former Inwards Parcels Post Office too have been attributed to Vernon, however, it is more likely that Gorrie McLeish Blair was the principal designer of the building with the supervision of Vernon.

After the NSW Government Architect Walter Liberty Vernon retired in 1911, his successors in that role, George McRae and Gorrie McLeish Blair, and their colleague William Shepherd Moyes, designed Sydney's major buildings in the 'Federation Free Style' mode that followed the death of Queen Victoria and the Federation of Australia's states in 1901. The style was strongly influenced by Britain's late-Victorian and Edwardian Arts and Crafts movement.


By 1912, Blair had been promoted to the position of First-Class Architect, in charge of the drawing office. By 1916 he was the principal designing architect.

Blair was appointed Acting Government Architect in 1923 after McRae's death. He was subsequently appointed Government Architect, only to resign from the position a year later (1926).

Gorrie McLeish Blair worked in the NSW Government Architects office for a large portion of his career. In this capacity he worked under both Vernon and McRae, but his tenure as the NSW Government Architect was however limited (3 years). The buildings that have identified heritage significance and which are attributed to himself are limited. Of those which he is attributed as the architect the dominant typology is courthouses (including Kyogle, Young and Wellington), and this is likely a reflection of the requirements of the state during the period. More substantial developments which also include an attribution to Blair were in collaboration with Vernon and McRae, much the same as the attribution of both Central Railway Station and the Former Inwards Parcels Shed. These include the RD Watt Building at the University of Sydney, the State Library of New South Wales and the Former Parcels Post Office. Each examples are also included in Table 13 below.

Unlike the grand designs of the terminal of Central Railway Station which were designed in the Federation Free Classical style, and constructed of sandstone and brick, the Former Inwards Parcels Shed, in contrast, was not a public building and was instead designed in a modest vernacular style. Given the practical and modest nature of the Former Inwards Parcel Shed, it does not compare to either the grandness of Central Railway Station, nor the works of Blair individually or works by Blair undertaken in collaboration with other NSW Government Architects contained in Table 13 below. Instead, the Former Inwards Parcels Shed forms part of the overall Central Railway Station and must be considered as part of the whole. The Former Inwards Parcels shed is distinctly a working railway structure that stylistically varies from Blairs typical work, but is not an exemplary example of his work.

Table 13 – Comparative Analysis: Gorrie McLeish Blair

Kyogle Courthouse, Kyogle	
Address	Groom and Geneva Street, Kyogle
Date Established	1925
Architect	Gorrie McLeish Blair
Heritage Listing	<p>Kyogle Local Environment Plan 2012 (Item no. 033)</p> <p>Department of Justice and Attorney General S170 Heritage and Conservation Register</p>
	
<p>Source: Heritage NSW, NSW Heritage Database, Kyogle Courthouse</p>	
<b>Description / Statement of Significance</b>	
<p><i>Kyogle Courthouse is a good example of Interwar Georgian Revival style architecture and features restrained classical decoration. Kyogle Courthouse has been associated with the provision of law and justice in the area since 1925 and is a rare example of courthouses in New South Wales designed by Government Architect Gorrie McLeish Blair. The building dates from the interwar period when relatively few new courthouses were constructed in New South Wales</i></p>	



## Wellington Courthouse, Wellington

<b>Address</b>	Arthur Street and Maugham Street, Wellington
<b>Date Established</b>	1911-1912
<b>Architect</b>	Gorrie McLeish Blair
<b>Heritage Listing</b>	Wellington Local Environment Plan 2012 (Item no. 107)  Department of Justice and Attorney General S170 Heritage and Conservation Register



Source: Heritage NSW, NSW Heritage Database, Wellington Courthouse

### Description / Statement of Significance

*Wellington Courthouse is a distinctive example of a Federation Romanesque style public building, and evokes a sense of authority through its unusual, heavy massing and strong use of materials. The courthouse is also an outstanding example of a public building designed by Gorrie McLeish Blair. The extant building is the third courthouse built in the town, which has been an important centre for administration and justice in the region since 1838. The scale and quality of Wellington Courthouse demonstrates the importance of the town to the broader region.*

## Former John Storey Memorial Dispensary, Chippendale

<b>Address</b>	36 Regent Street, Chippendale
<b>Date Established</b>	1926
<b>Architect</b>	Gorrie McLeish Blair
<b>Heritage Listing</b>	Sydney Local Environment Plan 2012 (Item no. 193)



Source: Heritage NSW, NSW Heritage Database, John Storey Memorial Dispensary

### Description / Statement of Significance

*The former John Storey Memorial Dispensary is a one storey building Inter War Gothic building with a mezzanine. It is located on a prominent corner visible from the Central precinct and Mortuary Station. It has high historic significance for its association with John Storey, premier, unionist and labour politician. It has high historic significance as an important building in the professional work of Government Architect, G M Blair. It has historic significance for its*

## Former John Storey Memorial Dispensary, Chippendale

*continuity of occupation by a dispensary from 1926 to 1955. It has high aesthetic significance as a rare and outstanding example of a highly intact purpose built dispensary with an exterior of high quality design with outstanding potential to continue in its restored state. It has social significance as a memorial to a former Premier of New South Wales, John Storey, and for its construction as a result of public subscription.*

## Young Courthouse, Young

<b>Address</b>	Lynch Street, Young
<b>Date Established</b>	1925-1928
<b>Architect</b>	Gorrie McLeish Blair
<b>Heritage Listing</b>	Young Local Environmental Plan 2010 (Item no. 101)



Source: [www.willshub.com.au](http://www.willshub.com.au)

### Description / Statement of Significance

*Young Courthouse is a fine interwar period public building and one of relatively few courthouses constructed in New South Wales during the interwar period and one of the few designed by Government Architect Gorrie McLeish Blair. The courthouse was the fifth built in Young and has been associated with the provision of law and justice in the town since 1928.*

## RD Watt Building, University of Sydney

<b>Address</b>	Parramatta Road, Camperdown, University of Sydney
<b>Date Established</b>	1912-1916
<b>Architect</b>	Walter Liberty Vernon, George McRae, Gorrie McLeish Blair and John Barr
<b>Heritage Listing</b>	Sydney Local Environmental Plan 2010 (Item no. 174)  University of Sydney S170 Heritage and Conservation Register



Source: The University of Sydney

### Description / Statement of Significance


*The first purpose-built building for the newly established School of Agriculture, in continuous use for that purpose since 1916 and one of a diminishing number of buildings still used for its original purpose.*

## RD Watt Building, University of Sydney

*One of the subjects introduced into the curriculum in the early 20th century in recognition of the need for a high standard of training and research in areas of major significance to agricultural and pastoral growth and hence to the national economy.*

*One of the unusual and carefully detailed Federation Arts and Crafts style Science faculties to be constructed along Science Road, designed by the Government Architects branch under Walter Liberty Vernon.*

## State Library of New South Wales

<b>Address</b>	1 Shakespeare Place, Sydney	
<b>Date Established</b>	1906	
<b>Architect</b>	Gorrie McLeish Blair, Walter Liberty Vernon, James Barnet, Edward Herbert Farmer, Ian Thompson and Richard McDonald Seymour Wells	
<b>Heritage Listing</b>	Sydney Local Environment Plan 2012 (Item No. 1950)  NSW State Heritage Register (SHR No. 01071)	


Source: Create NSW

### Description / Statement of Significance

*The public library of New South Wales houses a public facility initiated in 1869, and is one of the most important libraries in Australia. It was the second purpose built library and the only one remaining public library in Sydney dating from the early twentieth century. The building is still in use and has a lengthy association with several historically important persons such as Government Architect WL Vernon. It is significant for the prominent position it occupies at the termination of one of the most historically important streetscapes in Australia. The building is of aesthetic significance reflecting important stylistic influences on architecture of the twentieth century. The library is a recognised symbol in Sydney having had a long association with the provision of library services to the local and regional community of New South Wales. The building development and interior layout of the progressive stages of building reflects the changing attitudes to library planning theory. It is significant as one of the only Government buildings in the Federation Academic Classical styles. Only two of these are cultural buildings, the other being the Art Gallery of NSW*



## Former Parcels Post Office

<b>Address</b>	Railway Square, Haymarket	
<b>Date Established</b>	1912	
<b>Architect</b>	Gorrie McLeish Blair, Walter Liberty Vernon and George McRae	
<b>Heritage Listing</b>	<p>Sydney Local Environment Plan 2012 (Item No. 1855)</p> <p>NSW State Heritage Register (SHR No. 01071)</p>	

Source: Urbis, 2019

### Description / Statement of Significance

*Parcels Post Office is a six storey concrete encased steel structure institutional building constructed in the Federation Academic Classical style and occupies a prominent position within Railway Square. The building has high historic significance as the only purpose built building of its type and scale which reflects the importance of the rail location, the Postmasters General Office and the Government Architect's Office in shaping the city at that time. The building has high aesthetic significance as an outstanding example of an institutional building with outstanding potential to be restored/reconstructed, and which continues to form a significant contribution to the Railway Square precinct and city town planning.*

## 6.1.2. Walter Liberty Vernon

Walter Liberty Vernon (1846 – 1914) was born in England and immigrated to Sydney in 1883. Between 1884 and 1889 he partnered with WW Wardell, and in 1890 was appointed as NSW Government Architect in the newly formed Department of Public Works, a position that he would hold until his retirement in 1911.

During Vernon's tenure as NSW Government Architect, the Government Architects Branch (GAB) in the 1890s designed many residence, post offices, police stations, courthouses, prisons and asylums. Vernon was also responsible selecting many of the future NSW Government Architects, including George Oakeshott, George McRae and Gorrie McLeish Blair. During his term in office, Vernon made a very significant contribution to public architecture in NSW and he also played an important role in the introduction of the new discipline of town planning and the ideals of the garden city and the garden suburb.<sup>49</sup> During the 1900s, the GAB were designing a much wider range of public buildings, including schools and fire stations and offices.<sup>50</sup>


Notable buildings of Vernon's include Sydney's Central Station, State Library of NSW, Sydney Central Local Court House, the Strong Room & Link Building of the former Treasury Building, Land Titles Office, Lands Department Building and Darlinghurst Police Station which are outlined in Table 16 below.

In comparison to Vernon's exemplary work primarily undertaken during his tenure as NSW Government Architect, the Former Inwards Parcels Shed is a modest vernacular style building that is not representative of his work. Instead, the Former Inwards Parcels Shed needs to be considered within the context of the whole of the Central Railway Station, of which it forms an intrinsic practical part.

<sup>49</sup> Boyd, N 2010, No Sacrifice in Sunshine: Walter Liberty Vernon Architect 1846-1914

<sup>50</sup> Phillip Goad and Julie Willis (ed.), *The Encyclopedia of Australian Architecture* (2012), pp. 734-736.

Table 14 – Comparative Analysis: Walter Liberty Vernon

Sydney Central Local Court House	
<b>Address</b>	98 Liverpool Street, Sydney
<b>Date Established</b>	1892
<b>Architect</b>	Walter Liberty Vernon
<b>Heritage Listing</b>	<p>Sydney Local Environment Plan 2012 (Item No. I1707)</p> <p>NSW State Heritage Register (SHR No. 00802)</p> <p>Department of Justice and Attorney General S170 Heritage and Conservation Register</p>
 <p>Source: Heritage NSW, NSW Heritage Database, Sydney Central Local Court House</p>	
<b>Description / Statement of Significance</b>	
<p><i>The Central Local Courthouse is of State historical significance as the first purpose built Police Court with the State Justice system and first petty Sessions Court. The building is a fine and intact example of a classically inspired public building designed in the Federation Free Classical style by James Barnet, the last Colonial Architect with construction supervised by WL Vernon, the first Government Architect. The building is an example of a Court that operated in association with a Police Station and significantly has continued to operate with attached Holding Cells complex to present day.</i></p> <p><i>The Central Local Courthouse and holding Cells are good examples of late nineteenth century Courthouse and prison environment that despite alterations and modification demonstrate certain design philosophies and standards of that time. The form and relationship of the Holding Cells are functional and reflect Barnet's preference to relate each building to its site and context. The design of the Courthouse and its principle façade connotes typical characteristics of this type of building. The buildings remain as a good and intact example of a Courthouse and associated facilities designed by the Colonial Architects Office and that demonstrate the growing affluence and prosperity of the time.</i></p> <p><i>Central Local Courts and Holding Cells are of social significance for their on-going association with the police, Attorney general's Department, Department of Corrective Services, NSW Sherriff's office and all associated parties who have used the building for over 100 years. The building significantly continues to operate and is part of a network of Courts in the local area.</i></p>	

## Former Treasury Building

<b>Address</b>	Macquarie and Bridge Streets
<b>Date Established</b>	c. 1849-1919
<b>Architect</b>	Original Treasury Building, c.1849-1851, Mortimer Lewis  Strong Room & Link Building, c.1896-1899, Walter Liberty Vernon  Western Wing, c.1916-1919, George McRae
<b>Heritage Listing</b>	NSW State Heritage Register (Listing No. 00355) Sydney LEP 2012 (Item no. 11871)



Source: Heritage NSW, NSW Heritage Database, Sydney Central Local Court House

### Description / Statement of Significance

*The former Treasury Buildings group (within the Intercontinental Hotel complex) is an outstanding example of the state's 19th- early 20th century public buildings and forms part of what is arguably the finest group of these sandstone buildings in NSW. The architectural forms and detailing of the group, with its strong links to Victorian "Neo-Classical" traditions, make it an extremely fine exemplar of this style and reflect important contemporary links with English architectural practice. The facade of Lewis's original building in particular is a premier example in NSW of 19th century "Italian Palazzo" style based closely on a London model. The bold but sympathetically related Vernon additions fronting Macquarie Street are impressively proportioned and detailed and represent an excellent and perhaps unique example of late Victorian eclectic architecture in NSW. The site's contribution to the significant streetscapes of Macquarie and Bridge Streets is both large and indisputable, with the siting, form, materials and detailing enhancing the adjacent precincts of early buildings. Historically the building group is significant because of its long association with the NSW Treasury and the state treasurer's and premier's offices.*

## Land Titles Office (Former Registrar General's Department Building)

<b>Address</b>	Prince Albert Road, Sydney
<b>Date Established</b>	1812-1913
<b>Architect</b>	Walter Liberty Vernon and E.H. Farmer (North Wing)
<b>Heritage Listing</b>	Sydney LEP 2012 (Item no. 11946)  NSW State Heritage Register (Listing No. 00962)



Source: Heritage NSW, NSW Heritage Database, Land Titles Office



## Land Titles Office (Former Registrar General's Department Building)

### Description / Statement of Significance

*A well scaled civic building sensitively detailed to complement the adjoining older buildings such as St. Mary's Cathedral. Its carefully composed sandstone facade contributes to the streetscape and satisfactorily terminates the northern end of College Street. It provides a sympathetic component in the progression of civic historical buildings along College Street to Queen's Square. The building has long association with the registration of birth, death and marriages, as well as trade marks, bills of sale, business agents etc. The building stores valuable old registers and other land title documents.*

## Lands Department Building

<b>Address</b>	23-33 Bridge Street, Sydney
<b>Date Established</b>	1876-1892
<b>Architect</b>	James Barnet and Walter Liberty Vernon
<b>Heritage Listing</b>	Sydney LEP 2012 (Item no. I1683)  NSW State Heritage Register (Listing No. 00744)



Source: Heritage NSW, NSW Heritage Database, Lands Department Building

### Description / Statement of Significance

*The building is one of the most outstanding surviving Victorian buildings in Sydney. The building has been used continuously for the purpose which it was designed for - as the administrative head office of Department of Lands. It has a long association with the public life of NSW, especially the rapid expansion of settlement during the later part of the 19th century. The building forms a visually satisfying enclosure to the southern side of Macquarie Place and relates in scale and materials to the other Government buildings at the eastern end of Bridge Street. A vital landmark in the history of surveying, land titles and public works in New South Wales*

## Former Darlinghurst Police Station

<b>Address</b>	301 Forbes Street, Darlinghurst
<b>Date Established</b>	1899
<b>Architect</b>	Walter Liberty Vernon
<b>Heritage Listing</b>	Sydney LEP 2012 (Item no. I316)



Source: Heritage NSW, NSW Heritage Database, Former Darlinghurst Police Station

### Description / Statement of Significance

*Darlinghurst Police Station is a fine example of Edwardian style and provides an important visual feature on its corner site. The original 1899 structure is basically intact with the later additions being sympathetic. The building with its padded cell, original cells and former Prison Tram Yard is important to the history of the Police Force in New South Wales.*

## 6.2. PARCELS OFFICES & SHEDS

The following information relating to Parcel Offices and Sheds has been gathered from *The Railway Stations of New South Wales 1855-1980* (August 1982) by Stuart Alan Sharp. The thesis explores the nature and relationship of railway station architecture and the environment in which it emerged over a 125 year period.

*From 1855 to 1980, railway officials have made a distinction between freight, which has been handled in goods vehicles and loaded/unloaded at goods sheds, parcels which have been conveyed in the guard's compartment or guard's van on passenger and goods trains and handled through the main station building, and "out-of" which are matters of a size between parcels and freight.<sup>51</sup> "Out-of" have been conveyed in a specially utilised though otherwise usual freight vehicle, which has been known as the "out-of" van. The term originates from the expression "out of the van or not the guards compartment/vehicle". Like parcels "out-ofs" have been handled from the station platforms but, unlike parcels, engineers have often provided specially constructed buildings more often than not detached from the main station structure.*

*The first known instance of a parcels office is at Parramatta in 1859. From that time until 1893, all five room structures contained separate parcels office, with rear access being provided for building with seven or more rooms. For structures of five or fewer rooms, there was normally no rear access.*

*There was usually no separate accommodation for parcels traffic in buildings of under five rooms, the staff having to deal with parcels in the station master's office or ticket office. In the overwhelming majority of cases, draftsmen did not show this combination in functions.*

*In 1893, Henry Deane's new design at Kiama provided for a "parcel & ticket office" and subsequent examples of this design, which engineers employed widely to 1929, contained a room in which the parcels business was transacted along with some other function (usually ticket selling). Some also contained a separate room for out-ofs. The 'out of' room was either built into the main building or was a separate structure...*

*The increased use of the parcels service was not restricted to country areas. Whilst Firth's 1895 design for the three brick structures between Sydenham and Belmore, and Wickham's 1929 design of all buildings for the East Hills line, did not contain any space for parcels – even in combination with another function, engineers had to extend most of these buildings to provide a parcels service. On some occasions, engineers approved the use of overhead booking offices which also functioned as parcels offices...*

*From 1929, most examples of the new design which engineers were implementing provided a parcels service. In many cases, this was combined with the station master's or booking office. At larger stations, an 'out-of' room was also provided...*

*The function of parcels and 'out-of' rooms has required internal access to the area by both staff and customers. In the larger buildings of the 1880s, engineers provided rear pedestrian access separate from the entry of travellers of the platform. From the 1890s, rear access was provided for carts and trucks, but not for pedestrians. It was not until the 1920s that rear access for both people and road vehicles became a standard feature. The necessity to provide rear access to facilitate the transfer of parcels and to separate this function from passenger business has influenced the form time to time...*

*In rural areas, parcels offices were typically included within the main station building, however in urban areas such as in Sydney and Newcastle, parcels offices between 1890 and 1930 were typically provided off-platform and separate to the main station building.*

*Throughout the 1920s and 1930s, the railways administration continued to erect off-platform offices, as at Chatswood and Eastwood.*

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<sup>51</sup> Stuart Alan Sharp, *The Railway Stations of New South Wales 1855-1980* (August 1982), Part 3, pp 99-104.



*In all cases since the initial attempts to provide off-platform parcels offices in 1891, there has been no difference in the design of individual examples of the various designs in those cases where off-platform facilities exist. In these cases, form has not followed function. The reverse has applied. It has only been in the cases between 1880 and 1930 where transverse gables have covered offices that form has followed function. Both before and after the 50 year period, and in many instances during that time, function has followed form in regarded to parcels offices.*

*As engineers throughout the 125 year period designed the vast majority of structures without transverse gable over parcels offices, it would seem that the use of this design feature was related more to aesthetical purposes than to any practical concerned.*

*So far as "out-of: rooms are concerned, form only followed function when engineers erected separate buildings. They used, almost exclusively, two design throughout the 125 year period, namely the awningless, gable roofed structure, and the skillion roofed structure.*

*When engineers incorporated "out-of" rooms in the main structures, they never made any alteration to the form. In these instances, function followed form. Regardless of location, engineers always placed double doors in the front and rear of these rooms.*

In consideration of the above, the Former Inwards Parcels Shed is an unusual example of a Parcels Shed. While it was typical for parcels offices to be located off the station platform within urban areas, the Former Inwards Parcels Shed, while separate from the main terminal building of Central Railway Station, was still connected to the railway line being located at the western side of the Platform 1 with its own separate dock.

The location of the Former Inwards Parcels Shed (and Small Parcels Bagging Room) in this location allowed for the seamless flow of parcels being delivered from the western side of the Shed via the loading dock through the shed and out to the eastern side of the shed directly to Platform 1 and onto trains. The Former Inwards Parcels Shed was also linked internally via series of conveyor belts, lifts and tunnels to deliver parcels to other platforms across Central Station. The Former Inwards Parcels Shed is also unusual for being a dedicated area for just inward parcels, with outwards parcels being process elsewhere within the station, until the function of the Former Inwards Parcels Shed changed to processing outwards parcels from 1931. The only other parcels offices to also split this function was Newcastle Railway Station.<sup>52</sup>

Due to the practical nature of Parcels Offices, typical simple vernacular styles were employed for Parcels Offices that were separate to their associated station. Typically, parcels offices feature gable roof forms, constructed of various materials including timber, brick and steel. Sharp's thesis identifies 21 types of railway buildings, of which the Former Inwards Parcels Shed relates most closely to Type 19 which is described as 'Extended rather buildings' which feature awnings that are an extension of roof rafters.

This particular style, however, was not just limited to parcels offices, but were also used for station buildings, goods sheds and other utilitarian railway building. A total of 40 examples of this type of building are recorded by Sharp, however, this number did not take into account those that have now been demolished. The style of building appears to have been utilised from the mid-nineteenth to the mid-twentieth century. The materials used included timber or steel for structure, metal and weatherboard cladding, some included brick chimneys. Depending of the use of the building, building of this type would either feature timber framed windows and single door openings, or if for a more utilitarian purposes, large double sliding doors, as is the case with the Former Inwards Parcels Shed.

This type of buildings was not only limited to use within New South Wales (Figure 136 to Figure 141), with similar building forms associated with railway stations also present throughout Victoria, namely in use as goods sheds. Examples include Flinders Street Station, Melbourne, Port Fairy, Colac, Werribee and Warragul (Figure 142 to Figure 147).

Overall, the Former Inwards Parcels Shed is a unique version of its type. While the building largely conforms to a vernacular railway building style which was used both in urban and rural settings throughout NSW and Victoria from the mid-nineteenth to mid-twentieth century, the Former Inwards Parcels Shed is a sophisticated example of its type. Not only is the building a substantial structure, in comparison to the small scale goods sheds and station buildings given example below, it is unusual for its use as a dedicated

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<sup>52</sup> Australian Railway Historical Society, "Newcastle Station and Precinct Notes", p. 5 accessed via <https://arhsw.com.au/wp-content/uploads/2018/08/NEWCASTLE-STATION-AND-PRECINCT-NOTES.pdf>

inwards parcels office, and later outwards parcels office. The integration of the building with the wider Central Railway Station, but still remaining as somewhat of a separate structure due to its position at the western side of Platform 1 with its own dedicated dock, sets it apart from the typical on and off-platform parcels offices and other examples of its building type. Further, the formerly integrated lifts, conveyor belts and tunnels which used to link the Former Inwards Parcels Shed and the basement which contained the Small Parcels Bagging Room with the rest of Central Railway Station and the Parcels Post Office to the west, distinguishes the Former Inwards Parcels Shed is an unusual detail that is not typical for a building of its use.

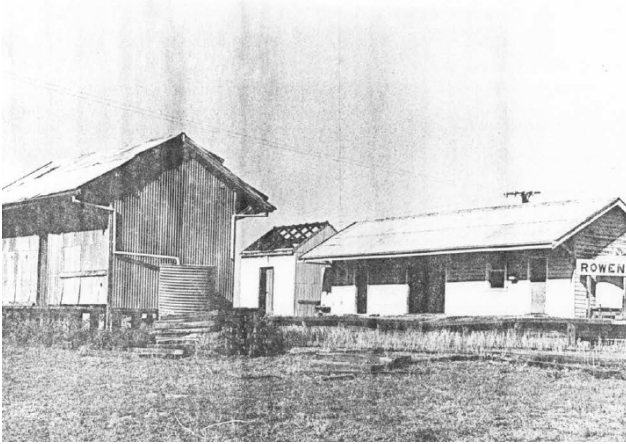


Figure 136 – Rowena railway station with two examples of Type 19 building, 1906

Source: Sharp, Part 3, p. 162



Figure 137 - Lake Cargelligo railway station, 1917

Source: Sharp, Part 4.2, p. 40



Figure 138 – Goods Shed at Galong, NSW, c.1915

Source: Flickr, John Buxton



Figure 139 – Gundagai railway station goods shed, 1886.

Source: Graeme Butler via Flickr



Figure 140 – Goods shed, Bungendore, NSW, c. 1885

Source: Flickr, John Buxton



Figure 141 – Gilmore goods shed, NSW, c. 1903

Source: Historic NSW Railway Stations



Figure 142 – Port Fairy railway goods shed, Victoria

Source: The Standard, Anthony Brady



Figure 143 – Goods sheds at Colac, Victoria

Source: Mark McKintosh via Trove





Figure 144 – Former milk dock at Flinders Street Station, featuring remains of exposed steel structure

Source: Cultural Victoria



Figure 145 -Werribee Railway goods shed

Source: Picture Victoria



Figure 146 – Former parcels office and goods shed at Warragul railway station

Source: Flickr



Figure 147 – Former parcels office and goods shed at Warragul railway station

Source: Flickr

## 7. HERITAGE SIGNIFICANCE

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise the heritage values of a place; why it is important, why a statutory listing was made to protect these values.

### 7.1. BUILT HERITAGE SIGNIFICANCE ASSESSMENT

The Heritage Council of NSW has developed a set of seven (7) criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. The following assessment of heritage significance has been prepared in accordance with the heritage NSW Heritage's 'Assessing Heritage Significance' guidelines.

Table 15 - Assessment of Heritage Significance

Criteria	Significance Assessment
<p><b>A – Historical Significance</b></p> <p><i>An item is important in the course or pattern of the local area's cultural or natural history.</i></p>	<p>The Former Inwards Parcels Shed has historical significance for its association with the broader Central Station parcel area's operations and functionality, and the historic role of the railway transport system in the delivery of mail. The building represents the reliance of mail distribution on a network of parcel operation facilities in conjunction with the transport network. The site also represents the decline in the reliance on and importance of the rail network for the delivery of mail. However, the building has been altered and original fabric and elements associated with parcel management, including tunnels and chutes, have been removed.</p> <p>The Former Inwards Parcels Shed is a contributory element within the broader Central Station heritage item.</p> <p>The site itself has historical associations with the former Benevolent Asylum.</p>
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> <li>▪ shows evidence of a significant human activity <input type="checkbox"/></li> <li>▪ is associated with a significant activity or historical phase <input checked="" type="checkbox"/></li> <li>▪ maintains or shows the continuity of a historical process or activity <input type="checkbox"/></li> </ul>	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> <li>▪ has incidental or unsubstantiated connections with historically important activities or processes <input type="checkbox"/></li> <li>▪ provides evidence of activities or processes that are of dubious historical importance <input type="checkbox"/></li> <li>▪ has been so altered that it can no longer provide evidence of a particular association <input type="checkbox"/></li> </ul>

Criteria	Significance Assessment
<p><b>B – Associative Significance</b></p> <p><i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.</i></p>	<p>During the period of the development of the Former Inwards Parcels Shed, and more broadly the Central Railway Station, Walter Liberty Vernon served as NSW Government Architect from 1890-1911. The design of Central Railway Station has primarily been attributed to the work of Vernon, however, it is likely that the detailed design was completed by Gorrie McLeish Blair in conjunction with Vernon. The later stages of the Central Railway Station were also completed by George McRae (NSW Government Architect) along with Blair. In terms of the Former Inwards Parcels Shed, it is likely that the principal designer of the building was also Blair, under the supervision of Vernon.</p> <p>Despite the uncertainty regarding the attribution of the design, as part of the Central Railway Station development, the subject Former Inwards Parcels Shed has associations with prominent NSW Government Architects Vernon and Blair.</p> <p>As part of the broader Central Station precinct, the site also has associations with Engineer-in-Chief, Henry Deane's original scheme for the new Sydney Terminal that was constructed in 1904.</p>
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> <li>▪ shows evidence of a significant human occupation <input type="checkbox"/></li> <li>▪ is associated with a significant event, person, or group of persons <input checked="" type="checkbox"/></li> </ul>	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> <li>▪ has incidental or unsubstantiated connections with historically important people or events <input type="checkbox"/></li> <li>▪ provides evidence of people or events that are of dubious historical importance <input type="checkbox"/></li> <li>▪ has been so altered that it can no longer provide evidence of a particular association <input type="checkbox"/></li> </ul>
<p><b>C – Aesthetic Significance</b></p> <p><i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.</i></p>	<p>The Former Inwards Parcels Shed is a modest contributory element within the broader Central Station precinct but is of secondary important and significance in terms of its aesthetic values. The shed is a utilitarian structure associated with the rail and parcel operations of the site. The building is constructed in the industrial rail vernacular style of no particular architectural distinction in comparison with the principal buildings which form the main Central Station terminal. Notwithstanding, the structure of the shed is generally intact despite later alterations and is a distinctive architectural feature of the building.</p>



Criteria	Significance Assessment
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> <li>shows or is associated with, creative or technical innovation or achievement <input type="checkbox"/></li> <li>is the inspiration for a creative or technical innovation or achievement <input type="checkbox"/></li> <li>is aesthetically distinctive <input type="checkbox"/></li> <li>has landmark qualities <input type="checkbox"/></li> <li>exemplifies a particular taste, style or technology <input type="checkbox"/></li> </ul>	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> <li>is not a major work by an important designer or artist <input type="checkbox"/></li> <li>has lost its design or technical integrity <input checked="" type="checkbox"/></li> <li>its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded <input type="checkbox"/></li> <li>has only a loose association with a creative or technical achievement <input type="checkbox"/></li> </ul>
<p><b>D – Social Significance</b></p> <p><i>An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.</i></p>	<p>The Former Inwards Parcels Shed is part of the rich fabric of the Sydney Terminal that is highly regarded by Sydney people and rail travellers as an early twentieth-century railway terminus, however the subject Former Inwards Parcels Shed was only partially publicly accessible space for the collection and drop-off of parcels and served as an ancillary rail function only.</p>
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> <li>is important for its associations with an identifiable group <input type="checkbox"/></li> <li>is important to a community's sense of place <input type="checkbox"/></li> </ul>	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> <li>is only important to the community for amenity reasons <input checked="" type="checkbox"/></li> <li>is retained only in preference to a proposed alternative <input type="checkbox"/></li> </ul>

Criteria	Significance Assessment
<p><b>E – Research Potential</b></p> <p><i>An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.</i></p>	<p>Whilst the disturbance to the subject site following the construction of the former Inwards Parcels Shed is unknown, it is likely that the archaeological remains of the Benevolent Asylum will be present with good integrity within the subject site.</p> <p>The archaeological resource has the potential to include structural remains of the former Benevolent Asylum and outbuildings indicated on historic plans and associated occupation deposits. There is also potential for unmarked features such as cess pits, rubbish pits and post holes to be uncovered with associated artefacts demonstrative of the daily lives and activities of those living and working on the site. That not all features are identified on plan, and the unpredictable nature of archaeology are such the subject site, in its entirety has the potential to make an important contribution to research themes associated with early colonial history, and the operations of benevolent institutions.</p> <p>The potential archaeological resource, if present with good integrity, is likely to have a high level of research potential and would meet the threshold for state significance.</p>
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> <li>▪ has the potential to yield new or further substantial scientific and/or archaeological information <input checked="" type="checkbox"/></li> <li>▪ is an important benchmark or reference site or type <input type="checkbox"/></li> <li>▪ provides evidence of past human cultures that is unavailable elsewhere <input type="checkbox"/></li> </ul>	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> <li>▪ the knowledge gained would be irrelevant to research on science, human history or culture <input type="checkbox"/></li> <li>▪ has little archaeological or research potential <input type="checkbox"/></li> <li>▪ only contains information that is readily available from other resources or archaeological sites <input type="checkbox"/></li> </ul>

Criteria	Significance Assessment
<p><b>F – Rarity</b></p> <p><i>An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.</i></p>	<p>The Former Inwards Parcels Shed is a unique version of its type. While the building largely conforms to a vernacular railway building style which was used both in urban and rural settings throughout NSW and Victoria from the mid-nineteenth to mid-twentieth century, the Former Inwards Parcels Shed is a sophisticated example of its type. Not only is the building a substantial structure, in comparison to the small scale goods sheds and station buildings, it is unusual for its use as a dedicated inwards parcels office, and later outwards parcels office. The integration of the building with the wider Central Railway Station, but still remaining as somewhat of a separate structure due to its position at the western side of Platform 1 with its own dedicated dock, sets it apart from the typical on and off-platform parcels offices and other examples of its building type. Further, the formerly integrated lifts, conveyor belts and tunnels which used to link the Former Inwards Parcels Shed and the basement which contained the Small Parcels Bagging Room with the rest of Central Railway Station and the Parcels Post Office to the west, distinguishes the Former Inwards Parcels Shed as an unusual detail that is not typical for a building of its use.</p>
<p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> <li>▪ provides evidence of a defunct custom, way of life or process <input checked="" type="checkbox"/></li> <li>▪ demonstrates a process, custom or other human activity that is in danger of being lost <input type="checkbox"/></li> <li>▪ shows unusually accurate evidence of a significant human activity <input type="checkbox"/></li> <li>▪ is the only example of its type <input type="checkbox"/></li> <li>▪ demonstrates designs or techniques of exceptional interest <input type="checkbox"/></li> <li>▪ shows rare evidence of a significant human activity important to a community <input type="checkbox"/></li> </ul>	<p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> <li>▪ is not rare <input type="checkbox"/></li> <li>▪ is numerous but under threat <input type="checkbox"/></li> </ul>
<p><b>G – Representative</b></p> <p><i>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):</i></p> <ul style="list-style-type: none"> <li>▪ cultural or natural places; or</li> <li>▪ cultural or natural environments.</li> </ul>	<p>The Former Inwards Parcels Shed is representative of industrial rail vernacular style architecture from the early twentieth century, and in particular of parcel sheds which were commonly constructed as ancillary buildings to support the parcel distribution operation of larger termini.</p>



Criteria	Significance Assessment
<b>Guidelines for Inclusion</b> <ul style="list-style-type: none"> <li>is a fine example of its type <input type="checkbox"/></li> <li>has the principal characteristics of an important class or group of items <input type="checkbox"/></li> <li>has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity <input checked="" type="checkbox"/></li> <li>is a significant variation to a class of items <input type="checkbox"/></li> <li>is part of a group which collectively illustrates a representative type <input type="checkbox"/></li> <li>is outstanding because of its setting, condition or size <input type="checkbox"/></li> <li>is outstanding because of its integrity or the esteem in which it is held <input type="checkbox"/></li> </ul>	<b><u>Guidelines for Exclusion</u></b> <ul style="list-style-type: none"> <li>is a poor example of its type <input type="checkbox"/></li> <li>does not include or has lost the range of characteristics of a type <input type="checkbox"/></li> <li>does not represent well the characteristics that make up a significant variation of a type <input type="checkbox"/></li> </ul>

## **7.2. STATEMENTS OF SIGNIFICANCE**

### **7.2.1. Former Inwards Parcels Shed – the Subject Site**

#### **7.2.1.1. Proposed Statement of Significance**

The Former Inwards Parcels Shed property has been assessed to have historical, representative, archaeological, rarity and associative heritage values. The Former Inwards Parcels Shed is a contributory element within the broader Central Station heritage item and contributes to the state level of heritage significance for this precinct.

The Former Inwards Parcels Shed has historical significance for its association with the broader Central Station parcel area's operations and functionality, and the historic role of the railway transport system in the delivery of mail. The building represents the reliance of mail distribution on a network of parcel operation facilities in conjunction with the transport network. The site also represents the decline in the reliance on and importance of the rail network for the delivery of mail.

The Former Inwards Parcels Shed is a modest contributory element within the broader Central Station precinct but is of secondary important and significance in terms of its aesthetic values. The shed is a utilitarian structure associated with the rail and parcel operations of the site. The building is constructed in the industrial rail vernacular style of no particular architectural distinction in comparison with the principal buildings which form the main Central Station terminal.

The Former Inwards Parcels She is a unique version of its type within NSW due to its size, detail, dedicated use and integration with Central Railway Station. Notwithstanding, the structure of the shed is generally intact despite later alterations and is a distinctive architectural feature of the building. However, it is acknowledged that the building has been altered and original fabric and elements associated with parcel management, including tunnels and chutes, have been removed.

Despite the uncertainty regarding the attribution of the design, as part of the Central Railway Station development, the subject Former Inwards Parcels Shed has associations with prominent NSW Government Architects Vernon and Blair. As part of the broader Central Station precinct, the site also has associations with Engineer-in-Chief, Henry Deane's original scheme for the new Sydney Terminal that was constructed in 1904.

Whilst the disturbance to the subject site following the construction of the former Inwards Parcels Shed is unknown, it is likely that the archaeological remains of the Benevolent Asylum will be present with good integrity within the subject site. The archaeological resource has the potential to include structural remains of the former Benevolent Asylum and outbuildings indicated on historic plans and associated occupation deposits. There is also potential for unmarked features such as cess pits, rubbish pits and post holes to be uncovered with associated artefacts demonstrative of the daily lives and activities of those living and working on the site. The potential archaeological resource, if present with good integrity, is likely to have a high level of research potential.

The subject site represents a moderate to high culturally significant portion of the wider cultural landscape for Aboriginal people. Aboriginal objects have been identified in proximity to the subject site as well as within the Tuggerah Soil Landscape. Furthermore, as a result of the geotechnical investigation that indicates the potential presence of a paleochannel within the southern portion of the subject site, there is moderate potential for subsurface archaeological material to remain within the subject site. The utilisation of the subject site for the Benevolent Asylum indicates that there exists potential for contact archaeological deposits associated with this period of use.

### 7.2.1.2. Existing Statement of Significance: Conservation Management Plan (1999)

The following statement of significance for the Inwards Parcels Shed has been extracted from the CMP prepared by Goddan Mackay Logan:

*The primary significance of the Inwards Parcels Shed relates to its historic association with Engineer-in-Chief, Henry Deane's scheme for the new Sydney Terminal that was constructed in 1904. The building was purpose-built for the distribution of parcels and indicates the importance of the transportation of freight via the rail network that, at that time, had extended into country New South Wales.*

*The Inwards Parcels Shed has strong visual links to other elements within the precinct and has aesthetic significance as part of the urban form of the Sydney Terminal.*

*In particular, the building's relationship with the former Parcels Post Office, the northern ramp and the subterranean tunnels of the Terminal is important in demonstrating the former functions of the Terminal not related to the carrying of passengers.<sup>53</sup>*

### 7.2.1.3. Existing Statement of Significance: Central Station Conservation Management Plan (2013)

The Former Inwards Parcels Shed is not an individually listed heritage item, and instead forms part of the broader Central Station heritage item. While this subject CMP focuses on the Former Inwards Parcels Shed only, as assessment of its significance and its contribution to the overall Central Station heritage item is contained in the current Central Station CMP dated 2013.

The Central Station 2013 CMP grades the Former Inwards Parcels Shed as having 'Moderate' significance in the context of the broader Central Station heritage item. The Central Station 2013 CMP contains the following significance assessment of the Former Inwards Parcels Shed:

*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.<sup>54</sup>*

## 7.2.2. Central Railway Station – the listed Heritage Item

### 7.2.2.1. Existing Statement of Significance: Central Railway Station

The following statement of significance for the Central Railway Station has been extracted from the State Heritage Inventory listing:

*The Central Railway Station Terminus forms a landmark feature at the southern end of Central Sydney. It is a vast structure of particular architectural merit located to dominate its surroundings. It is the only true terminus building in Australia preventing further extension of rail lines and is significant as one of the largest covered public spaces in the city. It is one of the finest examples of the classically inspired Beaux Arts style in Railway buildings in Australia. It has historic significance as being an important design of the Colonial Architect Walter Liberty Vernon. It was one of the first major rail termini to be constructed in Australia and has had a lengthy association with rail transport in New South Wales and with a variety of historically important persons. It has scientific significance for its unique use in New South Wales (and probably in Australia), of the three pin truss to the portecochere for the trams, which was similar to the Galerie des Machines in Paris. It is significant for the multi level segregation of trams, trains and vehicular traffic. It was reputed to be the first large scale use of reinforced concrete slab construction in New South Wales. The building is socially significant as a purpose built railway terminus demonstrating the growth and change of transport, and as an important symbol for the social history of the nation.*

*Central Railway Station Yard is associated with the introduction of railways to New South Wales. The Central Railway Station Yard is significant for its part in the distribution of produce from regional New*

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<sup>53</sup> Godden Mackay Logan, *Inwards Parcels Shed, Sydney Terminal, Conservation Management Plan* (September 1999).

<sup>54</sup> Central Station 2013 CMP, 3.18 p.3



*South Wales. It was one of the largest planned interventions undertaken in the urban fabric of Sydney prior to World War One. The Yard has significance for its association with the development of Central Railway Station and with a variety of historically important persons in New South Wales. It has historic significance as an important design of the Railways Engineer, H Dearne. Central Railway Station Yard has scientific significance as part of one of the few true railway termini to prevent further extension of rail lines in Australia. The Yard is significant for the part it played in the growth and development of commerce and industry in New South Wales.*

*Central Railway Station Viaducts are significant as part of the Central Railway Station, and are associated with the introduction of railways to New South Wales. The Viaducts are significant for their association with the now decommissioned tramways and as part of one of the largest planned interventions undertaken in the urban fabric of Sydney prior to World War One. The Viaducts have historic significance as an important part of the design of Railways Engineer, H Dearne, as well as for its association with a variety of other historically important persons. The Viaducts have aesthetic significance forming part of the landmark feature of the Sydney Terminus, and are representative as part of a form of transportation used in the early nineteenth century.<sup>55</sup>*

#### **7.2.2.2. Existing Statement of Significance: Sydney Terminal and Central Railway Stations Group**

A portion (for the purpose of brevity) of the statement of significance for the Sydney Terminal and Central Railway Stations Group has been extracted from the State Heritage Register Inventory record:

*THE SYDNEY TERMINAL AND YARDS:*

- *As the site of the first Sydney Terminal and the starting point of the main line, from which the NSW rail network grew;*
- *for its continuity of railway use since 1855;*
- *As the site of one of the first passenger stations in NSW;*
- *As a major terminal by world standards, comparable with late Victorian and Edwardian metropolitan stations in Europe, Great Britain and North America;*
- *Containing the Mortuary Station, one of five pre 1870 stations surviving in the State;*
- *As the first major terminus to be constructed in Australia and the only example of a high level terminus in the country;*
- *As a unique terminal, in NSW, not only in extent but also for the high standard of design of the associated buildings in particular the Mortuary Station, Railway Institute and the Parcels Post Office;*
- *Containing two of the three station buildings, in NSW designed by the Colonial or Government Architect in NSW;*
- *As one of the two longest continuously operating yard/workshop complexes in Australia, dating from the 1850s. Although many of the original functions have been superseded, or operations transferred to other sites, evidence of the working 19<sup>th</sup> century yard remains extant;*
- *As a major multi-level transport interchange between pedestrians, vehicular traffic and trains and later trams and subsequently buses. Since its establishment in 1855 it has been one of the busiest transport interchanges in Australia;*
- *As the largest formally planned addition to the urban fabric of Sydney prior to World War 1, intended to form a gateway to the city;*

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<sup>55</sup> State Heritage Inventory form, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424249>

- As the site of the Benevolent Asylum and Carters Barracks and Devonshire Street Burial Ground and Stations, evidence of which is likely to be found in the archaeological record;
- As a major public work undertaken in numerous stages between 1855 and 1930 by two branches of the Department of Public Works, the Railway and Tramway Construction Branch and the Colonial (later Government) Architects Branch;
- For the evidence provided of the changing technology of train travel from steam to electric trains, indicated not only by the declining yard workforce but also by the changes in yard layout and signalling work practises;
- As point of entry to the city for visitors from country NSW and a major departure point for travellers within Australia;
- The railway yards, the Mortuary Station, Railway Institute Building, terminus and clock tower are familiar Sydney landmarks, particularly to rail travellers.<sup>56</sup>

### 7.2.2.3. Existing Statement of Significance: Conservation Management Plan (2013)

The following statement of significance for the Central Railway Station has been extracted from the CMP prepared for RailCorp in June 2013:

*Central Station is the largest railway station and transport interchange in NSW and is of State significance for its historical, aesthetic, technical values and for its research potential. With its grand sandstone edifices and approaches it is a well known landmark in Sydney.*

*The site contains the original Sydney Railway Company grant on which the first Sydney Station and yards were opened, in 1855, and so represents over 150 years of railway operations in the same place, making it the oldest and the longest continuously operated yard in Australia.*

*The Sydney Terminal precinct has a high level of historic significance associated with its early government and institutional uses, as well as being the site of Sydney's second major burial ground, the Devonshire Street cemetery. Archaeological evidence of the government and institutional uses is rare and has high research potential.*

*Central Station site contains evidence of the first phase of railway construction in NSW and has been the major hub of rail transportation in NSW since the mid 19th century and has the ability to demonstrate the evolution of changes in the NSW railways and in railway technology over the past 150 years, from steam to electric, reflected in the changes in yard layout and in signaling work practices. The Darling Harbour branch line and associated sandstone Ultimo Railway Overbridge is the only remaining example of railway infrastructure built for the Sydney Railway Company and is the oldest piece of railway infrastructure in NSW.<sup>6</sup> The Prince Alfred Sidings contains some of the oldest remaining workshops in the NSW railway system. The Prince Alfred Substation is part of the Bradfield 1926 electrification works and was designed by Bradfield himself. The site has technical heritage value in such elements as: the Darling Harbour Dive; Central Electrics flyovers; the elliptical arch construction of the Elizabeth Street Viaduct; the western approach ramp underbridge the three pin truss roof of the portecochère; the Devonshire Street subway (probably the first of its type in Australia); the underground men's toilets; and the early mail, parcels and luggage subway system.*

*The main terminus building, accentuated by its clock tower and approach ramps, exemplifies the predominant use of sandstone at the site and it has been sited to dominate its surroundings and to mark the importance of the railway to both the city and the State. The construction of the Sydney Terminus was the largest planned intervention into the urban fabric of Sydney at the time and it was the only major complex of the period where the urban setting was consciously designed to enhance and provide views to and from the main structure. With its multi layered access modes and above ground level platforms not only was the development extraordinarily innovative but also the largest incursion into the southern part of Sydney prior to World War I.*

<sup>56</sup> State Heritage Register listing, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=5012230>

*Some of Sydney's most notable 19th and 20th century architects and engineers have worked on the Central Station site, including: James Wallace and William Randle who together designed and built the first railway from Sydney to Parramatta and the associated Darling Harbour Branch Line; the last serving Colonial Architect, James Barnet (Mortuary Station); the first NSW Government Architect, Walter Liberty Vernon (the main Terminus building and the Parcels Post Office); and the Chief Engineer for the City Underground and Sydney Harbour Bridge, Dr John Jacob Crew Bradfield (Central Electric). Mortuary Station, the main terminus building and the Parcels Post Office were the only designs undertaken for the NSW Railways by the Colonial Architect and the Government Architect within the Department of Public Works.*

*The main terminus building is enhanced by its Neo-classical architectural features together with the high quality workmanship and materials it contains, from carved sandstone, marble and terrazzo to cedar joinery, acid etched glazing and metalwork balustrades.*

*The same fine quality in design, materials and workmanship is seen in Mortuary Station, the Railway Institute and also in the Neo-classical Chalmers Street Entrance, the Central Electric Station main façade and the Parcels Post Office, all of which tends to unify these buildings with the main terminus.*

*The Mortuary Station is a fine and rare example by James Barnet of the Gothic Revival architectural style and is the only remaining example of a mortuary station in NSW. The exemplary Federation Anglo-Dutch architectural style of the Railway Institute is significant and it was as the first institute of its type in Australia, demonstrating 19th century initiatives in railway workers educational and recreational facilities. The Parcels Post Office contains fine brickwork and sandstone detailed facades and documents the association of the site with railway postal services.*

*The significance of Central Station is widely appreciated by the broad community for its sense of place and theatre; as an extraordinary place of work for employees past and present and their families; and by many specialist transport and heritage community groups.<sup>57</sup>*

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<sup>57</sup> Central Station 2013 CMP, 3.18 p.3



## 7.3. GRADINGS OF SIGNIFICANCE

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

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

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

Table 16 - Gradings of Significance

Grading	Justification
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance.
High	High degree of original fabric. Demonstrates a key element of the item's significance.
Moderate	Altered or modified elements. Elements with little heritage value but which contribute to the overall significance of the item.
Little	Alterations detract from significance. Difficult to interpret.
Neutral	Elements do not add or detract from the site's overall heritage significance; change allowed
Intrusive	Damaging to the item's heritage significance.

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

Table 17 - Phase Key

Phase	Description	Date
Phase 1	Original Inwards Parcels Shed and Small Parcels Bagging Room	1900-1906
Phase 2	Twentieth century additions	1907-2003
Phase 3	Redevelopment and Conversion	2004 - Present

## 7.4. SCHEDULE OF SIGNIFICANT ELEMENTS

Table 18 - Schedule of Significant Elements

Element	Description	Phase	Grading
<b>Lower Ground Floor – Ambulance Avenue access</b>			
<b>Overall</b>	Overall structure	-	Moderate
<b>Context &amp; Setting</b>	General context and setting of former Small Parcells Bagging Room	-	Moderate
<b>Structure</b>	Concrete and iron columns	Phase 1	Little
	Arched corrugated iron sheeting framework	Phase 1	Little
<b>Spaces</b>	Overall lower ground floor space (excluding later partitions)	-	Neutral
<b>Walls</b> <i>Interior &amp; Exterior</i>	North brick and sandstone retaining wall including all arched openings	Phase 1	Moderate
	Metal wall vents	Phase 1	Moderate
	Rendered and painted brick walls	Phase 1	Moderate
	Blind arch infills in rendered brick wall	Phase 2	Neutral
	Concrete block walls	Phase 2	Neutral
<b>Doors</b> <i>Exterior</i>	Infill roller doors	Phase 2	Neutral
	Infill timber door to arched opening	Phase 2	Neutral
	Infill fire doors to arched opening	Phase 2	Neutral
<b>Windows</b> <i>Exterior</i>	Infill timber and glass window and panels to arched opening	Phase 2	Neutral
<b>Awnings</b> <i>Exterior</i>	Metal awning with timber fascia, wrought iron brackets and corrugated metal roof sheeting	Phase 1/2	Moderate (original) / Intrusive (later)
<b>Ceilings</b> <i>Interior</i>	Suspended panel ceilings	Phase 2	Neutral
	Jack arched corrugated iron & concrete soffit	Phase 1	Moderate
	Highlight windows to ground floor loading dock area, including metal bar inserts and remnant glass infills	Phase 1/2	Moderate / Neutral
<b>Staircase</b>	Staircase in south-east corner	Phase 2	Neutral

Element	Description	Phase	Grading
<i>Interior</i>			
<b>Internal fitout</b>	All fabric relating to the existing catering services including fittings and fixtures, cool rooms, partition walls, doors and windows defining office and kitchen space, floor coverings, lighting, services (air conditioning, fire services exhaust ducts etc.)	Phase 2/3	Neutral
<b>Ground and First Floors</b>			
<b>Overall</b>	Overall structure form and setting	-	Moderate
<b>Context &amp; Setting</b>	General context and setting of Former Inwards Parcels Shed	-	Moderate
<b>Structure</b>	Timber structure both exterior and interior including columns, and trusses to east and west awnings	Phase 1	High
	Concrete floor slab (ground floor)	Phase 1/3	Moderate
	Steel structure of south wall (replaced original timber structure)	Phase 3	Neutral
	Timber and steel structure for mezzanine levels	Phase 3	Neutral
<b>Spaces</b>	Lobby/reception space	Phase 3	Neutral
	Overall interior space of Inwards Parcels Shed (if existing internal fitout removed, restoring to open space)	Phase 1	Moderate
<b>Roof</b>	Corrugated iron cladding	Phase 3 (replaced original)	Little
<i>Exterior</i>	Corrugated metal awning cladding (east and west)	Phase 3 (replaced original)	Little
	Gutters	Phase 3 (replaced original)	Little
	Exhaust Ducts	Phase 3	Intrusive
	Skylights	Phase 3	Neutral
<b>Chimneys</b>	Brick and sandstone chimneys, piers and plinths	Phase 1	Moderate
<i>Exterior</i>			
<b>Awnings</b>	Timber valance to north of west awning	Phase 1/3	Moderate



Element	Description	Phase	Grading
<i>Exterior</i>	Steel framed awnings to train carriages	Phase 3	Neutral
<b>Walls</b>	Masonry walls	Phase 1	Moderate
<i>Exterior</i>	Corrugated iron wall cladding	Phase 3 (replaced original)	Little
	Timber fascia and bargeboards to north and south elevations	Phase 3 (replaced original)	Little
<b>Doors</b>	Sliding timber doors (four remain at ground floor reception area)	Phase 1	Moderate
<i>Exterior</i>	All aluminium and frameless glass doors	Phase 3	Neutral
<b>Windows</b>	Timber framed windows to north elevation (excluding top extension)	Phase 1/3	Moderate (original) / Intrusive (extension)
<i>Exterior</i>	All aluminium framed windows and louvres	Phase 3	Neutral
<b>Platform</b>	East platform	Phase 1	Moderate
<i>Exterior</i>			
<b>Loading Dock</b>	West loading dock including concrete and brick structure and timber edging	Phase 1/3	Moderate/Little
<i>Exterior</i>	Highlight windows to lower ground level	Phase 1	Moderate
	Corrugated metal sheeting in highlight windows to basement	Phase 3	Intrusive
	Pedestrian footpath, access ramp and stairs to loading dock at north	Phase 1	Moderate
	Contemporary access ramp and stairs to loading dock	Phase 3	Neutral
<b>Replica Train Carriages</b>	Four replica train carriages	Phase 3	Neutral
<i>Exterior</i>	Timber decking to train carriages	Phase 3	Neutral
<b>Extension</b>	North-east amenities extension, including all exteriors and interiors	Phase 3	Neutral
<i>Exterior &amp; Interiors</i>	South-west dining and living extension, including all interiors and exteriors (excluding original awning)	Phase 3	Neutral
		Phase 3	Neutral

Element	Description	Phase	Grading
	Timber decked area to north of living and dining extension		
<b>Internal Fitout</b> <i>Interior</i>	All fabric introduced as part of the conversion to backpacker accommodation including partition walls, stairs, floor coverings, suspended ceilings, lighting, services (air conditioning, fire services, exhaust ducts)	Phase 3	Neutral
<b>Fences</b> <i>Exterior</i>	All security fences and gates to south and east boundaries	Phase 3	Neutral
<b>Signage</b> <i>Exterior</i>	"No Thoroughfare" sign	Phase 2	Moderate
	All YHA signage	Phase 3	Neutral
<b>Upper Carriage Lane</b>			
<b>Retaining Wall</b>	North brick and sandstone retaining wall	Phase 1	Moderate
	Rendered retaining wall to Henry Deane Plaza	Phase 3	Neutral
<b>Ramp</b>	Vehicular ramp – overall form	Phase 1	Moderate
	Vehicular ramp bitumen covering and concrete kerbs	Phase 3	Neutral
	Trachyte kerbs	Phase 1/2	Moderate
<b>Awnings</b>	Modified original and later steel framed awnings to Ambulance Avenue (outside of the subject site)	Phase 1-3	Moderate
<b>Pier and lamp</b>	Sandstone pier and street lamp, matching to Lower Carriage Lane	Phase 1	Moderate
<b>Staircase</b>	Staircase to Henry Deane Plaza including metal handrails	Phase 3	Neutral

## 7.5. DIAGRAMS OF SIGNIFICANT ELEMENTS

The following plans identify and grade the significant elements of the Former Inwards Parcels Shed. Please note the following diagrams of significant elements are to be read in conjunction with the Schedule of Significant Elements provided above. The grading of elements in the following diagrams refer to the overall form, structure and spaces.

## SIGNIFICANCE RANKING

### Lower Ground Floor

Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.

#### Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope

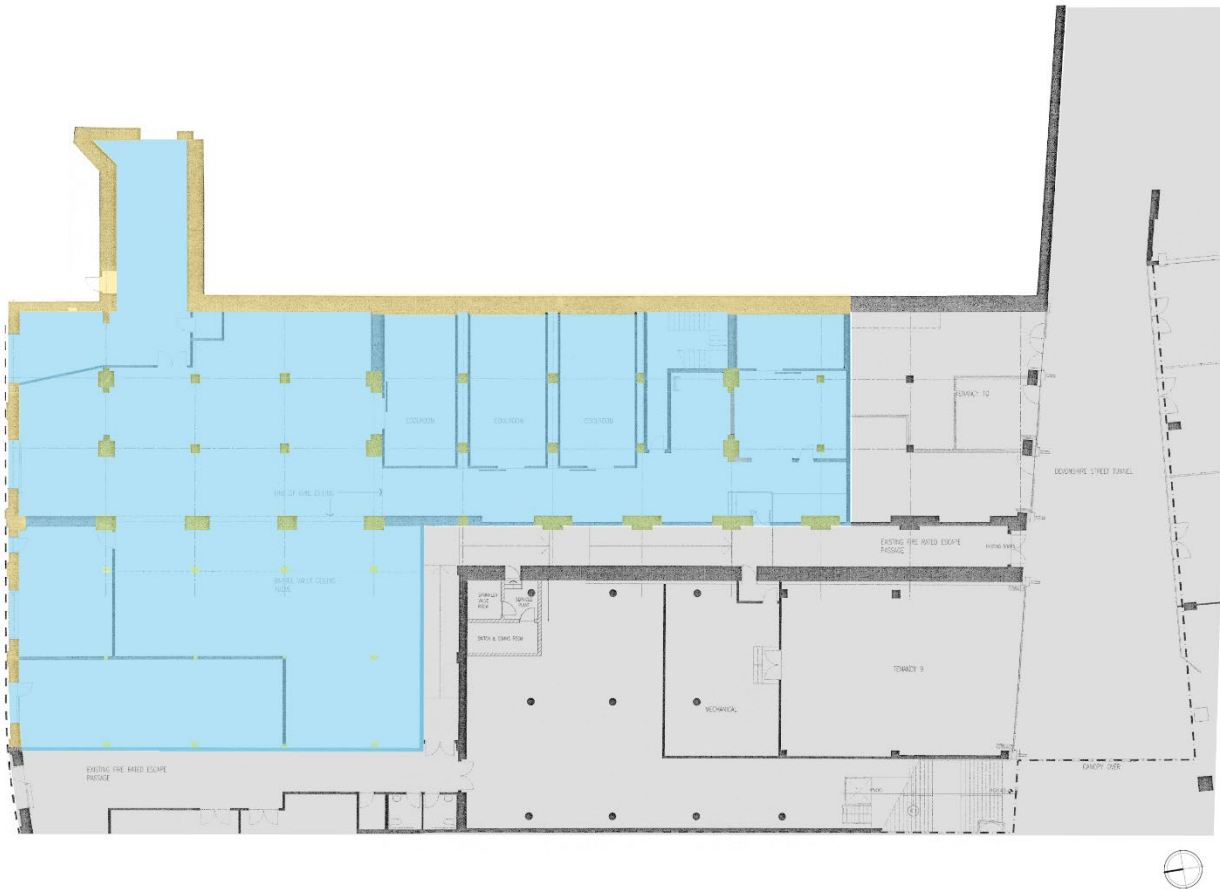


Figure 148 – Lower ground significance mapping



## SIGNIFICANCE RANKING

### Ground Floor

Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.

### Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope

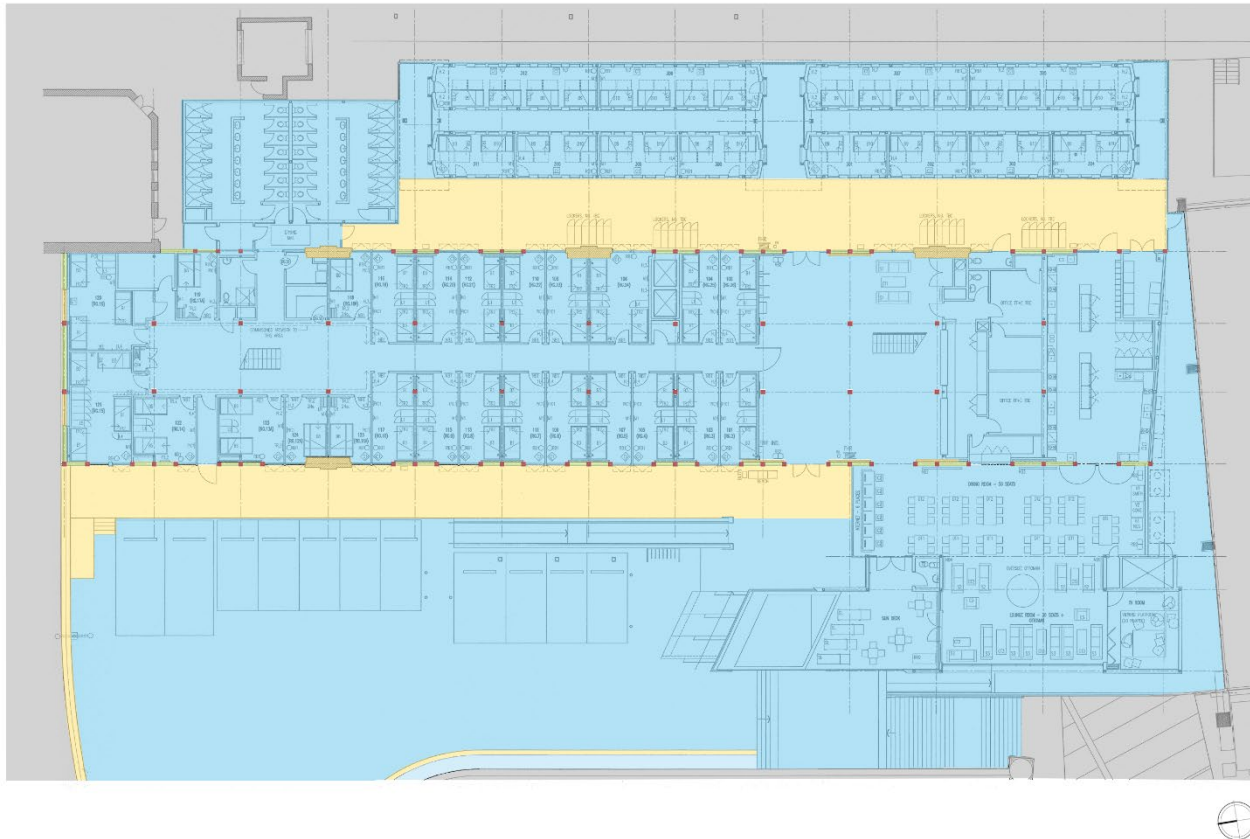


Figure 149 – Ground floor significance mapping

## SIGNIFICANCE RANKING

### Level 1

*Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.*

### Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope

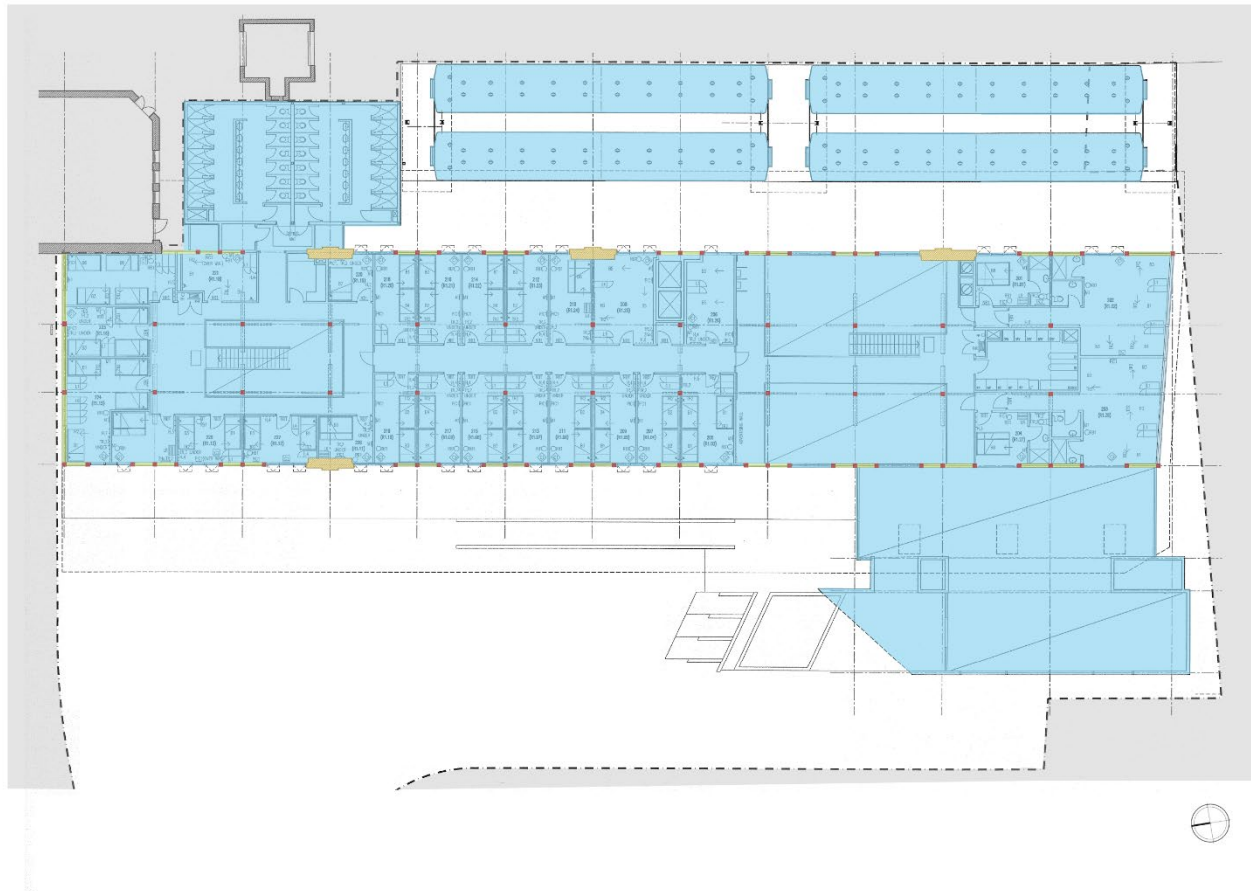


Figure 150 – Level 1 significance mapping

## SIGNIFICANCE RANKING

### Roof

Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.

### Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope

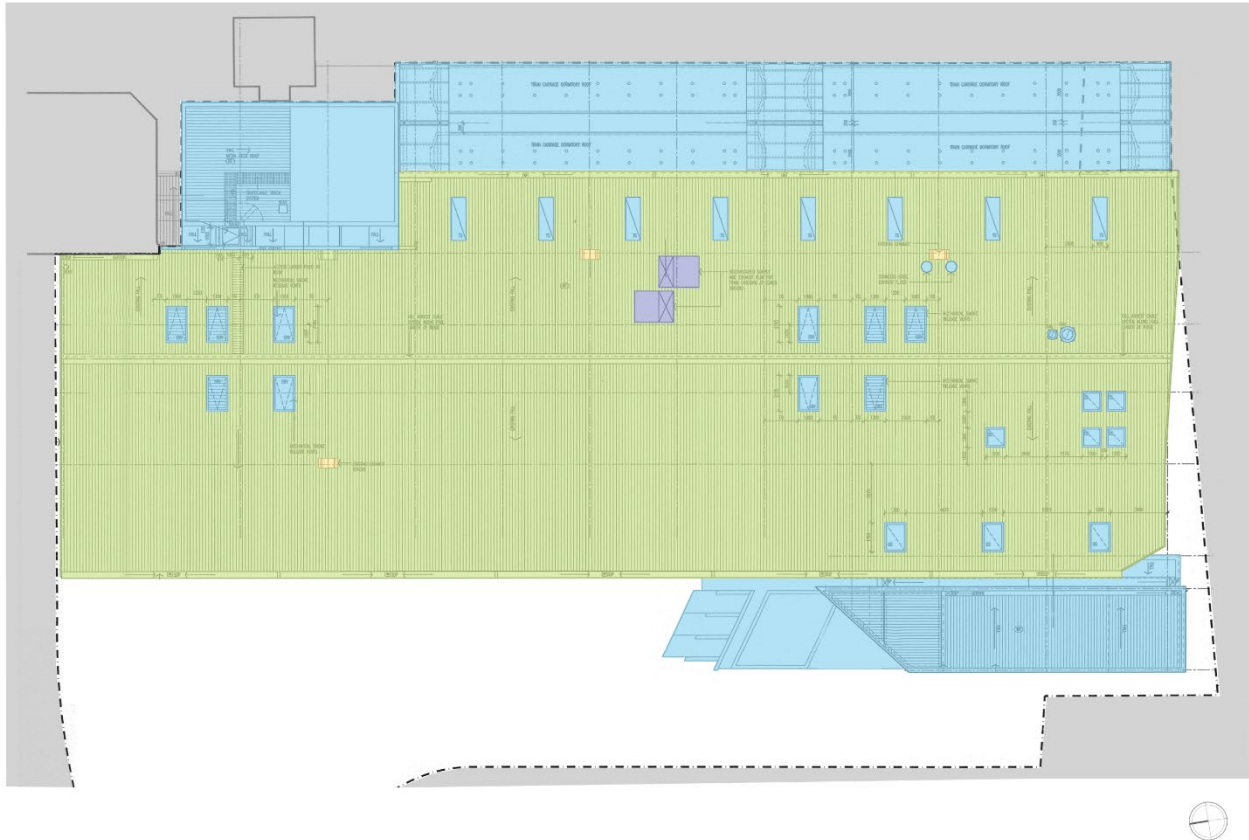


Figure 151 – Roof significance mapping



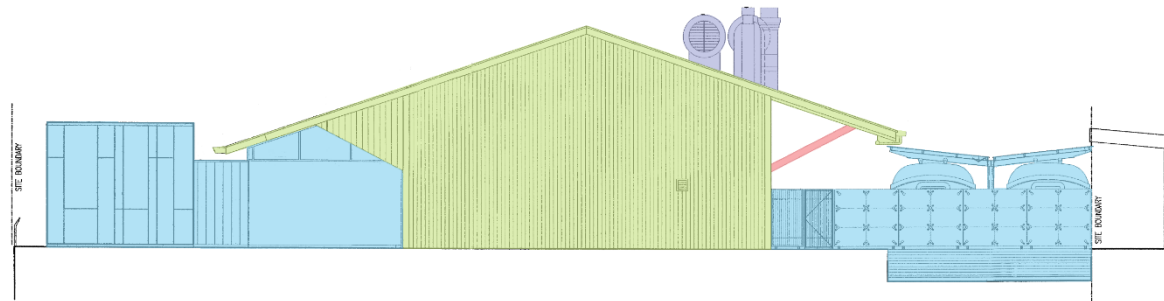
## SIGNIFICANCE RANKING

### South & North Elevation

Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.

#### Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope



South Elevation



North Elevation

Refer to the schedule of significant elements for significance rankings of the Lower Ground Floor elevation and retaining wall

Figure 152 – North & South Elevations significance mapping

## SIGNIFICANCE RANKING

### East & West Elevation

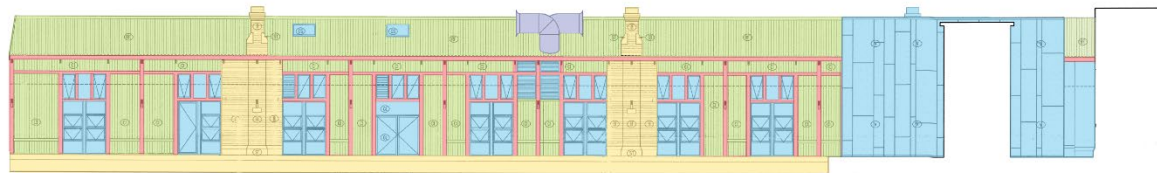
Grading refers to the significance of the overall heritage value of the structure and spaces. For significance rankings of individual elements and further detail, refer to the Schedule of Elements in Section 7.5.

#### Key

- High
- Moderate
- Little
- Neutral
- Intrusive
- Out of Scope



East Elevation



West Elevation

Figure 153 – East & West Elevations significance mapping

## 8. HERITAGE LISTINGS & STATUTORY OBLIGATIONS

### 8.1. HERITAGE LISTINGS

#### 8.1.1. General Heritage Listings

The following tables summaries the relevant heritage listings, statutory and non-statutory, applicable to the Former Inwards Parcels Shed.

Table 19 - Heritage Listings

Heritage List	Details
<b>World Heritage List</b>  Under the World Heritage Convention  (places of outstanding universal values)	Not listed
<b>National Heritage List</b>  Under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>  (natural and cultural places of outstanding value to the nation)	Not listed
<b>Indigenous Heritage</b>  Under the <i>Aboriginal Cultural Heritage Act 2003</i>  (places that hold great meaning and significance to Indigenous people)	Not listed
<b>Commonwealth Heritage Listing</b>  under the <i>Environment Protection and Biodiversity Conservation Act 1999</i>  (natural, Indigenous and historic heritage places on Commonwealth lands and waters or under Australian Government control)	Not listed
<b>State Heritage Register (SHR)</b>  Under the <i>Heritage Act 1977</i>  (items of state significance)	<i>Sydney Terminal and Central Railway Stations Group</i> SHR No. 01255  The Former Inwards Parcels Shed is included within the curtilage of the above-mentioned listing. The site is not individually listed as a heritage item, rather, it forms part of a wider site.



Heritage List	Details
<p><b>State Agency Section 170 Heritage and Conservation Register</b></p> <p>Under the <i>Heritage Act 1977</i></p>	<p><i>Central Railway Station and Sydney Terminal Group</i> SHI No. 4801296</p> <p>The Former Inwards Parcels Shed is included within the curtilage of the above-mentioned listing. The site is not individually listed as a heritage item, rather, it forms part of a wider site.</p>
<p><b>Sydney Local Environmental Plan 2012</b></p> <p>Schedule 5 Environmental Heritage, Part 1 Heritage items</p> <p>(items of local significance)</p>	<p><i>Central Railway Station group including buildings, station yard, viaducts and building interiors</i> LEP Item No. I824</p> <p>The Former Inwards Parcels Shed is included within the curtilage of the above listing. The site is not individually listed as a heritage item, rather, it forms part of a wider site.</p>
<p><b>Movable Cultural Heritage</b></p> <p>under the Protection of Movable Cultural Heritage Act 1986</p> <p>(objects that people create/collect that forms an important part of Australia's nation's identity)</p>	<p>Not listed</p>
<p><b>Register of the National Estate (not operational)</b></p> <p>Under the Environment Protection and Biodiversity Conservation Act 1999</p> <p>(items of local, state or national significance)</p>	<p><i>Central Railway Station, Eddy Av, Haymarket, NSW Australia</i> Place ID 2196</p> <p>The Former Inwards Parcels Shed is presumed to be include within the curtilage of the above listing, which describes the location of the listing as including 'building, ramp and bridges, Pitt Street, Railway Square and Eddy Avenue, Sydney</p>
<p><b>National Trust of Australia</b></p> <p>(items of local, state or national significance)</p>	<p><b>Central Station/Haymarket Urban Conservation Area</b> ID.6613</p> <p>The Former Inwards Parcels Shed is located within the Urban Conservation Area. The site is not individually listed as an item, rather it forms part of the area.</p>
<p><b>Australian Institute of Architects Register of Significant Architecture</b></p>	<p>Central Railway Station Terminal and Viaduct No. 4700667</p>
<p><b>Institution of Engineers Australia</b></p> <p>(no official register by informal list of buildings that have heritage value)</p>	<p>Not listed</p>

Heritage List	Details
Sydney Development Control Plan 2012	Located in Railway Square/Central Station Special Character Area

In addition, the Former Inwards Parcels Shed is also located adjacent to and in close proximity of a number of other heritage items under the *Sydney LEP 2012* and the *Heritage Act 1977*.

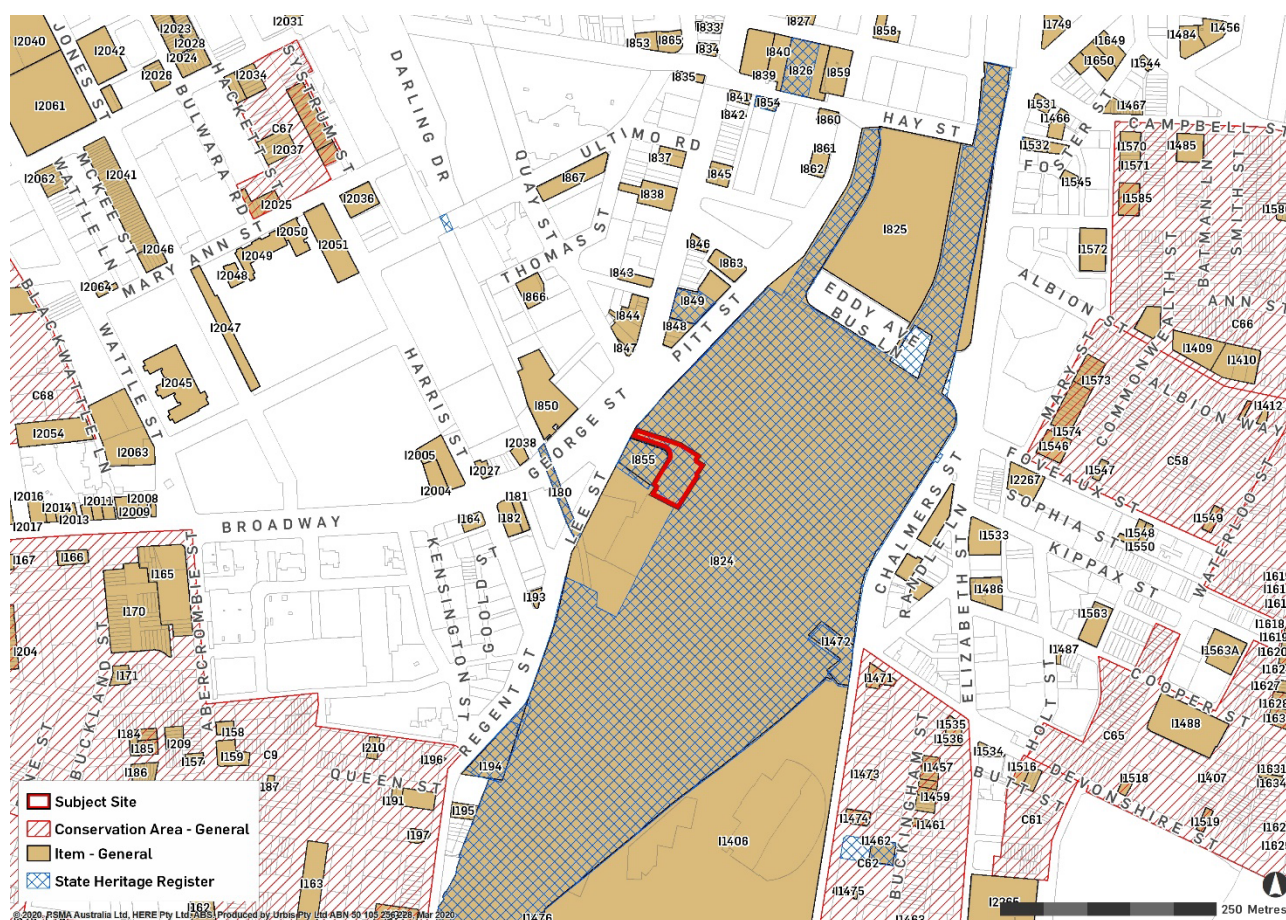


Figure 154 – Existing heritage listings under the *Sydney LEP 2012* and the State Heritage Register

## 8.1.2. Commonwealth Government Legislation & Policies

### Environmental Protection and Biodiversity Conservation Act 1999

The *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the Australian Government's environment and heritage legislation. This act is triggered by developments or actions that will have a significant impact on matters of National environmental significance, including world heritage areas, Commonwealth marine areas, nationally threatened species and communities and migratory birds. The EPBC Act includes a process for assessment of proposed actions that have, or are likely to have, a significant impact on matters of national environmental significance. These actions require approval from the Commonwealth Minister, Environment and Heritage.

The Register of the National Estate (RNE) was previously a statutory heritage register under the EPBC Act. The RNE is a list of natural, Indigenous and historic heritage places throughout Australia. It was established under the *Australian Heritage Commission Act 1975* and in 2004 the responsibility for maintaining the Register shifted to the Australian Heritage Council under the *Australian Heritage Council Act 2003* (AHC Act).

Following amendments to the AHC Act, the RNE was frozen in February 2007, which means that no new places can be added or removed. It continued to function as a statutory register until February 2012. The RNE is maintained on a non-statutory basis as a publicly available archive.

A new national heritage system was established in January 2004 under the EPBC Act. This led to the introduction of the National Heritage List, which recognises and protects places of outstanding heritage to the Nation, and the Commonwealth Heritage List, which includes Commonwealth owned or leased places of significant heritage value.

The Former Inwards Parcels Shed is not listed on the National and/or Commonwealth Heritage Lists.

## **National Construction Code / Building Code of Australia**

The National Construction Code (NCC), incorporating the Building Code of Australia (BCA), is a national set of building regulations with some state-specific variations. The performance requirements of the BCA are mandatory, although the introductory sections of the Code make clear that not all requirements will apply to a given case. The Code also includes 'deemed-to-satisfy' requirements which are accepted as meeting the performance requirements. However, the Code also makes provision for alternative solutions to meet the performance requirements, subject to satisfactory verification.

Under the *NSW Environmental Planning and Assessment (EP&A) Regulation 2000*, all new building work must be carried out in accordance with the BCA. In the case of an existing building, there is generally no requirement to comply with the BCA unless works are being carried out. However, where works (in particular alterations or additions) are proposed to the place, the building will need to comply on completion with the relevant [performance] requirements of the Building Code of Australia (EP&A Regulation Clause 145). In addition, where an existing building has a change of use, the structural capacity and fire safety of the building must be appropriate for the new use, while for a building which undergoes alterations without a change of use, the structural capacity and fire safety of the building must not be reduced by the work (EP&A Act Regulation Clause 143).

In certain circumstances, exemption can be obtained from the requirements of the BCA under Clause 187 of the EP&A Regulation. Because in most cases there will be an acceptable alternative solution to satisfy the performance requirements of the BCA, applications for exemption are sought rarely. If such an application is contemplated, it should be sought at development application stage. The Fire, Access and Services Advisory Panel of the Heritage Council of NSW may be able to assist in resolving conflicts between heritage and regulatory requirements.

## **8.1.3. State Government Legislation & Policies**

### **Environmental Planning and Assessment Act 1979**

The *Environmental Planning and Assessment Act 1979* (EPA Act) governs strategic planning and development assessment processes undertaken by State and Local Government in NSW. Development approval for works may be required under Part 3A, Part 4 or Part 5 of the Act.

It is necessary in most cases to submit a development application to the relevant Local Council for permission to erect or alter a building, demolish a building or change the use of an existing building. This does not apply to a building proposal defined as an 'Exempt Development'. Six categories of development are defined by the new legislation: Exempt Development, Complying Development, Local Development, Integrated Development, Designated Development or State Significant Development.

Approval is required under this Act for alterations and additions to the Former Inwards Parcels Shed. A Review of Environmental Factors (REF) is prepared in most instances to address relevant approvals and consultation requirements under the EPA Act. Independent heritage advice or assessment may be required if works are likely to impact on the overall heritage significance of the place or elements identified in this report as being of exceptional or high significance. A heritage impact statement is generally required to accompany development applications for works to a heritage item to assess the likely impact of the works on the heritage significance of the item.

### **Heritage Act 1977**

The *Heritage Act 1977* is administered by the Heritage NSW, Department of Premier and Cabinet. The purpose of the Heritage Act 1977 is to ensure cultural heritage in NSW is adequately identified and conserved. Items of significance to the State of NSW are listed on the NSW State Heritage Register (SHR) under the Act.

The Former Inwards Parcels Shed is not individually listed as a heritage item of State significance, however, it forms part of the SHR listing for the Sydney Terminal and Central Railway Stations Group (SHR No. 01255).

### ***Minimum Standards of Maintenance and Repair***

Under Section 118 of the *Heritage Act 1977*, the agency has the power to impose minimum standards with respect to the maintenance and repair of buildings, works and relics that are listed on the State Heritage Register or within a precinct that is listed on that Register. The minimum standards include:

- Yearly Inspections by a suitably qualified person;
- Provision of Weather Protection;
- Fire Protection (and additional fire protection for unoccupied buildings);
- Security (and additional security for unoccupied buildings);
- Essential maintenance and repair; and
- The preparation of a Conservation Management Plan.

### ***Historical Archaeology***

In New South Wales, historical archaeological sites are protected under the *Heritage Act 1977*. The purpose of the *Heritage Act 1977* (as amended) is to conserve the environmental heritage of the State. Environmental heritage is broadly defined under Section 4 of the *Heritage Act 1977* as consisting of the following items: 'those places, buildings, works, relics, moveable objects, and precincts, of State or local heritage significance.'

Amendments to the *Heritage Act 1977* made in 2009 have changed the definition of an archaeological 'relic' under the Act. A relic is now an archaeological deposit, resource or feature that has heritage significance at a local or State level. The definition is no longer based on age. This significance based approach to identifying 'relics' is consistent with the way other heritage items such as buildings, works, precincts or landscapes are identified and managed in NSW.

The *Heritage Act 1977* requires that historical archaeological sites and 'relics' are managed in accordance with permits issued by the Heritage Council of NSW. The consent of the Heritage Council is required before any archaeological 'relics' are disturbed. An archaeological site is an area which contains one or more archaeological 'relics'.

### ***Permits to Excavate or Disturb Land***

Under the *Heritage Act 1977* (as amended), an application needs to be made to the NSW Heritage Council in the event that it is proposed to disturb or excavate any land in NSW that is likely to contain archaeological remains.

As the Former Inwards Parcels Shed forms part of the Sydney Terminal and Central Railway Stations Group (SHR No. 01255) which is listed on the State Heritage Register under the *Heritage Act 1977*, a Section 60 would be required for works to place. A Section 140 application is required to obtain a permit to excavate.

### ***Archaeological Exceptions/Exemptions***

In some circumstances a full excavation permit as listed above may not be required when excavating land in NSW. Usually this is where works are only minor in nature, and will have minimal impact on the heritage significance of the place.

In such instances, an application for an exemption under s57 of the *Heritage Act 1977* may be appropriate. This is to be determined by a suitably qualified archaeologist, and will depend upon the nature, scale and location of the works proposed.

### ***National Parks and Wildlife Act 1974***

The *National Parks and Wildlife Act 1974* (NSW) (the 'NPW Act') is the primary piece of legislation for the protection of Aboriginal cultural heritage in New South Wales. The Department of Energy and Environment administers the NPW Act. The NPW Act provides statutory protection for Aboriginal objects by making it illegal to harm Aboriginal objects and Aboriginal places, and by providing two tiers of offence against which



individuals or corporations who harm Aboriginal objects or Aboriginal places can be prosecuted. The NPW Act defines Aboriginal objects and Aboriginal places:

*Aboriginal object means any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises New South Wales, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction, and includes Aboriginal remains.*

*Aboriginal place means any place declared to be an Aboriginal place under Section 84. The highest tier offences are reserved for knowledgeable harm of Aboriginal objects or knowledgeable desecration of Aboriginal places. Second tier offences are strict liability offences—that is, offences regardless of whether or not the offender knows they are harming an Aboriginal object or desecrating an Aboriginal place—against which defences may be established under the National Parks and Wildlife Regulation 2009 (NSW) (the ‘NPW Regulation’).*

Section 87 of the NPW Act establishes defences against prosecution under Section 86 (1), (2) or (4). The defences are as follows:

- An Aboriginal Heritage Impact Permit (AHIP) authorising the harm (s87(1)); and
- Exercising due diligence to establish Aboriginal objects will not be harmed (s87(2)).
- Due diligence may be achieved by compliance with requirements set out in the National Parks and Wildlife Regulation 2009 (the NPW Regulation) or a code of practice adopted or prescribed by the NPW Regulation (s87(3)).

## State Environmental Planning Policies

State environmental planning policies (SEPPs) deal with issues to the state and people of New South Wales. Various SEPPs may apply to development at the site.

### 8.1.4. Local Government Legislation & Policies

#### Sydney Local Environmental Plan 2012

A Local Environmental Plan (LEP) is the principal legal document for controlling development and guiding planning decisions made by Council. *Sydney Local Environmental Plan 2012 (Sydney LEP 2012)* commenced on 14 December 2012 and is the current local environmental plan. Schedule 5 Environmental heritage of the planning instrument lists heritage items and heritage conservation areas within the local government area.

The Former Inwards Parcels Shed forms part of the listing for the Central Railway Station group including buildings, station yard, viaducts and building interiors (item no. I824) under Schedule 5 of the *Sydney LEP 2012*.

The *Sydney LEP 2012* requires consent for certain types of development (including development affecting heritage items) and the consent authority, in considering any proposed development, must have regard to the relevant aims, strategies and principles contained in this plan. Heritage provisions for the City of Sydney Council area are incorporated under Part 5 Miscellaneous Provisions, Clause 5.10 Heritage Conservation of the instrument. Sub-clause (2) details consent required for certain development as outlined below:

Development consent is required for any of the following:

*(2) Requirement for consent*

*(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*

*(i) a heritage item,*

*(ii) an Aboriginal object,*

*(iii) a building, work, relic or tree within a heritage conservation area,*

*(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,*

*(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*

*(d) disturbing or excavating an Aboriginal place of heritage significance,*

*(e) erecting a building on land:*

*(i) on which a heritage item is located or that is within a heritage conservation area, or*

*(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,*

*(f) subdividing land:*

*(i) on which a heritage item is located or that is within a heritage conservation area, or*

*(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*

## **Sydney Development Control Plan 2012**

A *Sydney Development Control Plan (DCP) 2012* is a non-statutory document that supports the LEP with more detailed planning and design guidelines.

The purpose of the *Sydney DCP 2012* is to supplement the Sydney Local Environmental Plan (LEP) 2012 and provide more detailed provisions to guide development. The DCP has been made in accordance with Section 74C of the Environmental Planning & Assessment Act 1979 and must be read in conjunction with the provisions of Sydney LEP 2012.

Heritage item provisions are predominantly considered in the general provisions of the DCP in Section 3, and specifically Section 3.9 Heritage (although this is not exhaustive). The DCP acknowledges that heritage conservation does not preclude change but rather responds to different constraints and opportunities. The DCP aims to ensure that the significant elements of the past are appropriately managed and respected by new development, with the underlying principles being that:

- Change should be based on an understanding of heritage significance; and
- The level of change should respect the heritage significance of the item or area.

The intention of these provisions is to ensure that decisions about change are made with due regard to heritage significance, and that opportunities to improve the understanding and appreciation of this significance are taken.

In summary, where new works or uses are proposed to the building, specific provisions within the DCP should be considered including, but not limited to, the provisions for heritage items in Section 3.9.1-3.9.5.

This report lists the provisions at the time of preparing this CMP and reference should be made to the current instrument in conjunction with any proposed works.

Section 2.1 of the DCP provides a number of "Special Character Areas" within Central Sydney. The Former Inwards Parcels Shed is located within the "Railway Square/ Central Station Special Character Area" identified in the DCP under Section 2.1.11. The principles for the management of the area is as follows:

### ***Principles***

*(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.*

(b) Recognise the role of Railway Square as the western and southern gateway to Central Sydney.

(c) Reinforce the significance of the existing heritage fabric and complement it with high quality contemporary fabric and contribute to the layers of meanings and content of the locality.

(d) Maintain a high level of daylight access to Railway Square and its associated open spaces by restricting building height.

(e) Maintain and enhance the visual prominence and landmark significance of the clock tower of Central Railway Station in the views and vistas from various points, particularly along Broadway and George Street, when approaching or departing the city.

(f) New development is to maintain and enhance vistas to Central Railway station.

(g) Reinforce the urban character and scale of Railway Square by requiring new buildings surrounding the Square to:

i. be built to the street alignment;

ii. have street frontage heights consistent with the prevailing form of buildings adjacent to this Special Character Area; and

iii. have building setbacks above the street frontage heights.

(h) Ensure that any development associated with the important public transport interchange provided at Railway Square is consistent with enhancement of the public domain of Railway Square.

(i) Conserve and enhance the heritage significance and character of the nineteenth and twentieth century public and commercial buildings and their settings.

(j) Enhance the pedestrian amenity of Railway Square and environs.

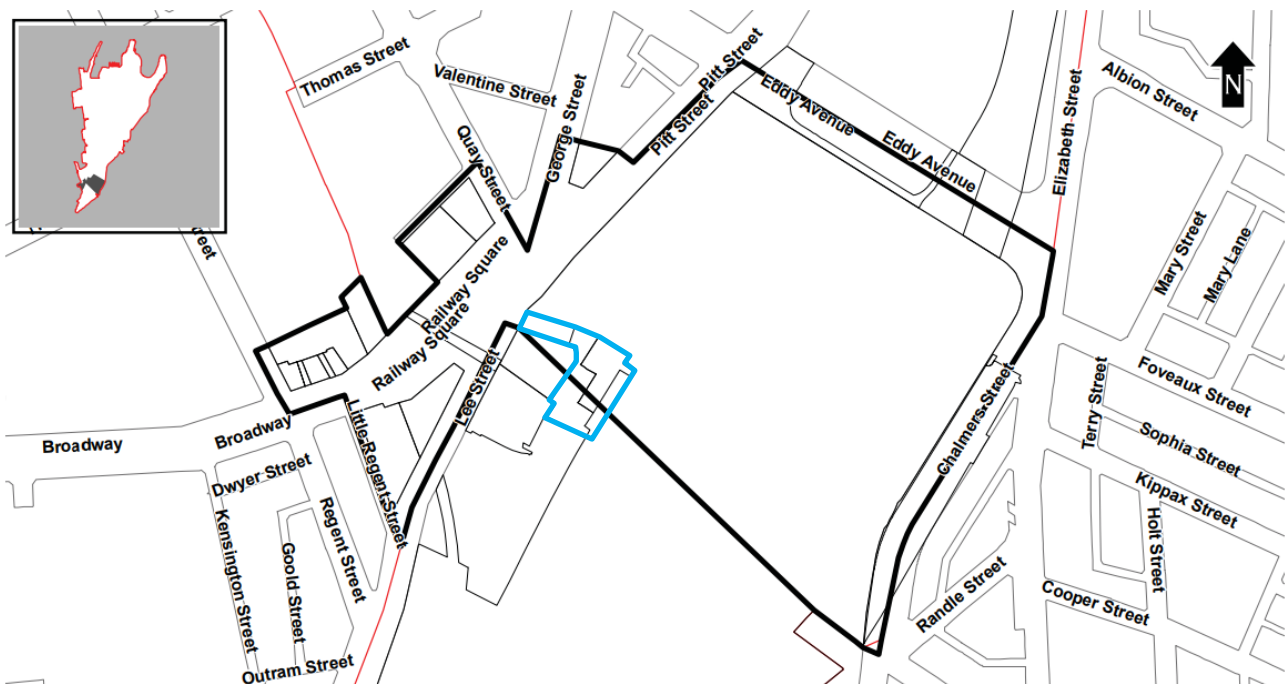


Figure 155 – Railway Square/Central Station Special Character Area locality map, with the subject site outlined in blue.

Source: Sydney DCP 2012, Section 2.1.11

## 8.2. MANAGEMENT PLANS & GUIDELINES

The *Sydney LEP 2012* and Sydney DCP 2012 require the preparation of a recent Conservation Management Plan before applications for major change are considered or lodged for statutory approval. This Conservation Management Plan sets out policy recommendations (refer to Section 10) to conserve the significant values associated with the subject site.

In addition to a CMP most heritage legislation requires the preparation on an assessment of heritage impact to accompany development applications and notifications associated with exempted works. Policies have also been included in this document concerning heritage impact statements.

This Conservation Management Plan revises the previously prepared reports for the site and the Central Railway Station Group. The historical Conservation Management Plans for the site have been detailed in the table below.

Table 20 - Conservation Management Plans relating to the site

Date	Author	Title
March 1996	Heritage Group State Projects	Sydney/Central Station, Conservation Management Plan
September 1999	Godden Mackay Logan	Inwards Parcels Shed, Sydney Terminal, Conservation Management Plan
June 2013	Railcorp	Central Station Conservation Management Plan

The subject report supersedes the 1999 CMP for the Former Inwards Parcels Shed. As the site is located within the curtilage of the state heritage listing for the Central Railway Station Group, this report should be read in conjunction with the CMP prepared for Railcorp dated June 2013.

## 8.3. APPROVALS AND CONSENT

### 8.3.1. Approval for Works

Approvals and consent for works are required from the City of Sydney and the NSW Heritage Council.

#### Council of City of Sydney

Approval is required from the City of Sydney for any proposed works to state listed heritage items. Part 3 Exempt and Complying development under the *Sydney LEP 2012* does not apply to State listed heritage items unless a Section 57 exemption is first obtained from the Heritage Council.

#### NSW Heritage Council

Approvals are required for works to State listed heritage items, except where exemption apply for maintenance or minor works as per the *Heritage Act 1977*.

### 8.3.2. Types of Applications

#### Integrated Development

Under the Environmental Planning and Assessment Act, the process of Integrated Development requires applicants to use the following process for SHR listed properties:

- The City of Sydney will refer the application to Heritage NSW (and other State agencies if required).
- If approval is granted by Heritage NSW, this approval will be included in the City of Sydney development consent conditions.

This section only applies to works where development consent of the City of Sydney and Heritage Council approval is required.



## City of Sydney Council

The following provisions from Clause 5.10 of the LEP 2012 necessitate consent for works from City of Sydney Council.

### (1) Objectives

*The objectives of this clause are as follows:*

- (a) to conserve the environmental heritage of the City of Sydney,*
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
- (c) to conserve archaeological sites,*
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.*

### (2) Requirement for Consent

*Development consent is required for any of the following:*

*(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*

- (i) a heritage item,*
- (ii) an Aboriginal object,*
- (iii) a building, work, relic or tree within a heritage conservation area,*

*(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,*

*(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*

*(d) disturbing or excavating an Aboriginal place of heritage significance,*

*(e) erecting a building on land:*

- (i) on which a heritage item is located or that is within a heritage conservation area, or*
- (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,*

*(f) subdividing land:*

- (i) on which a heritage item is located or that is within a heritage conservation area, or*
- (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*

### (3) When consent not required

*However, development consent under this clause is not required if:*

*(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:*

*(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and*

*(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area.*

## **NSW Heritage Council**

Prior to commencement of any works, assessment of works is to be completed. All work falls into one of the three below categories:

- Exempt and requiring no notification to the Director, Heritage NSW (repairs and maintenance).
- Exempt and requiring exemption application to be submitted to the Director, Heritage NSW (minor works).
- Requiring a Section 60 application to be submitted to the Heritage NSW (major works).

Any major works proposed for SHR items need to be assessed and approved by the Heritage Council via a Section 60 application to ensure that the heritage significance of the item will not be adversely affected.

However, if the works are only minor in nature and will have minimal impact on the heritage significance of the place, the Heritage Act 1977 allows the Minister for Heritage, on the recommendation of the Heritage Council, to grant exemptions for certain activities which would otherwise require approval under Section 57 (2) of the Heritage Act. Advice by a suitably qualified heritage consultant may be required to determine if the works are 'minor'.

There are two types of exemptions which can apply to a heritage item listed on the SHR:

- Standard Exemptions for all items on the State Heritage Register. Typical activities that are exempted include building maintenance, minor repairs, alterations to certain interiors or areas and change of use.
- Site Specific Exemptions. No Site Specific Exemptions have been granted for the Central Railway Station Group, including the Former Inwards Parcels Shed.

## **8.4. THE BURRA CHARTER**

The *Burra Charter* (the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance) contains principles on conservation of significant places. The *Burra Charter* provides nationally accepted principles for the conservation of places of cultural significance.

The ICOMOS Burra Charter 2013 adopted by Australia ICOMOS establishes the nationally accepted principles for the conservation of places of cultural significance. Although the Burra Charter is not cited formally in an Act, it is nationally recognised as a document that shapes the policies of the Heritage Council of NSW. The document provides the underlying methodology by works to heritage items of all levels of significance and provides the guidelines for the management of heritage items. The Former Inwards Parcels Shed is of demonstrated cultural significance. Therefore, procedures for managing changes and activities at the site should be in accordance with the recognised conservation methodology of the Burra Charter.

A copy of the *Burra Charter* is attached at Appendix B, or is available via the following link:  
<http://australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf>

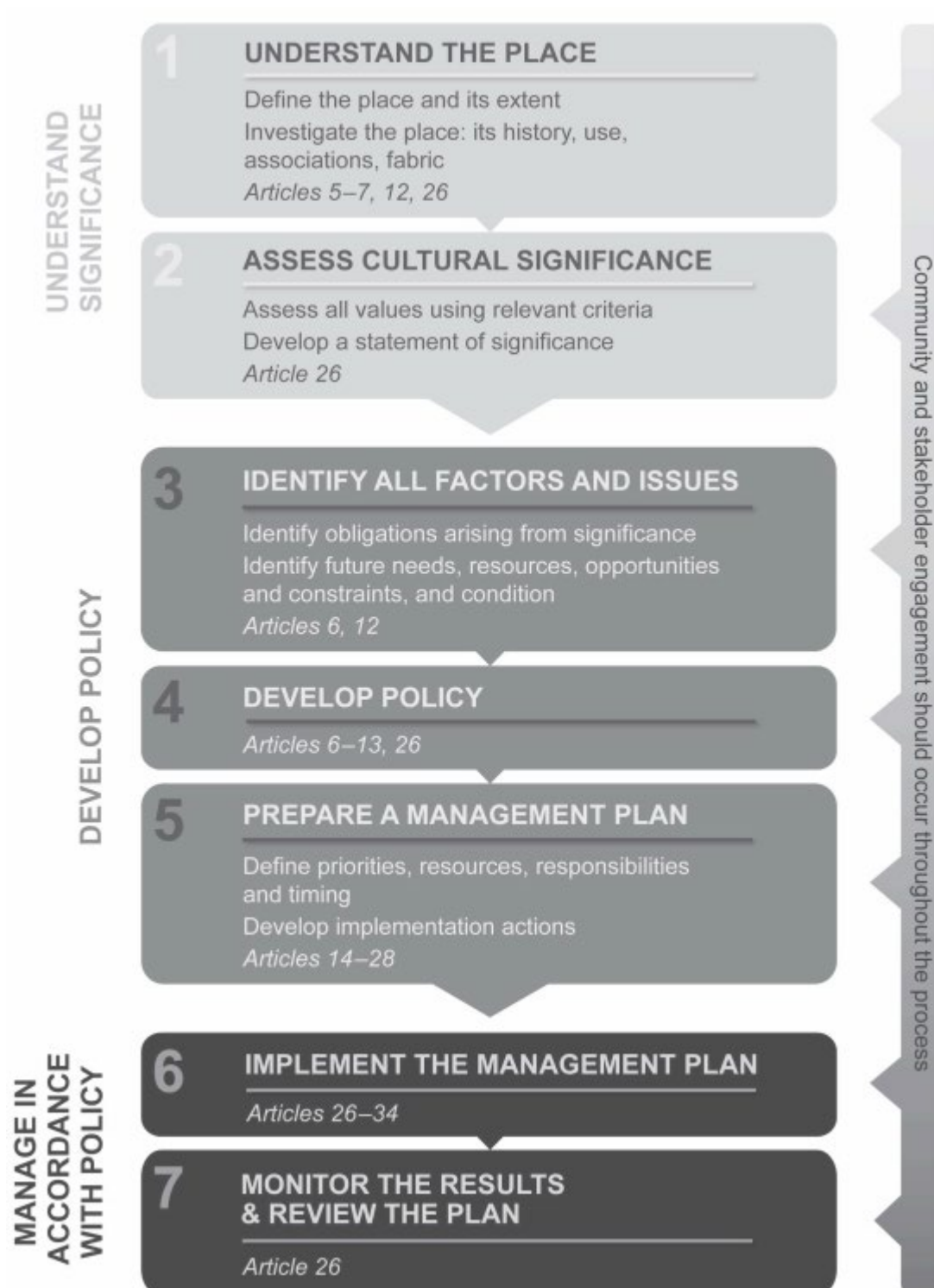


Figure 156 – The *Burra Charter* Process (flow chart showing the steps in planning for and managing a place of cultural significance, with key articles relevant to each step shown in the boxes)

Source: *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, 2013.

## 9. OPPORTUNITIES & CONSTRAINTS

### 9.1. INTRODUCTION

The conservation planning process established by the *Burra Charter* (the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance) requires that relevant constraints be identified for developing conservation policies for places of significance. These constraints include:

- Obligations arising from the cultural significance of the place;
- Physical constraints of the place, including environmental factors and the physical condition of the fabric;
- Relevant statutory and non-statutory controls;
- Owner's needs, resources and other external constraints; and
- Obligations involved in undertaking research, maintaining records and communicating the heritage values of the place.

The assessment of the following specific constraints and opportunities will result in appropriate policies for the Former Inwards Parcels Shed.

### 9.2. OBLIGATIONS ARISING FROM STATUTORY AND NON-STATUTORY REQUIREMENTS

Approvals for works to the site may be required under the *EP&A Act* or the *Heritage Act 1977* as outlined above in Section 8.1.3. This section should be referred to prior to undertaking any works. Any future proposed changes to the site must be undertaken in accordance with the relevant planning legislation, the Heritage Division provisions, the best practice principles of the *Burra Charter* and with reference to the provisions of this CMP and the Central Station CMP prepared by Railcorp (June 2013).

As the Former Inwards Parcels Shed is located within curtilage of SHR listing for the Sydney Terminal and Central Railway Stations Group (SHR No. 01255), the subject site is required to be maintained in accordance with the *Minimum Standards of Maintenance and Repair* under Section 118 of the *Heritage Act 1977* and the *Heritage Regulation 2012*.

Where new works are proposed, compliance with the Building Code of Australia / National Construction Code and Australian Standard AS1428 (Universal Access) may also be required as outlined in Section 8.1.2. Any strategies or solutions to ensure that components of the subject the place comply with the BCA/ NCC or AS1428 should be driven by the cultural significance of the place. Where necessary, alternative solutions and performance-based outcomes should be pursued to ensure the intent of the code is met without adversely impacting on significant fabric. Professional advice should always be obtained by a suitably qualified heritage practitioner and BCA consultant. Due to the complex nature of heritage sites, 'deemed to comply' design solution approved by BCA or access consultants may be used to satisfy the intent of the Standard.

### 9.3. OBLIGATIONS ARISING FROM HERITAGE SIGNIFICANCE & INTEGRITY OF FABRIC

This CMP provides an analysis of the significance of the subject site (refer to Section 7).

This places an obligation on the owners, occupiers and users of the place and any other stakeholders responsible for or involved in the maintenance and management of the building, to conserve this identified significance. This includes internal and external fabric, elements and structures of the place identified in Section 7.4 and 7.5.

Any future proposed changes to the place must be undertaken in accordance with the Sydney LEP and DCP, the *Burra Charter* and with reference to the policy recommendations of this CMP and the Central Station CMP (2013). Future change should seek to retain and enhance the places significance and character. The significance of the site is summarised in Section 7.2.

Specific policies for the treatment of fabric have been set out below in Section 10. However, general constraints in relation to the elements, fabric and spaces of heritage significance and setting include:



The Statement of Significance embodies the core heritage values of the place. All future decisions and works to the place must be guided by the Statement of Significance and the identified significant elements identified in this CMP, together with any additional detailed research and assessment. The significance of the place is defined in Section 7 of this report with a schedule and diagrams of significant elements provided in Sections 7.4 and 7.5. Fabric and spaces of High and Moderate significance should generally be retain, conserved and/or interpreted, with consideration for policies herein.

Management and maintenance of the place should aim to conserve its heritage significance whilst facilitating appropriate ongoing use. The place should be maintained according to the *Minimum Standards of Maintenance and Repair* under Section 118 of the *Heritage Act 1977* and the *Heritage Regulation 2012* and in accordance with the cyclical maintenance plan included in Section 10.2.2. If any future major works are proposed, a Schedule of Conservation Works should be prepared.

Works should be undertaken in accordance with the principles of the Australia ICOMOS, the *Burra Charter*.

The understanding of the contribution of the place to the significance of Central Station should be retained, conserved and interpreted.

Refer to Section 10 for all policies regarding management of heritage significance of the buildings.

## **9.4. OWNER'S REQUIREMENTS & FUTURE USE**

Atlassian as the owner of the site (Vertical First Pty Ltd) has engaged Urbis to prepare this Conservation Management Plan to help inform and direct the redevelopment of the subject site for a new innovation and technology precinct. The background and drivers for this transformational project are outlined below.

### **9.4.1. Atlassian**

Atlassian is an Australian owned enterprise software company which builds platforms and tools for businesses and Start-ups and has grown significantly since their creation in 2002. They are recognised globally as a leader in technology and innovation, employ over 4,000 people (or 'Atlassian's') across 12 offices around the world and have over 170,000 customers.

Atlassian have had a very positive impact on the resurgence of Start-up companies in Australia over the last decade. They have assisted with growing local businesses and tried to find ways to help them evolve and be equipped with the technology to do so.

Atlassian has shown strong commitment to anchor the new Sydney Technology Precinct. From initial ideas through to creation of an industry body to advocate the new precinct, partnering with the NSW Government as part of the NSW Technology & Innovation Precinct, commitment to a lease arrangement with TNSW for the Site, and ultimately securing an amendment to the planning controls applicable to the Site. Atlassian have shown their commitment to the precinct and the delivery of the Atlassian Central development over the past few years with a vision to create a unique opportunity to accommodate a significant tech ecosystem at this major transport, education and innovation hub.

Atlassian are seeking to deliver the first building in the new Sydney Technology Precinct, to entrench their presence in the precinct, and also provide space to accommodate tech-Startup companies and entrepreneurs within the establishing precinct.

The Atlassian Central development will contribute to achieving the precinct goals, providing the initial anchor tenant for the Western Gateway Sub-precinct and the new Sydney Technology Precinct, delivering approximately 70,001sqm of gross floor space, including space to accommodate Startup and early stage companies, and supporting approximately 4,038 innovation jobs.

By anchoring the new Sydney Technology Precinct this project, and the presence of Atlassian on the Site, will support the establishment of a new dedicated technology and innovation precinct in Sydney which has the potential to deliver the following key support to the technology and innovation sector:

- Physically bring together the technology and innovation industry;
- Accelerate growth in technology and innovation industries nationally through cross-collaboration;
- Attract, grow and retain talent from both within Australia, and globally; and
- Improve likelihood for Start-ups in the industry to succeed.

## 9.4.2. Youth Hostels Australia

Youth Hostels Australia (YHA) is the largest provider of budget tourist accommodation in Australia, with a network of more than 70 hostels in all Australian states and territories. YHA are also part of the world's largest budget accommodation network, Hostelling International which more than 3,500 hotels in 60 countries.

The Sydney Railway Square YHA currently operates from the subject site Former Inwards Parcel Shed and directly adjoins Central Station.

The YHA accommodation is mainly for young people from around the world who want more than a place to stay – they are looking for a like-minded community, lifestyle space, a connected place and a hub for their experience in each destination. This market focus dovetails into the vision for the Atlassian Central development, which is focused on supporting innovation, collaboration and supporting the sharing of ideas.

The partnership between Atlassian and YHA is born through a shared desire to deliver an outcome that benefits Sydney's position as a global city for tourism and technology.

## 9.4.3. Industry and Government Vision for a new Innovation Precinct

'TechSydney' is an entrepreneur led industry group that was set up to promote the new Sydney Technology Precinct at Central with the vision of making Sydney one of the top ten global technology hubs, and the most desirable place on earth to grow a technology company.

The group was founded by leading technology companies including Atlassian, Pollenizer, The Iconic, Hotels Combined, and the University of Technology Sydney. It now contains a diverse range of start-ups, incubators, research institutions, success global technology companies, mid-sized domestic technology firms and venture capital funds and represents over 80% of the industry's total combined market capitalisation.

Figure 157 TechSydney Group Members



Source: TechSydney

Technology and innovation are at the heart of all successful global cities and represents an essential ingredient for strong economic, social and environmental growth. The role of 'knowledge' in our economy is particularly important in Australia as we start to transition from a strong dominance and prosperity from a commodities economy, to more sustainable forms of economic growth that are not intensive on our physical environments.

This shift has generated a strong and critical need for the capital cities of Australia to harness and support the knowledge, technology and innovation industries to ensure the economy can grow and be resilient to change, and also importantly create the right environment to attract talent to our major cities.

The knowledge economy is thriving globally in a range of 'innovation precincts' in London, California, New York City, Toronto, Paris, Berlin, Singapore and other cities which generate significant economic and job growth to their local and national economies. Australia is currently losing a large pool of local talent to these precincts across the globe in the absence of a globally recognised precinct within Australia.

The critical need (and strong economic benefits) of an innovation precinct in Sydney is widely accepted, supported and enshrined in national, state and local government policy. While there have been some attempts in Sydney to create innovation precincts (such as in White Bay or Redfern/Eveleigh), these have not come to fruition for various reasons.

Following the strong industry support for a new technology and innovation precinct at Central Station, and broader NSW Government priorities to promote the technology and innovation industry, it was announced that an Industry Taskforce would be established to provide Government support to the establishment of an Innovation and Technology Precinct within the Central to Eveleigh Corridor. The Taskforce includes partnership with Atlassian and other industry groups, which will have a critical role in ensuring that the new Sydney Innovation Precinct has a long-term vision that is aligned with the industry needs.

#### **9.4.4. Central State Significant Precinct**

On 12 July 2019, the Minister for Planning and Public Spaces nominated the Central Precinct as a State Significant Precinct (Central SSP) which comprises approximately 24 hectares of land in and around Central Station. A vision for growth in the precinct and the strategic framework for development in the Central SSP is being developed by TNSW. However, the Western Gateway Sub-precinct has been rezoned in anticipation. The extent of the Central SSP and the Western Gateway Sub-precinct is shown in Figure 158 below.

The Western Gateway Sub-precinct comprises three landowner consortiums, which have been identified as Block A, B and C which are illustrated in Figure 159 below.

As part of this precinct, a new grand public square is proposed adjacent to the Former Inwards Parcels Shed. Central Square will feature four connected spaces:

- Central Walk West will be a clear and generous path leading to the future Central Walk, replacing the Devonshire Street tunnel. Lined with plenty of trees for shade, large numbers of people will be able to walk comfortably between Central Station, George Street, Pitt Street and Quay Street.
- Lower Square, next to the heritage brick station buildings, will be a highly active space, with seating and shade, suitable for activity 24 hours a day.
- Upper Square, next to the Central Station Grand Concourse and connecting through to Belmore Park, will be a quieter space. It will complement the upper concourse and Belmore Park and be a place where people can rest and relax.
- Railway Square will be shaded by trees with wider footpaths on the east and west sides of Broadway.<sup>58</sup>

Extracts of the proposed public square are included overleaf.

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<sup>58</sup> City of Sydney, [https://news.cityofsydney.nsw.gov.au/articles/our-vision-for-a-grand-public-square-at-tech-central?utm\\_source=facebook&utm\\_medium=organic\\_social&fbclid=IwAR1qG19sC0ekIfDSjBNdiGbZS2bMYI\\_dfo79LMR7psmd4KO2XVVWC2dSL0](https://news.cityofsydney.nsw.gov.au/articles/our-vision-for-a-grand-public-square-at-tech-central?utm_source=facebook&utm_medium=organic_social&fbclid=IwAR1qG19sC0ekIfDSjBNdiGbZS2bMYI_dfo79LMR7psmd4KO2XVVWC2dSL0)





Figure 158 - Central State Significant Precinct  
Source: Department of Planning Infrastructure and Environment

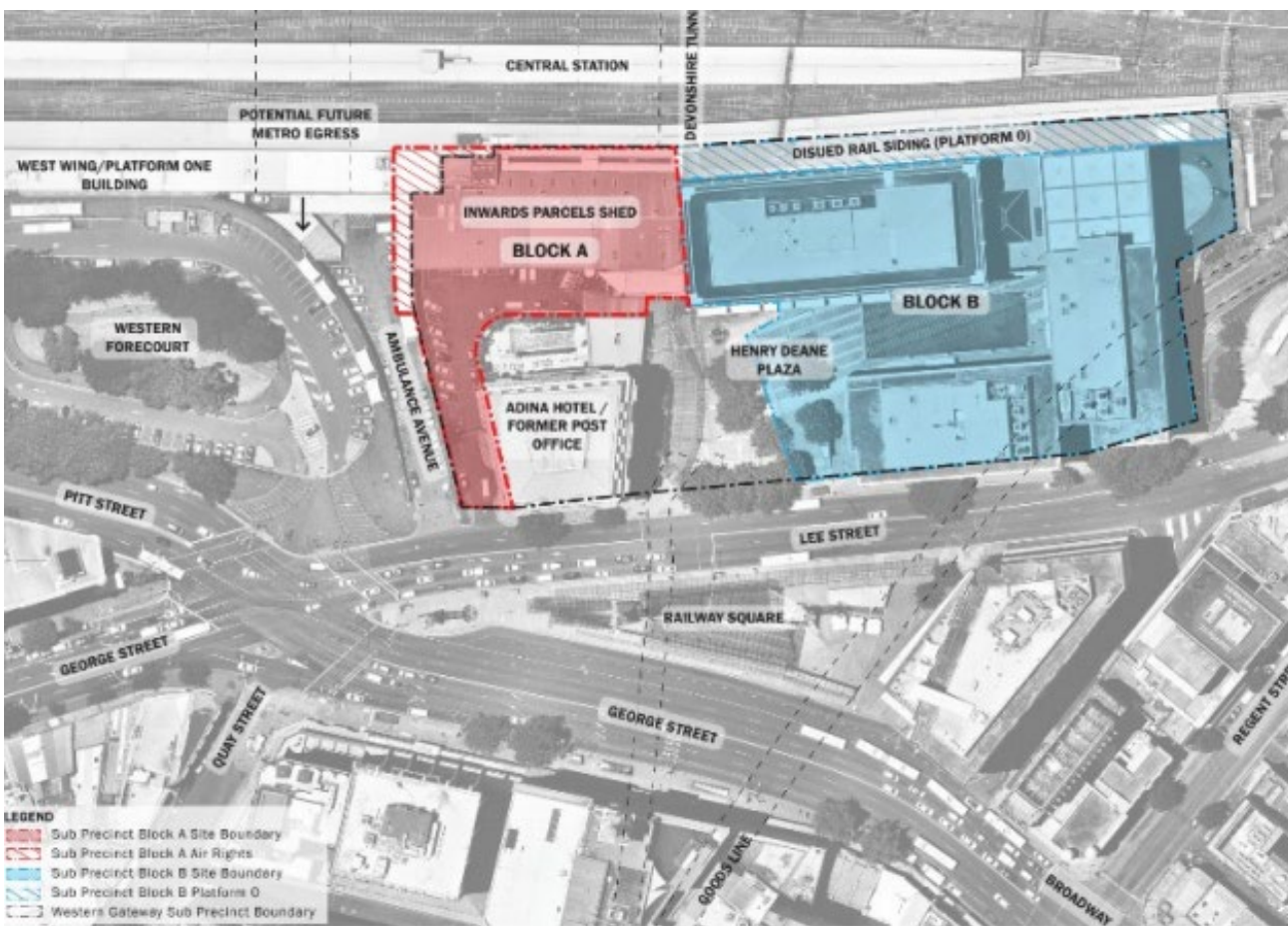


Figure 159 - Western Gateway Sub-precinct  
Source: EC3





Figure 160 - Central Square aerial view – proposed

Source: City of Sydney, [https://news.cityofsydney.nsw.gov.au/articles/our-vision-for-a-grand-public-square-at-tech-central?utm\\_source=facebook&utm\\_medium=organic\\_social&fbclid=IwAR1qG19sC0ekIfDSjBNdiGbZS2bMYI\\_dfo79LMR7psmd4KO2XVVvWC2dSL0](https://news.cityofsydney.nsw.gov.au/articles/our-vision-for-a-grand-public-square-at-tech-central?utm_source=facebook&utm_medium=organic_social&fbclid=IwAR1qG19sC0ekIfDSjBNdiGbZS2bMYI_dfo79LMR7psmd4KO2XVVvWC2dSL0)



Figure 161 - Central Square aerial view – proposed

Source: City of Sydney, [https://news.cityofsydney.nsw.gov.au/articles/our-vision-for-a-grand-public-square-at-tech-central?utm\\_source=facebook&utm\\_medium=organic\\_social&fbclid=IwAR1qG19sC0ekIfDSjBNdiGbZS2bMYI\\_dfo79LMR7psmd4KO2XVVvWC2dSL0](https://news.cityofsydney.nsw.gov.au/articles/our-vision-for-a-grand-public-square-at-tech-central?utm_source=facebook&utm_medium=organic_social&fbclid=IwAR1qG19sC0ekIfDSjBNdiGbZS2bMYI_dfo79LMR7psmd4KO2XVVvWC2dSL0)

### 9.4.5. Western Gateway Sub-Precinct Planning Proposal

Within the Central SSP nomination was the identification of the Western Gateway Sub-precinct which could be considered for early rezoning. The Site is located within the Western Gateway Sub-precinct, as well as the broader Central SSP.

In October 2019, Transport for NSW (TNSW) submitted a Planning Proposal to rezone two of the three 'Blocks' within the Western Gateway Sub-precinct. The subject site is part of the rezoning proposal, known as Block A. The Planning Proposal was placed on public exhibition on 16 October 2019 until 27 November 2019.

The Planning Proposal proposed to amend the existing planning controls for the Site to enable the following:

- Maximum building height for the Site to RL 200.2.
- Introduce a maximum gross floor area (GFA) on the Site.
- Extend the no additional overshadow requirement for Prince Alfred Park from 10am to 2pm all year round.
- Require future development for new buildings to demonstrate Design Excellence by way of Competitive design process.
- Rezone a small portion of the Site which extended into the Lot 118 in DP 1078271 to B8 Metropolitan Centre.
- Introduce a new Western Gateway Design Guideline which will provide detailed planning controls for the sub-precinct.

On 13 August 2020, State Environmental Planning Policy Amendment (Western Gateway Sub-precinct) 2020 was gazetted. This was a self-repealing SEPP which amended the Sydney Local Environmental Plan 2012 which include the following key changes relevant to the Site:

Introduction of a new clause (Clause 6.53) applying to the Western Gateway Sub-precinct which:

- Extend the no additional overshadow requirement for Prince Alfred Park from 10am to 2pm all year round.
- Rezoned the portion of the Site which extended into the Lot 118 in DP 1078271 to B8 Metropolitan Centre.
- Maximum building height for the Site to RL 200.2.
- Introduce a maximum gross floor area (GFA) on the Site of 77,000sqm
- Removed the application of Clause 6.3 (additional floor space in Central Sydney) and Clause 7.20 (Development requiring or authorising preparation of a development control plan) applying to the land within the Western Gateway Sub-precinct.
- Updated the applicable Sydney Local Environmental Plan 2012 maps to reflect and implement these planning control changes.

### 9.4.6. The Proposed Development

The proposed SSDA will facilitate the development of a new mixed-use development comprising 'tourist and visitor accommodation' (in the form of a 'backpackers' YHA (Youth Hostel Association)) and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government. The new building will be purpose built to accommodate the Atlassian Headquarters, a new TNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, in addition to commercial floorspace to support Tech Start-ups.

The commercial office component of the project is sufficiently, intrinsically and inextricably related to the adaptive re-use of the Former Inwards Parcels Shed and tourist related (backpacker's) component of the project.

The new development is to be built over the existing heritage Former Inwards Parcels Shed. The works includes a 39-storey mixed-use tower with basement loading dock facilities and end of trip facilities (EoTF) accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TNSW.

The building design has been conceived to support the delivery of a site plan designed to connect with future developments to both the south and east and integrate with a cohesive public realm for the broader Sydney community in accordance with NSW government strategic planning.

The tower design is a demonstration project for Atlassian, representing their commitment to environmental sustainability and contemporary workplace settings through tower form and construction systems along with a set of emblematic outdoor workplaces stacked in the tower form.

The former Inwards Parcels Shed will be adaptively re-used in accordance with best practice heritage process and form the upper level of a 2-storey entry volume that connects visually with the 2 level Link Zone.

Over the roof of the Parcels Shed, a new privately owned but publicly accessible landscaped area will be created as the first part of a new upper level public realm that may extend to connect to a future Central Station concourse or future Over Station Development.

The proposed mixed-use tower directly adjoins a live rail environment to the east and public domain to the north, west and south. These works will consider these rail environments and have been designed to ensure that all TNSW external development standards are achieved. This ensures there is no impact to the operation or safety of these TNSW assets.

Interfaces from the overall site and especially the State works Link Zone have been designed in consultation with the adjoining stakeholders. These stakeholders include TNSW to the north and south, Toga and the Adina Hotel operator to the west and the Dexu Frasers' site to the south. Connections via the Link Zone, through the basements, and off the proposed new Link Zone dive ramp will be designed to enable existing and future developments to function in both the day 1 scenario and end state when all developers have completed their works.

The overall project aspiration is to create a world class tech precinct with effective pedestrian links through the Atlassian site to the Central Station western forecourt to Central Walk west and adjoining stakeholder's sites.

### **9.4.7. Potential Impacts of the Proposal**

This Conservation Management Plan has been prepared to assess the significance of the Former Inwards Parcels Shed and to provide guidance for the management of this significance in the face of major change as outlined above. While there will be an obvious and irreversible heritage impact as a result of the proposal, the greater community benefit for the area and the city outweighs this impact.

Urbis has been engaged throughout the design development of the proposal to ensure that the identified significance of the Former Inwards Parcels Shed is at the forefront of the design, and that appropriate measures are undertaken in terms of treatment of significant fabric, conservation and interpretation to appropriately mitigate the impacts of the proposal.

The policies outlined in this report have had specific regard for the management of the significance of the place within the context of this proposal. The potential impacts of the proposal and the mitigation measures applied are outlined in a separate detailed Heritage Impact Statement.

# 10. CONSERVATION POLICIES

## 10.1. WHAT IS A CONSERVATION POLICY?

A conservation policy explains the principles to be followed to retain, conserve, restore or reveal the heritage significance of a place, and how that significance can be enhanced and maintained. This relies on a full understanding of the significance of the place, and a review of the constraints and opportunities arising from that significance.

## 10.2. ADOPTION, IMPLEMENTATION & REVIEW

### 10.2.1. Adoption of Conservation Management Plan

#### Policy

- Policy 1. This conservation management plan should be adopted by present and future owners and lessees of the place, and used as a guide for management and conservation, and in conjunction with any proposals for future development or adaptive re-use of the place.
- Policy 2. A copy of this conservation management plan should be provided with the sale of the place and retained on-site at all times, for the use by those responsible for the management and conservation of the place.
- Policy 3. A copy of the CMP should be submitted to Heritage NSW, Department of Premier & Cabinet and the City of Sydney for reference purposes.

### 10.2.2. Statutory Obligations

#### Background

The Former Inwards Parcels Shed is located within the SHR curtilage of Central Station and therefore various legislation applies to the management of the site (refer to Section 8). Approvals are required for works to the heritage item and exemptions may be required for maintenance or minor works (with notifications and approval required in writing). Approval may also be required for works in the vicinity of the site.

#### Policy

- Policy 4. Any future proposed changes to the site need to be assessed in accordance with the relevant provisions of the *Sydney Local Environment Plan 2012* and Sydney Development Control Plan 2012, the policies of this Conservation Management Plan, the CMP for Central Station (2013) and the *Heritage Act 1977*.
- Policy 5. This CMP should be submitted to the City of Sydney Council and Heritage NSW, Department of Premier & Cabinet as part of any application for new development proposals. Where appropriate or requested, it should be accompanied by a heritage impact statement that assesses the specific impacts of the proposal against relevant legislation and policies in this CMP.

### 10.2.3. Review of Conservation Management Plan

#### Policy

- Policy 6. This CMP should be reviewed and updated every 5-10 years, to remain relevant to ongoing change, use of the place and statutory compliance or if substantial alterations and additions are proposed. Irrespective of the requirement to review the document every 5-10 years, the CMP should continue to be used for on-going heritage management until such reviews are completed.



## 10.3. MANAGING HERITAGE SIGNIFICANCE

### 10.3.1. Statement of Cultural Significance

#### Background

The Statement of Significance included at Section 7.2.1 embodies the core heritage values of the place. All future decisions and works to the property must be guided by the statement of cultural significance and the identified significant spaces, fabric, views, landscape and built elements identified in this CMP, together with any additional detailed research and assessment.

Owners, lessees, occupiers and stakeholders responsible for, and involved in, the maintenance and management of the place should be aware of the identified significance of the place and aim to conserve and enhance this significance as well as identified significant internal and external fabric and spaces.

#### Policy

Policy 7. The Statement of Significance set out in this report is to be accepted as the basis for future conservation of the fabric and values of the place (Section 7.2.1). All future works to the place should be cognisant of the significant built elements, fabric, spaces, views, landscape and archaeological resource identified in this CMP, together with any additional detailed research and assessment.

### 10.3.2. Elements of Significance

#### Background

Section 7.4 of this report provides a schedule of elements for the place and identifies the relative significance of those elements.

#### Policy

- Policy 8. Elements of high significance within the place are graded so because they have a high degree of integrity or they make a defining contribution to the significance of the place. These elements of high significance should be retained and conserved. Minor change is permissible as long as this does not detract from the identified significance of the place. Elements of high significance should not be obscured by new works, structures or services where possible, and should be clearly visible and interpreted as part of any new works.
- Policy 9. Elements of moderate significance are graded so because they have been altered or modified, or do not make a defining contribution to the significance of the place, however they do make a contribution to the overall significance and understanding of the place or are original to the place. Change is allowed so long as it does not detract from the identified significance of the place.
- Policy 10. Elements graded as being of little significance do not substantially add to the significance of the place, though neither do they detract from its overall significance. Elements of little significance may also reflect fabric that is reproduction or may have been substantially altered or modified or may reflect non-significant phases of development. Changes are allowed, including removal, so long as it does not adversely affect values and fabric of higher significance.
- Policy 11. Elements and spaces identified as neutral do not contribute or detract from significance. The attribution of 'neutral' typically applies to introduced new or utilitarian fabric that does not relate to a significant historical period or use. Changes are allowed so long as they do not impact on associated fabric of higher significance.
- Policy 12. Intrusive elements are damaging to the place's overall heritage significance; they should be considered for removal or alteration.

### 10.3.3. Best Practice Heritage Management (The Burra Charter)

#### Background

Article 3 of the *Burra Charter* (revised 2013) indicates that conservation is based on a respect for the existing fabric of a place and should, therefore, involve the least possible physical intervention to prevent distortion of the evidence provided by the fabric. One of the key objectives of contemporary conservation practice is to retain as much of the significant original fabric as possible in order to preserve the essential integrity of the heritage resource.

#### Policy

- Policy 13. The future conservation and management of the place should be carried out in accordance with the principles of the *Burra Charter*. The *Burra Charter* advocates a cautious approach to change: *do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.*
- Policy 14. All contractors, consultants and project managers engaged to work on the place should have appropriate conservation skills, experience and techniques appropriate to the trade, fabric or services, and should work within the guidelines of this CMP.
- Policy 15. A heritage impact statement and / or archaeological assessment should be prepared for all proposals for new development within the site. Where relevant, the HIS and/or archaeological assessment should assess impacts on the setting, views, built elements and potential archaeological resource as appropriate.

## 10.4. USE

#### Background

The Former Inwards Parcels Shed site has been occupied for a number of uses over its lifetime as changes in transport and mail distribution methods meant the decline in use of buildings such as this. The existing YHA use of the Former Inwards Parcels Shed is considered to be a successful adaptive reuse of the place which required minimal intervention into the fabric and found a use for the place when its former and intended use was obsolete.

#### Policy

- Policy 16. Future proposals for new uses for the place should consider its strategic location adjoining the Central Station precinct to identify a highest and best use which balances the management of significant fabric with the development of Sydney as a global city.
- Policy 17. Future uses should facilitate the adaptive reuse of the Former Inwards Parcels Shed building as a meaningful and integral part of any new development. Significant fabric should be retained and conserved wherever possible.
- Policy 18. New uses should allow for the interpretation and celebration of the history and function of the place as an Inwards Parcels Shed with important associations with both the Central Station precinct and the former Parcels Post Office building (now the Adina Hotel).
- Policy 19. Where possible, new uses should promote public accessibility to allow for meaningful interpretation and celebration of the significance of the place.

## 10.5. MANAGING CHANGE

### 10.5.1. Basis of Approach

#### Background

Any proposed modifications to the Former Inwards Parcels Shed must take into consideration the identified heritage significance and must have regard to the total resource, the broader precinct and the strategic objectives of the City.

#### Policy

- Policy 20. A suitably qualified heritage consultant/architect should be engaged to guide and provide advice on any proposed works to the place.
- Policy 21. All repair, conservation and reconstruction work to significant elements must be undertaken with appropriate supervision by a suitably qualified heritage specialist or relevant materials specialist or conservator, with reference to historical documentation, and in accordance with any relevant legislative or statutory constraints.
- Policy 22. Retention of significant fabric is preferred, but if removal or reconstruction is required to facilitate a broader outcome which has an overall acceptable heritage impact, all options for retention and interpretation of significant fabric must be explored thoroughly.
- Policy 23. Where elements of high significance have been damaged and require repair or reconstruction, sympathetic materials like for like should be used in preference to a contemporary replacement. Significant elements should be repaired in-situ wherever possible. New work and material should be identifiable as new on close inspection.
- Policy 24. Any elements of significance proposed for demolition, removal or alteration, should be subject to archival photographic recording, copies of which should be retained on site and provided to the relevant consent authorities (City of Sydney and Heritage NSW). This should include photography and / or measured drawings as deemed necessary. Archival recordings should be undertaken in accordance with the former NSW OEH Heritage Division's Guidelines for *'Photographic Recording of Heritage Items Using Film or Digital Capture'*.
- Policy 25. Elements of significance which are required to be removed as part of future works that can practically be reused should be thoroughly recorded and stored on site within the wider Central Station precinct for potential future reinstatement or for use as conservation material as required.
- Policy 26. The results of analysis and all new evidence uncovered during future works to the place should be recorded to provide an on-going resource for reconstruction, repair and maintenance. This should be added to the existing archive on the place or incorporated into a report or addendum to this Conservation Management Plan, as appropriate.
- Policy 27. Reconstruction is appropriate only where there is sufficient evidence to reproduce fabric to an original state. Reconstruction should be identifiable as new work on close inspection or through additional interpretation and include date stamping where appropriate.
- Policy 28. Central Station is significant as the most important rail transport interchange in the State. Interventions into fabric may be supportable if they safeguard and contribute to the place as a transport interchange.
- Policy 29. A vertical extension to the Former Inwards Parcels Shed may be possible if the overall form and significance of the shed building is retained, conserved and interpreted. Large scale additions will need to be sufficiently vertically separated between the shed and potential soffit in order to mitigate the potential impact of the addition.
- Policy 30. Any vertical extension will need to ensure that the roof form of the building is able to be read and understood and that any rooftop structures are set back appropriately from the roof edge to enable interpretation and retention of roof form and materiality and the original. The utilitarian industrial character of the shed must be retained. The design of any rooftop treatments could be informed by Designing with Country principles.

## 10.6. CONSERVATION AND MAINTENANCE

### Background

Conservation and maintenance aim to conserve and enhance the identified heritage values of the asset wherever possible. Change should be considered with a goal of conserving and enhancing the identified heritage values of the asset, wherever possible, while accommodating its continued and ongoing use.

The Former Inwards Parcels Shed is currently in a good condition. Regular maintenance and scheduled conservation works are required to be implemented to conserve the heritage significance and identified significant fabric of the place. Ongoing maintenance should be undertaken in accordance with a cyclical maintenance plan by the owner of the place.

### Guidelines

- Maintenance should aim to conserve and enhance the identified heritage values of the place. Repairs are to be undertaken instead of replacement, where possible, as maintenance issues arise.
- Fabric identified as having high significance is to have priority works undertaken as required. Impact on significant fabric is to be considered and the appropriate approvals sought.
- The minimum standards of maintenance and repair under Section 118 of the *Heritage Act 1977* and as specified in the *Heritage Regulations 2012*, are recommended to be implemented as required to ensure its long-term conservation. The minimum standards refer to weatherproofing, fire protection, security and essential maintenance, to ensure the significance of the place is retained.
- Repair, conservation or reconstruction works to significant elements or facades are to be undertaken with appropriate supervision by a suitably qualified heritage consultant /architect, or relevant materials specialist/s or conservator and with reference to historical documentation.
- Maintenance works to the buildings should be undertaken on a regular basis to avoid the need for substantive conservation works.

### Policy

- Policy 31. Maintenance works to the buildings should be undertaken on a regular basis to avoid the need for substantive conservation works.
- Policy 32. Maintenance should aim to conserve and enhance the identified heritage values of the place. Repairs are to be undertaken instead of replacement, where possible, as maintenance issues arise.
- Policy 33. Fabric identified as having high significance is to have priority works undertaken as required. Impact on significant fabric is to be considered and the appropriate approvals sought.
- Policy 34. The minimum standards of maintenance and repair under Section 118 of the *Heritage Act 1977* and as specified in the *Heritage Regulations 2012*, are recommended to be implemented as required to ensure its long-term conservation. The minimum standards refer to weatherproofing, fire protection, security and essential maintenance, to ensure the significance of the place is retained.
- Policy 35. Repair, conservation or reconstruction works to significant elements or facades are to be undertaken with appropriate supervision by a suitably qualified heritage consultant /architect, or relevant materials specialist/s or conservator and with reference to historical documentation.
- Policy 36. Materials used for repair and reconstruction should preferably be traditional materials used in the construction of the place. Missing or damaged fabric will be replaced observing the 'like for like' principle. For example, replace with similar fabric (eg timber with same species timber) or replace with new fabric of similar appearance, or replace with different fabric of similar profile and dimensions (whilst remaining apparent as new work).



## 10.7. ABORIGINAL CULTURAL HERITAGE AND ARCHAEOLOGY INVESTIGATION AND MANAGEMENT

### Background

Section 5 of this report outlines the Aboriginal cultural heritage values of the place and investigations undertaken to inform this analysis. Based on the consultation undertaken for the ACHAR (Urbis 2020) it is considered that the subject site represents a moderate to highly culturally significant portion of the wider cultural landscape for Aboriginal people.

The ACHAR (Urbis 2020) determined that Aboriginal objects have been identified in proximity to the subject site as well as within the Tuggerah Soil Landscape. Furthermore, as a result of the geotechnical investigation that indicates the potential presence of a paleochannel within the southern portion of the subject site, there is moderate potential for subsurface archaeological material to remain within the subject site. The utilisation of the subject site for the Benevolent Asylum indicates that there exists potential for contact archaeological deposits associated with this period of use.

### Policies

- Policy 37. Prior to undertaking any excavation works as part of future works within the subject site, geotechnical analysis should be undertaken to ascertain the presence or absence of natural soils, particularly the Tuggerah Soil Landscape.
- Policy 38. Should geotechnical analysis confirm the presence of natural soil deposits, an Aboriginal Due Diligence assessment should be prepared in line with the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (DECCW, 2010) by a suitably qualified archaeologist which identifies the potential of the proposal to impact Aboriginal objects and/or places.
- Policy 39. Should the ADD identify a potential impact – directly or indirectly – to Aboriginal objects and/or places, an Aboriginal Cultural Heritage Assessment should be prepared in consultation with the relevant Aboriginal stakeholders and in compliance with the relevant guidelines under the *National Parks and Wildlife Act 1974*. As part of the Aboriginal Cultural Heritage Assessment, it may be deemed necessary to obtain an Aboriginal Heritage Impact Permit (AHIP) under Section 90 of the *National Parks and Wildlife Act 1974* prior to undertaking works to the site.

## 10.8. HISTORICAL ARCHAEOLOGICAL INVESTIGATION AND MANAGEMENT

Section 4 of this report outlines the historical archaeological heritage values of the place and investigations undertaken to inform this analysis. Whilst the disturbance to the subject site following the construction of the former Inwards Parcels Shed is unknown, it is likely that the archaeological remains of the Benevolent Asylum will be present with good integrity within the subject site.

The archaeological resource has the potential to include structural remains of the former Benevolent Asylum and outbuildings indicated on historic plans and associated occupation deposits. There is also potential for unmarked features such as cess pits, rubbish pits and post holes to be uncovered with associated artefacts demonstrative of the daily lives and activities of those living and working on the site. That not all features are identified on plan, and the unpredictable nature of archaeology are such the subject site, in its entirety has the potential to make an important contribution to research themes associated with early colonial history, and the operations of benevolent institutions.

The potential archaeological resource, if present with good integrity, is likely to have a high level of research potential and would meet the threshold for state significance.

### Policies

#### Approach and Approvals

- Policy 40. Identification and assessment of archaeological opportunities and constraints should be undertaken during early planning of proposed ground disturbance/excavation. This will allow for better design outcomes and conservation and interpretation of potential State significant archaeology as part of the design development process.

- Policy 41. Opportunities for the retention and conservation of historical archaeology of state heritage significance should be explored where possible. Where archaeology cannot be retained then it should be subject to archaeological salvage and recording prior to removal.
- Policy 42. The appropriate approvals for ground disturbance/excavation must be obtained prior to any ground disturbance work commencing. Ground disturbance/excavation works within areas of identified historical archaeological potential will require approval pursuant to Section 57 or Section 60 of the *Heritage Act 1977*.
- Policy 43. Applications for an 'excavation permit' will need to include an archaeological research design (ARD) outlining the potential archaeological resource, its significance, the potential impacts associated with the proposal and identification of mitigative measures to be implemented before, during and after works commencement.
- Policy 44. It is likely that any works requiring ground disturbance within the subject site will require archaeological monitoring and/or a program of archaeological excavation. Archaeological testing must be undertaken in areas where impacts on potential archaeology of State significance are proposed, to allow for accurate identification and assessment of the resource and to inform options to avoid physical impacts.
- Policy 45. The results of archaeological testing programs or other archaeological investigations should be made available to the public.
- Policy 46. All conditions of approval must be adhered to, including cleaning, labelling, bagging, boxing and cataloguing of artefacts in accordance with context and material category.

#### ***Management of Artefacts if discovered***

- Policy 47. An Artefacts Management Plan should be prepared to assist with management of all artefacts uncovered during archaeological testing or as a result of other excavation works.
- Policy 48. All artefacts should:
  - be professionally conserved; and
  - stored together in a secure repository in perpetuity so as to ensure that their significance is maintained.
- Policy 49. Access to the artefacts by professional researchers or qualified archaeologists for research purposes should be accommodated, provided that it is undertaken in consultation with the Heritage NSW of the NSW Department of Premier and Cabinet.
- Policy 50. Short-term borrowing of significant artefacts by museums or other repositories should be accommodated where appropriate, and in accordance with professional museum standards and procedures.

## **10.9. CURTILAGE, SETTING AND VIEWS**

### **Background**

The Former Inwards Parcels Shed form on the site is low in height so that its potential visual catchment is limited to close neighbouring locations. The site is considered, in isolation and within its visual setting, as generally having medium-high scenic quality with regard to the opportunity for views. This is because it is a heritage item of unique form and character, adjacent public spaces that appear to be visually connected to it for example parts of Henry Deane Plaza and Railway Square which contribute positively to the visual amenity of the site and increase its rating of scenic quality.

The Former Inwards Parcels Shed was never intended to be seen in the round and this is demonstrated in its vernacular style of architecture in comparison to the dominant Central Station terminus, as well as its back of house operational location as part of the Parcels distribution area. The views analysis in this report and in other analysis undertaken by Urbis as part of SSD-10405 confirm that none of the existing views towards the Former Inwards Parcels Sheds are manufactured (intended) views of heritage significance. Notwithstanding, existing views towards the Former Inwards Parcels Shed are identified in Section 2.5 of this report which

provide a visual setting and understanding of the place from the public domain, and these views should be conserved.

## **Policies**

- Policy 51. The contribution of the Former Inwards Parcels Shed to the historical character and understanding of the broader Central Station precinct setting and landscape should be conserved.
- Policy 52. The significant physical, visual and associative relationship between the Former Inwards Parcels Shed and the former Parcels Post Office (Adina Hotel) and the Central Station should be retained, conserved and interpreted.
- Policy 53. The significant views identified in this Conservation Management Plan at Section 2.5 and as shown on the following significant views diagram should be conserved and managed as part of any future development.

## **10.10. INTERPRETATION AND FURTHER INVESTIGATION**

### **Background**

Interpretation is an essential part of the conservation process. A variety of methods may be used to interpret the significant values and associations of the property as identified in the Heritage Significance of this CMP. Methods of interpretation may include conserving original features and fabric, reconstructing missing or damaged elements based on documentary and/or archaeological evidence, introducing interpretative devices (such as discreet labelling), the use of historic photographs, preserving evidence of original finishes and fabric (eg. a cleaned patch of original wall colour), facilitating access for specialist study and/or presentation in publications and websites.

The heritage values of the building should be interpreted for public education and understanding. The history, as outlined in Section 3, and the significant elements and site narratives, as identified in Section 7, should form the basis of this interpretation.

### **Policy**

#### ***Interpretation Approach***

- Policy 54. A Heritage Interpretation Strategy/Plan for the Former Inwards Parcels Shed should be developed for the site and its recommendations should be undertaken and implemented as soon as practical or in conjunction with a major phase of works.
- Policy 55. Interpretation should adopt 'best practice' methods to deliver key themes and messages that connect places to stories, using methods and techniques that are relevant to the Former Inwards Parcels Shed, are engaging and respond to the target audiences.
- Policy 56. Interpretation should address tangible and intangible evidence and values including Aboriginal cultural heritage values, historical archaeology, buildings and structures, natural and cultural landscape and the people associated with the place.
- Policy 57. Interpretation measures should be meaningful, robust, creative and ambitious to appropriately reflect and celebrate the complex historical significance of the place.
- Policy 58. Interpretation should be developed in consultation with relevant stakeholders, including owners and occupiers of the place, Government agencies (Transport for NSW), the City of Sydney Council and the local Aboriginal community.
- Policy 59. Interpretation of the history and significance of the site as a whole should be incorporated into new works to the place. Interpretation measures may include physical site elements which reflect past features as well as signage incorporating historic photographs and historical accounts. Interpretation should also explore opportunities for integration with the landscape interpretation, architectural design, public art or interactive media.

- Policy 60. The on-going responsibility for, and management (including maintenance) of interpretation should be considered in the methods and techniques identified and selected to enhance the understanding of the natural and cultural heritage values of the place.
- Policy 61. Documentation identified or collected during the course of the development of interpretation, such as photographs, oral history recordings and personal recollections should be retained in an appropriate repository for future research.

#### ***Interpretation of the Former Inwards Parcels Shed***

- Policy 62. Preservation, restoration and reconstruction of key significant elements, areas and fabric are the preferred method of interpreting important attributes and associations of the place.
- Policy 63. Interpretation of the subject site should consider the historical evolution of Central Railway Station, the role of the Former Inwards Parcels Shed in the transport of parcels and light goods, and the distribution network emanating from Central Station.
- Policy 64. Particular regard should be had to the interpretation of the Former Inwards Parcels Shed's intrinsic relationships with Central Station platforms and the adjoining former Parcels Post Office (Adina Hotel). The Parcels Area is collectively a significant precinct within the broader Central Station property, and this should be understood and interpreted.
- Policy 65. Interpretation measures should be incorporated to show the location, character and/or role of removed or altered elements, where appropriate.

#### ***Interpretation of the site's heritage values***

- Policy 66. Interpretation of the heritage values of the place should acknowledge and incorporate all aspects of the site's history including the site's important Aboriginal cultural heritage values. Interpretation should be incorporated which meaningfully recognises and celebrates the rich cultural history and contribution of Australia's Aboriginal heritage.
- Policy 67. Historical archaeological remains if discovered and if assessed to contribute to the significance of the place, should be retained in situ where possible or interpreted appropriately under the guidance of a qualified heritage consultant and archaeologist.

## **10.11. IMPLEMENTATION STRATEGIES**

The following table lists strategies for implementing the conservation policies for the place. The strategies have been cross-referenced to conservation policies above and prioritised as follows. Please note that the below timeframes have been provided as a guideline only to assist in scheduling, and may be subject to change dependant on the construction program of the owner and/or future tenants of the building, or subject to further investigations:

- high priority works should be undertaken within the next twelve months;
- medium priority works should be undertaken within the next two to four years; and
- low priority works should be undertaken within the next five years.

Table 21 – Implementation strategies for conservation policies

Strategy	Conservation Policy	Priority
Adopt CMP to guide management of the place	Policy 1	High – From finalisation of report
Prepare and implement Heritage Interpretation Plan	Policy 54	High – prepare as part of any proposed major new works Medium - implementation
Heritage advice should be obtained from appropriately qualified and experienced conservation consultants for decisions affecting the significant fabric of the site.	Policy 20	High – ongoing



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## **APPENDIX A**

## **1999 PHOTOGRAPHS – FORMER INWARDS PARCELS SHED**

The following images have been extracted from the 1999 CMP prepared by GML, accessed via the City of Sydney Archives online repository. The photographs provide a visual overview of the Inwards Parcels Shed prior to its redevelopment as backpacker accommodation for YHA.

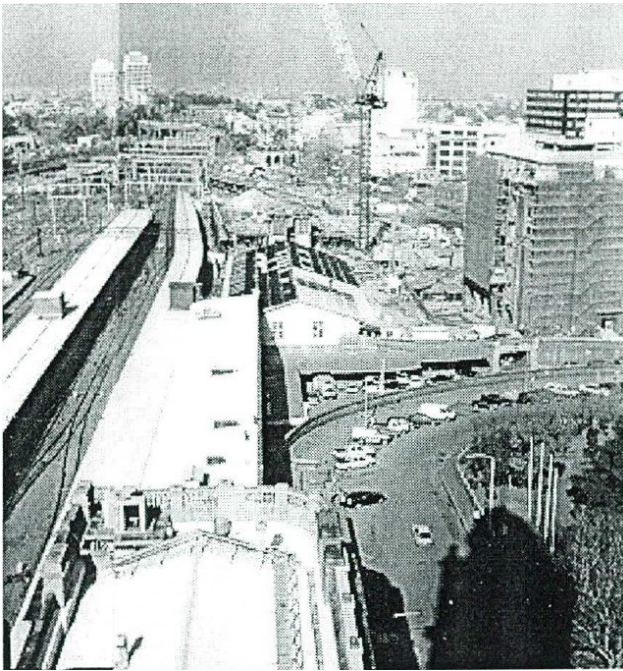


Figure 162 - Looking south towards the Inwards Parcels Shed from the Sydney Terminal Clocktower. The West Wing of the Sydney Terminal that contained the Outwards Parcels shed is in the foreground.

Source: GML CMP 1999, Figure 3.1



Figure 163 - Looking south towards the Inwards Parcels Shed from the West Forecourt. The western wing of the Sydney Terminal that contains the Outwards Parcels Shed is attached to the left. The former Parcels Post Office is to the right.

Source: GML CMP 1999, Figure 3.3

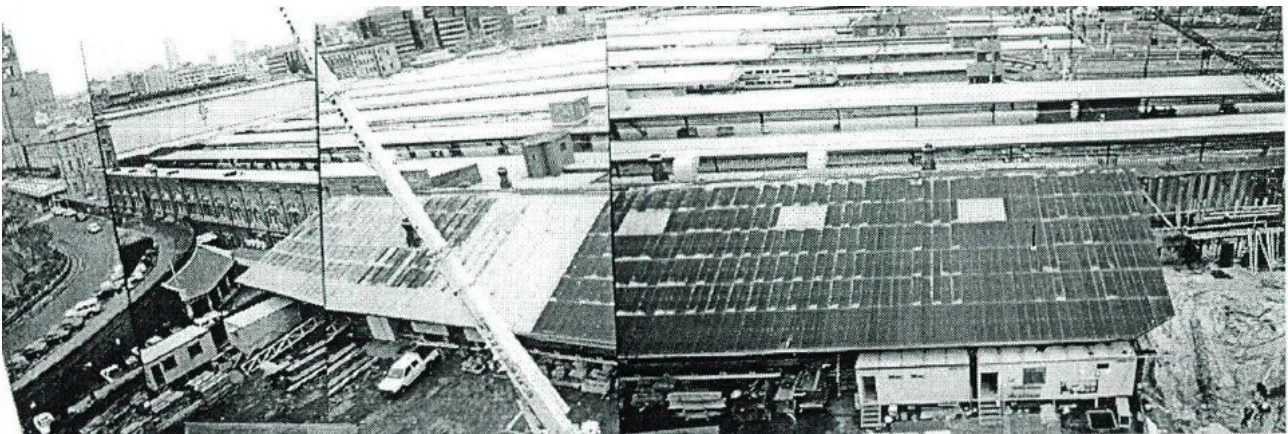


Figure 164 - Looking east towards the Inwards Parcels Shed from the former Parcels Post Office building. The West Wing of the Sydney Terminal is attached at the rear of the railway platforms of the Sydney Terminal are beyond.

Source: GML CMP 1999, Figure 3.2



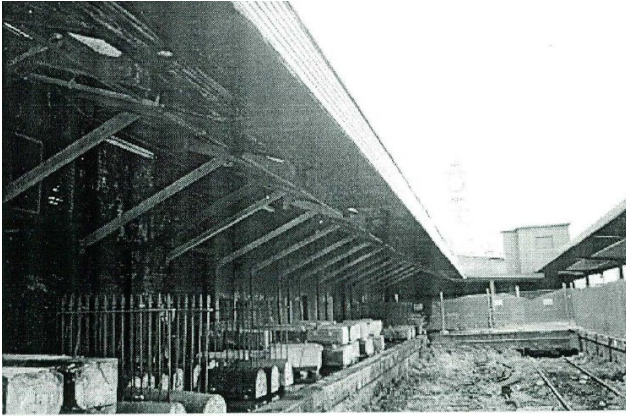


Figure 165 - Looking north along the east elevation of the Inwards Parcels Shed towards the Sydney Terminal Clocktower.

Source: GML CMP 1999, Figure 3.4

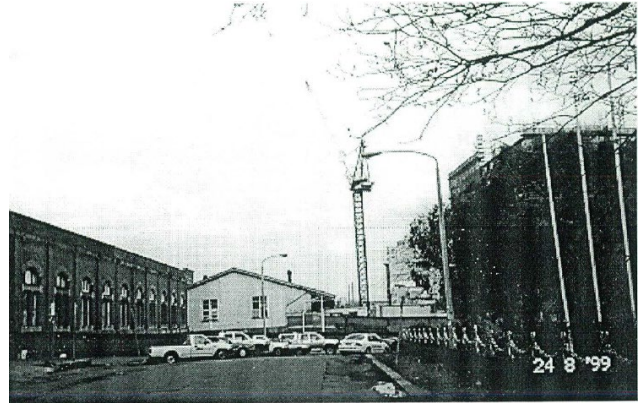


Figure 166 - Looking south towards the Inwards Parcels Shed from the West Forecourt. The western wing of the Sydney Terminal that contains the Outwards Parcels Shed is attached to the left. The former Parcels Post Office is to the right.

Source: GML CMP 1999, Figure 3.3

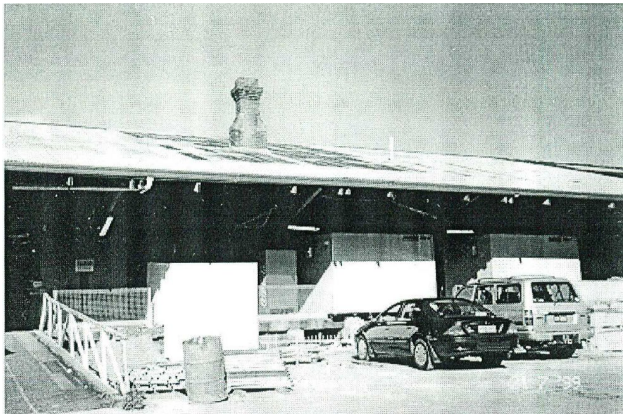


Figure 167 - The west elevation of the Inwards Parcels Shed. The modern steel ramp is to the left.

Source: GML CMP 1999, Figure 3.8

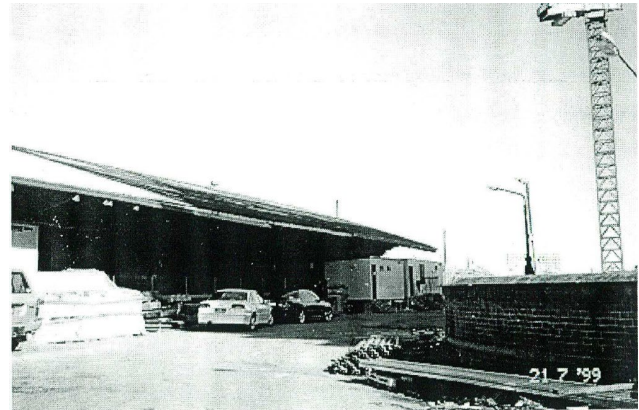


Figure 168 - Looking southeast at the west elevation of the Inwards Parcels Shed Ramp

Source: GML CMP 1999, Figure 3.9



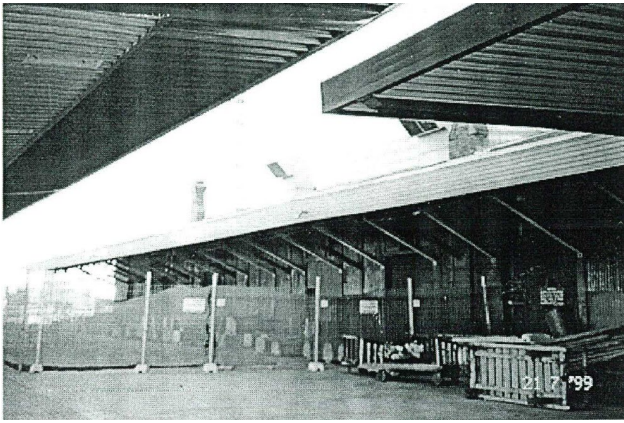


Figure 169 - Looking southwest at the east elevation of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.10

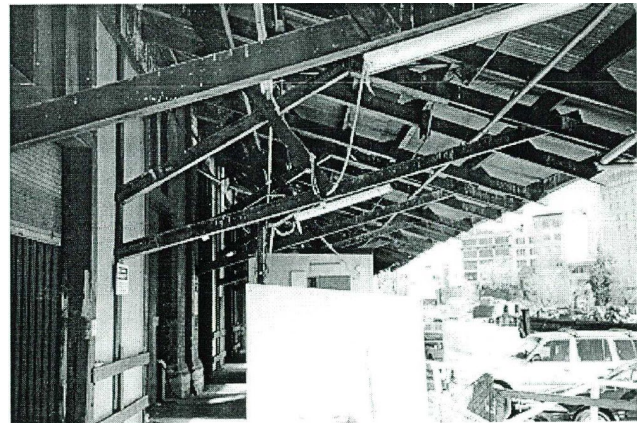


Figure 170 - Looking south along the loading platform to the west of the Inwards Parcels Shed, highlighting the struted timber structure of the awning.

Source: GML CMP 1999, Figure 3.11

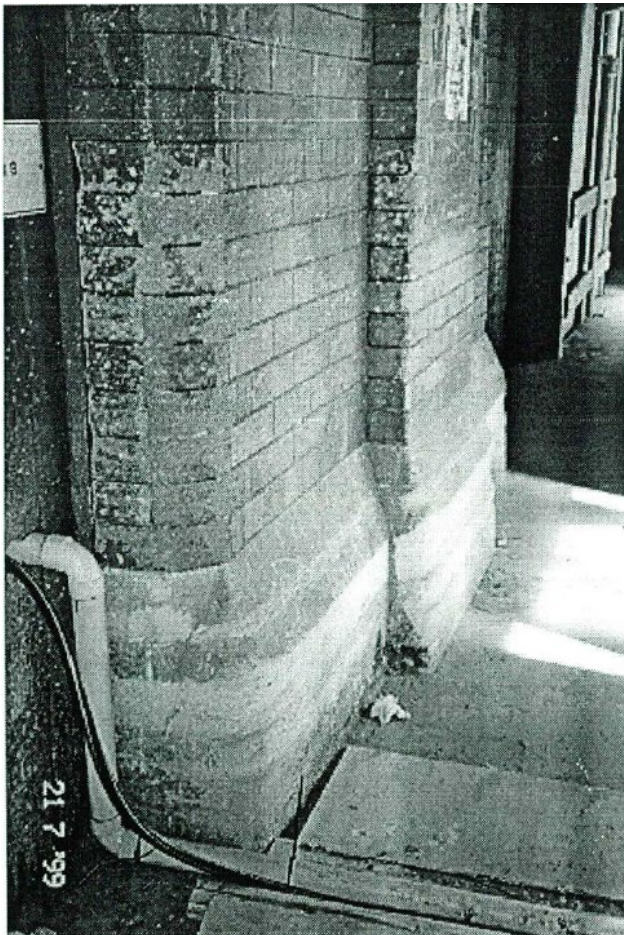


Figure 171 - The brick masonry pier with sandstone plinth on the west side of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.15

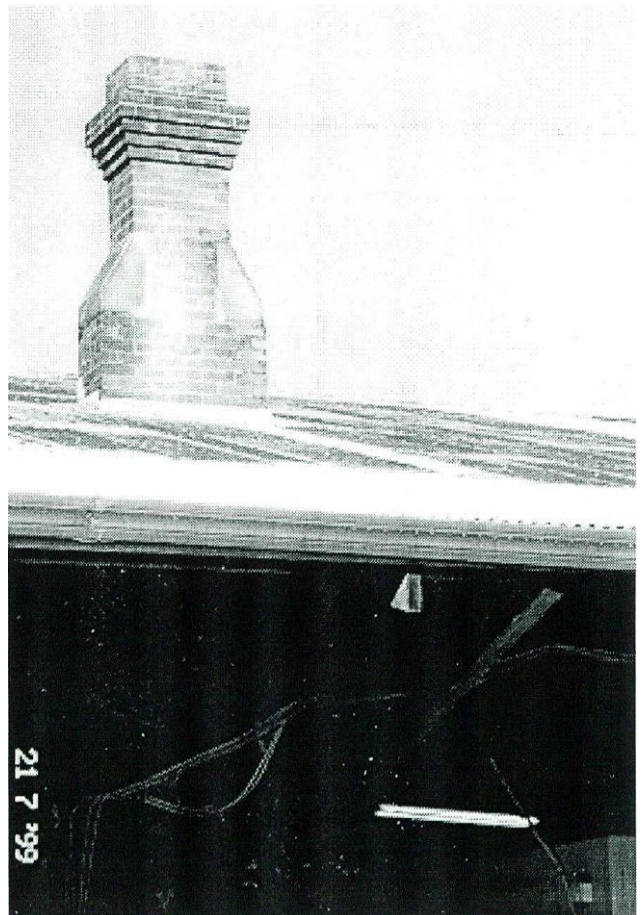


Figure 172 - The corbelled chimney on the west side of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.13





Figure 173 The junction between the Inwards Parcels Shed and the south end of the west wing of the Sydney Terminal.

Source: GML CMP 1999, Figure 3.14

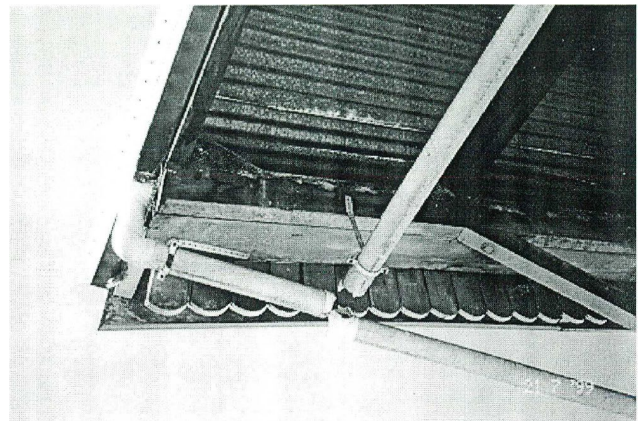


Figure 174 A detail of the north-west corner of the awning of the Inwards Parcels Shed, featuring the original scalloped timber valance.

Source: GML CML 1999, Figure 3.12

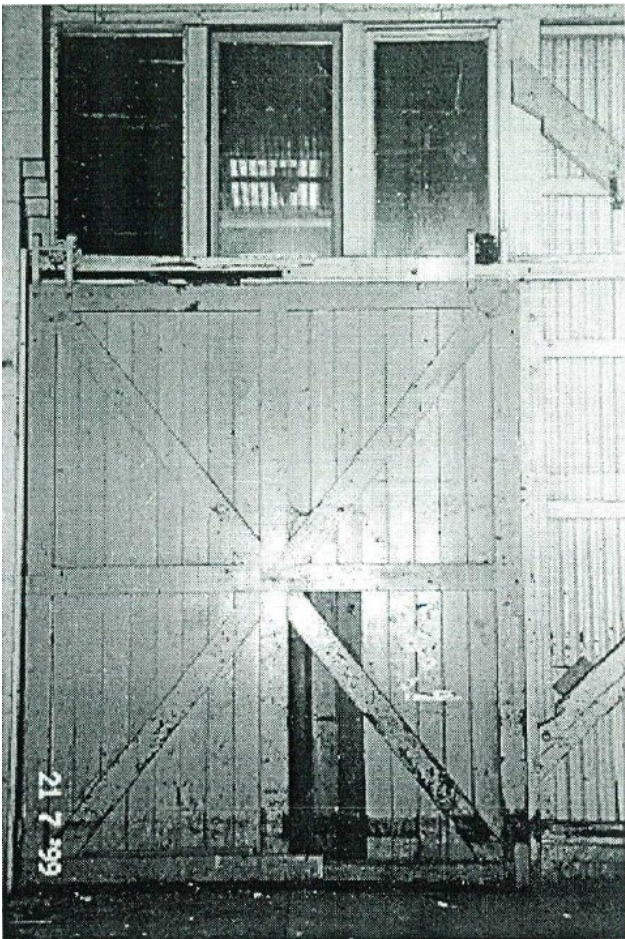


Figure 175 - The internal view of the timber-framed sliding doors.

Source: GML CMP 1999, Figure 3.16



Figure 176 - The loading platform to the west of the Inwards Parcels Shed. The modern vehicular ramp is at the right with the basement highlights below.

Source: GML CMP 1999, Figure 3.19



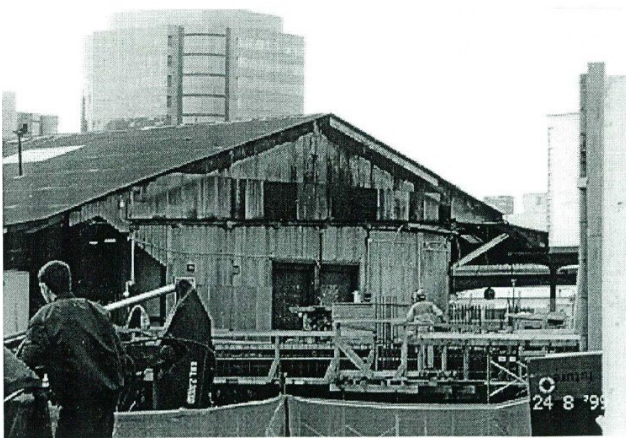


Figure 177 - The south elevation of the Inwards Parcels Shed. Much of the timber valance still exists on the west side.

Source: GML CMP 1999, Figure 3.17



Figure 178 - The north elevation of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.18



Figure 179 - The freestanding strutted timber posts that support the roof of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.20



Figure 180 A strutted timber post incorporated into the wall structure of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.21



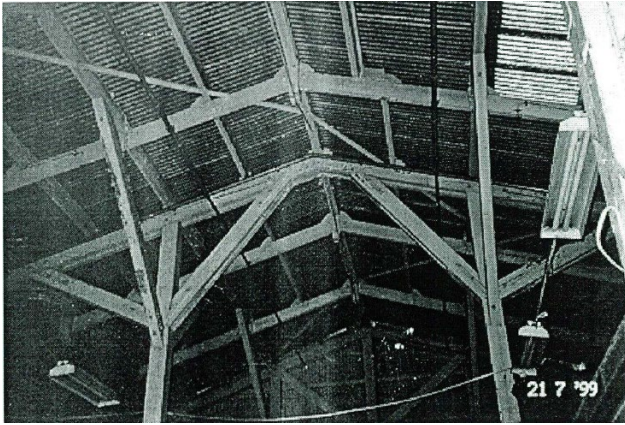


Figure 181 - A detail of the struted timber posts that support the roof structure throughout the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.23

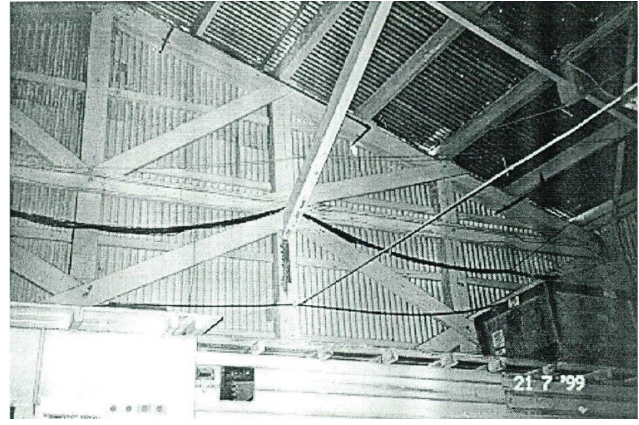


Figure 182 - The south wall of the Inwards Parcels Shed showing the timber bracing used.

Source: GML CMP 1999, Figure 3.26



Figure 183 - Looking north within the central 'nave' created by the two rows of the freestanding struted timber posts.

Source: GML CMP 1999, Figure 3.20

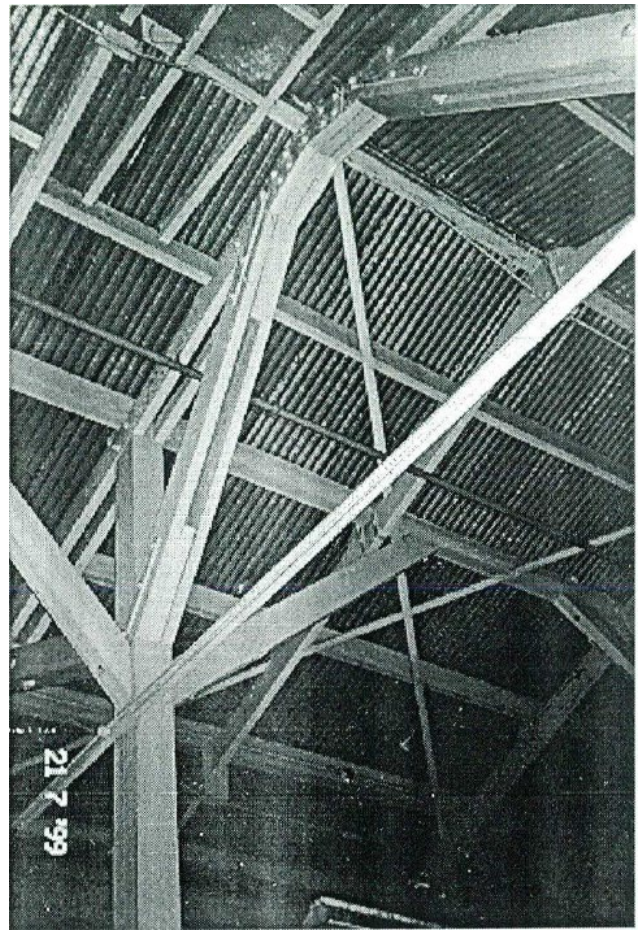


Figure 184 - A detail of the struted timber beams that support the roof structure through the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.24



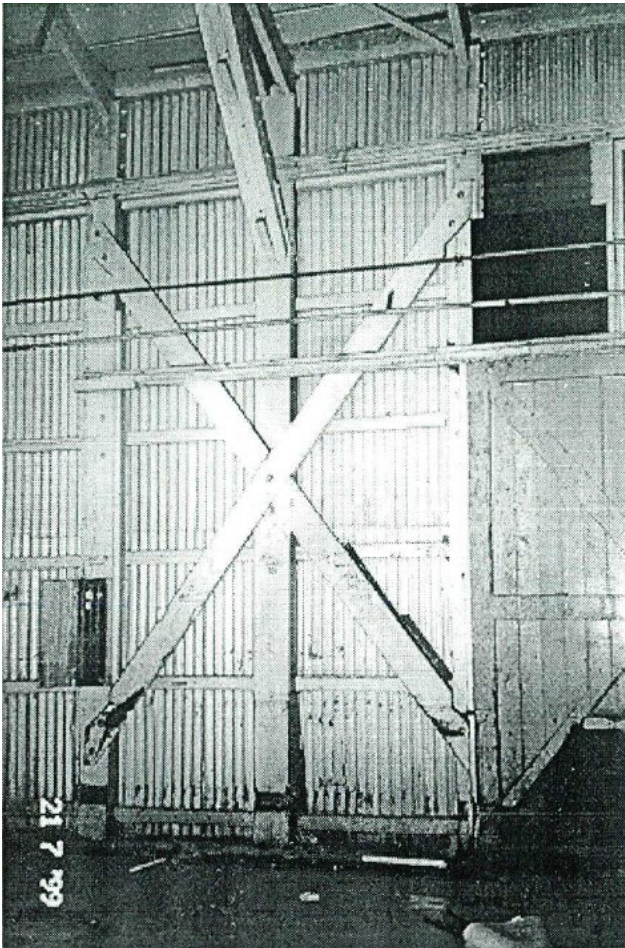


Figure 185 - A detail of the east wall of the Inwards Parcels Shed illustrating the track for the sliding door and the cross-bracing for the timber-framed wall.

Source: GML CMP 1999, Figure 3.25



Figure 186 - Internally painted masonry pier and connection with roof framing.

Source: GML CMP 1999, Figure 3.27





Figure 187 - North wall of Time Keeper's Office, internally lined with vertical timber boarding.

Source: GML CMP 1999, Figure 3.28



Figure 188 - East wall of the Inwards Parcels Shed at the junction with the southern end of the west wing of the Terminal building. The wall is rendered and the former opening was placed symmetrically with the archway.

Source: GML CMP 1999, Figure 3.29



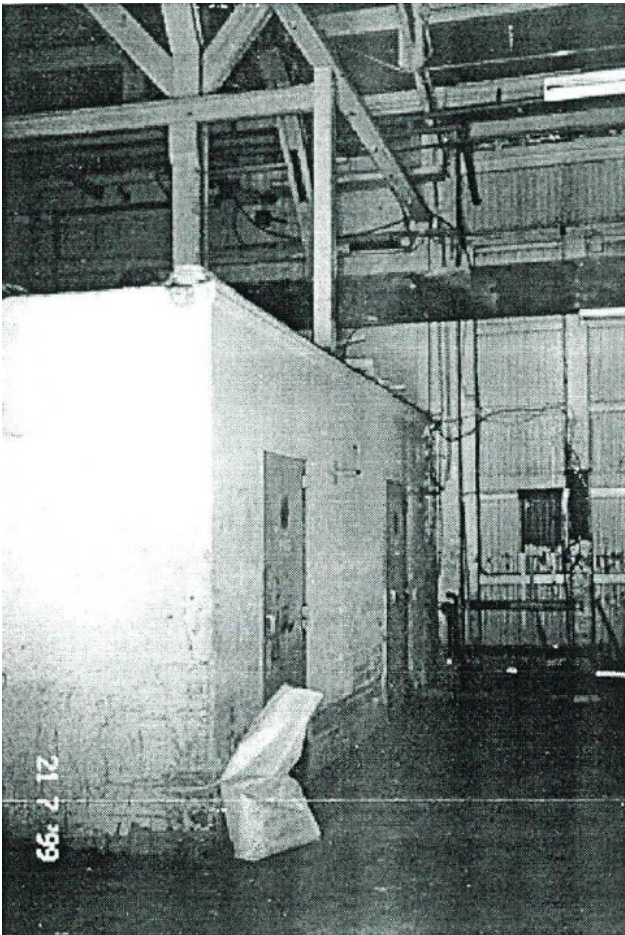


Figure 189 - Looking east at the masonry strongrooms located towards the north of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.28

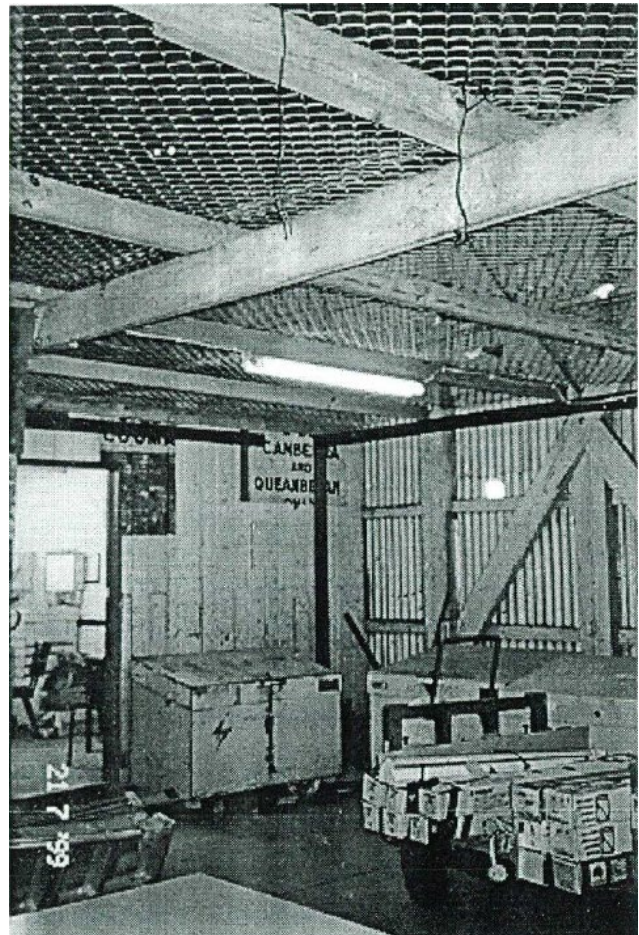


Figure 190 - Looking north-east within the enclosure that has been covered with chain-wire to protect the items stored within it from theft.

Source: GML CMP 1999, Figure 3.31



Figure 191 - Looking north in the Inwards parcels Shed with one of the timber-framed office structures at left and the most recent addition of the timber-framed staff room behind at centre.

Source: GML CMP 1999, Figure 3.32

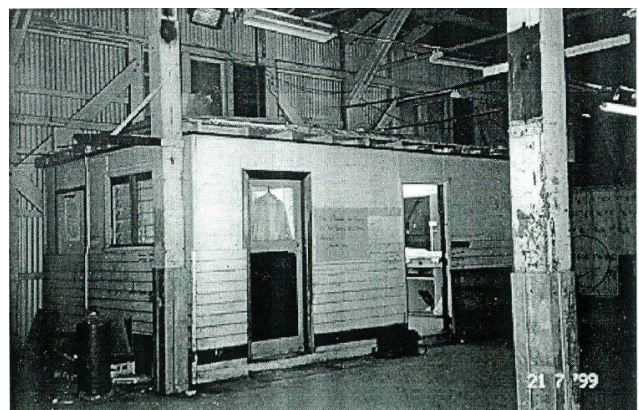


Figure 192 - The timber-framed offices located along the west side of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.33



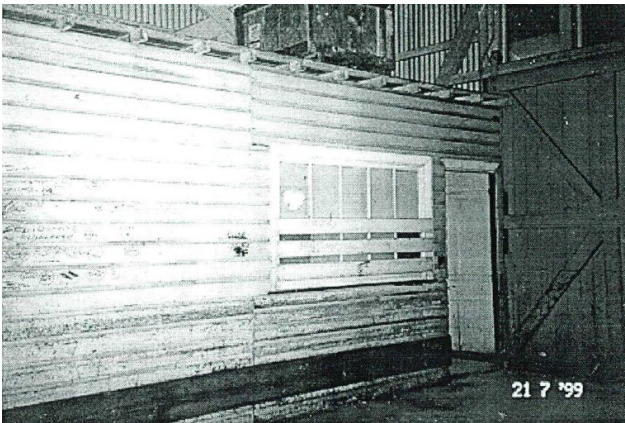


Figure 193 - The timber-framed office in the south-west corner of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.34



Figure 194 - The timber north elevation of the office structure located along the west wall of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.38

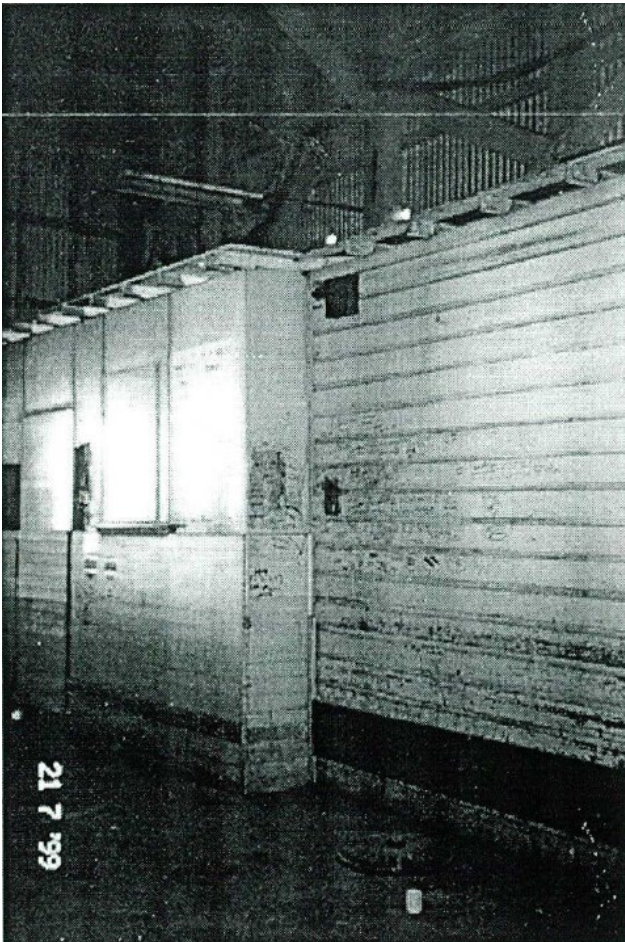


Figure 195 - Interconnecting Office along south wall.

Source: GML CMP 1999, Figure 3.35

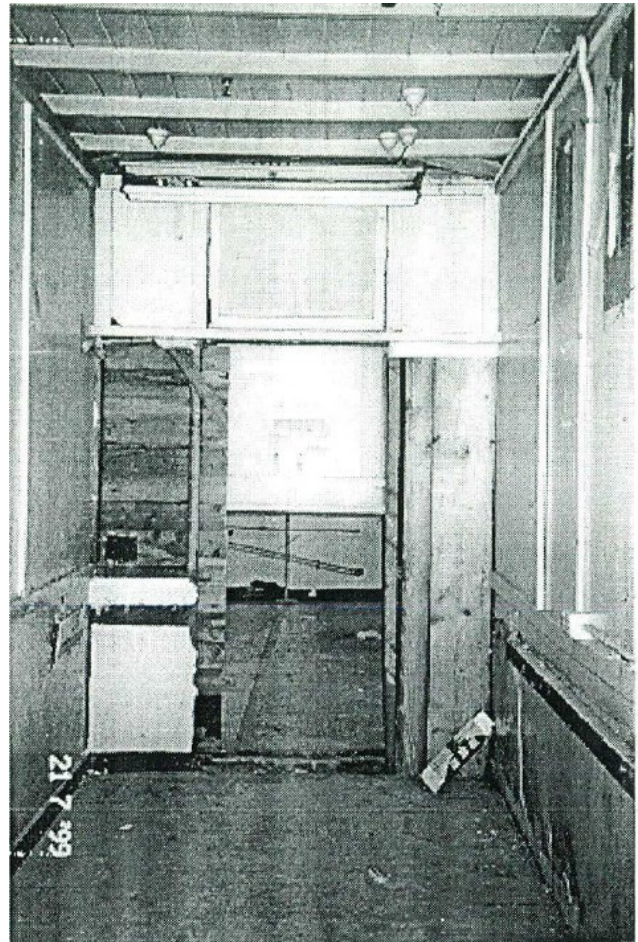


Figure 196 - Interior of interconnecting office along south wall.

Source: GML CMP 1999, Figure 3.36



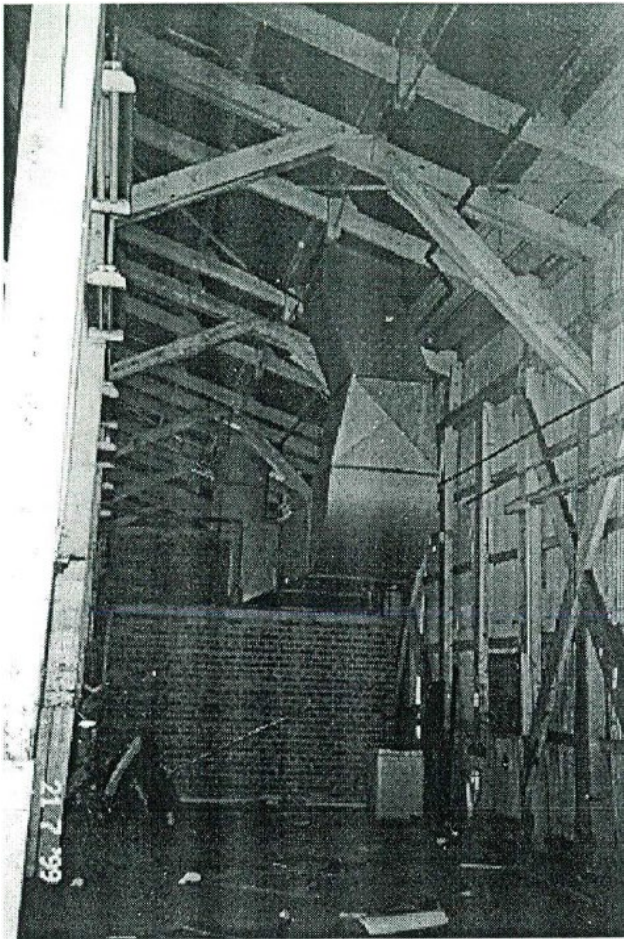


Figure 197 - Looking north at the modern brick structure that contains the fire stair from the basement located midway along the east wall of the Inwards Parcels Shed.

Source: GML CMP 1999, Figure 3.37

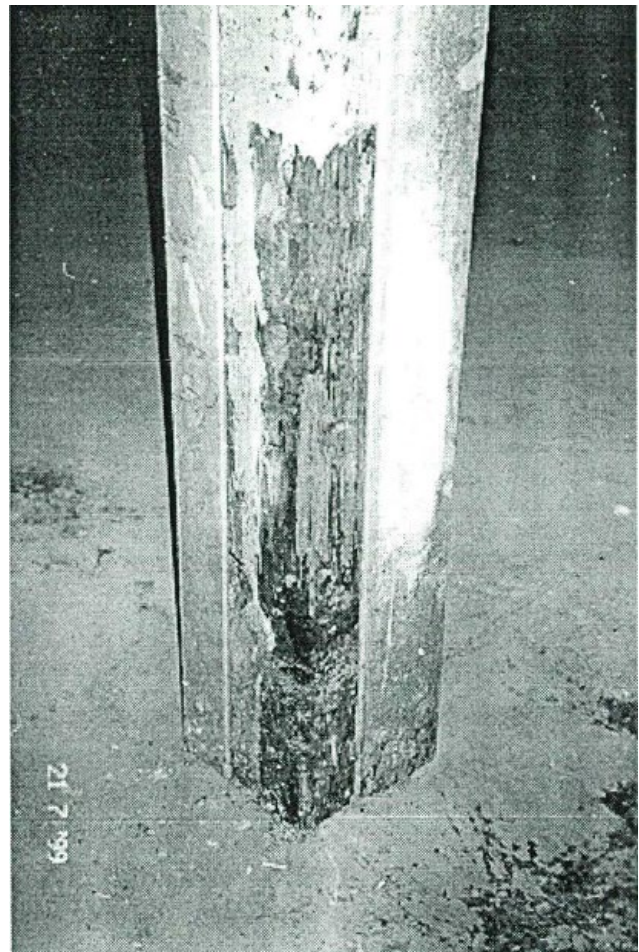


Figure 198 - Damage to posts caused by impact of freight trolleys. The posts are currently strengthened and protected by steel 'L' sections.

Source: GML CMP 1999, Figure 3.40





Figure 199 - The 'No Thoroughfare' signage is located on the east façade.

Source: GML CMP 1999, Figure 3.39

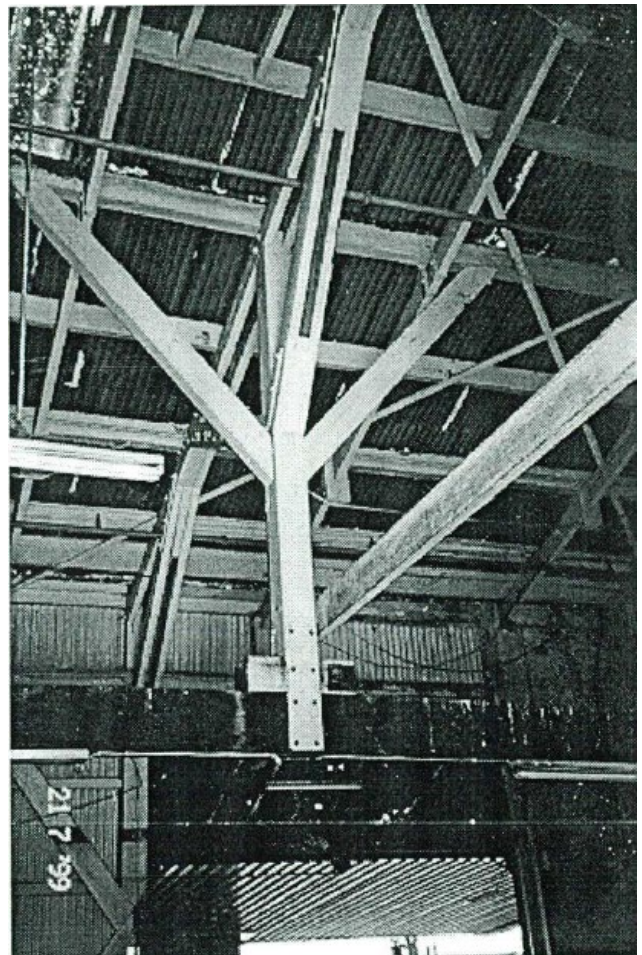


Figure 200 - At the north end of the shed a wider access width was created by removing a post and inserting a deep beam.

Source: GML CMP 1999, Figure 3.41

**APPENDIX B**

**BURRA CHARTER**

# THE BURRA CHARTER

The Australia ICOMOS Charter for  
Places of Cultural Significance

2013



Australia ICOMOS Incorporated  
International Council on Monuments and Sites



## ICOMOS

ICOMOS (International Council on Monuments and Sites) is a non-governmental professional organisation formed in 1965, with headquarters in Paris. ICOMOS is primarily concerned with the philosophy, terminology, methodology and techniques of cultural heritage conservation. It is closely linked to UNESCO, particularly in its role under the World Heritage Convention 1972 as UNESCO's principal adviser on cultural matters related to World Heritage. The 11,000 members of ICOMOS include architects, town planners, demographers, archaeologists, geographers, historians, conservators, anthropologists, scientists, engineers and heritage administrators. Members in the 103 countries belonging to ICOMOS are formed into National Committees and participate in a range of conservation projects, research work, intercultural exchanges and cooperative activities. ICOMOS also has 27 International Scientific Committees that focus on particular aspects of the conservation field. ICOMOS members meet triennially in a General Assembly.

## Australia ICOMOS

The Australian National Committee of ICOMOS (Australia ICOMOS) was formed in 1976. It elects an Executive Committee of 15 members, which is responsible for carrying out national programs and participating in decisions of ICOMOS as an international organisation. It provides expert advice as required by ICOMOS, especially in its relationship with the World Heritage Committee. Australia ICOMOS acts as a national and international link between public authorities, institutions and individuals involved in the study and conservation of all places of cultural significance. Australia ICOMOS members participate in a range of conservation activities including site visits, training, conferences and meetings.

## Revision of the Burra Charter

The Burra Charter was first adopted in 1979 at the historic South Australian mining town of Burra. Minor revisions were made in 1981 and 1988, with more substantial changes in 1999.

Following a review this version was adopted by Australia ICOMOS in October 2013.

The review process included replacement of the 1988 Guidelines to the Burra Charter with Practice Notes which are available at: [australia.icomos.org](http://australia.icomos.org)

Australia ICOMOS documents are periodically reviewed and we welcome any comments.

## Citing the Burra Charter

The full reference is *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*. Initial textual references should be in the form of the *Australia ICOMOS Burra Charter, 2013* and later references in the short form (*Burra Charter*).

## © Australia ICOMOS Incorporated 2013

The Burra Charter consists of the Preamble, Articles, Explanatory Notes and the flow chart.

This publication may be reproduced, but only in its entirety including the front cover and this page. Formatting must remain unaltered. Parts of the Burra Charter may be quoted with appropriate citing and acknowledgement.

Cover photograph by Ian Stapleton.

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# The Burra Charter

(The Australia ICOMOS Charter for Places of Cultural Significance, 2013)

## Preamble

Considering the International Charter for the Conservation and Restoration of Monuments and Sites (Venice 1964), and the Resolutions of the 5th General Assembly of the International Council on Monuments and Sites (ICOMOS) (Moscow 1978), the Burra Charter was adopted by Australia ICOMOS (the Australian National Committee of ICOMOS) on 19 August 1979 at Burra, South Australia. Revisions were adopted on 23 February 1981, 23 April 1988, 26 November 1999 and 31 October 2013.

The Burra Charter provides guidance for the conservation and management of places of cultural significance (cultural heritage places), and is based on the knowledge and experience of Australia ICOMOS members.

Conservation is an integral part of the management of places of cultural significance and is an ongoing responsibility.

### Who is the Charter for?

The Charter sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians.

### Using the Charter

The Charter should be read as a whole. Many articles are interdependent.

The Charter consists of:

- Definitions Article 1
- Conservation Principles Articles 2–13
- Conservation Processes Articles 14–25
- Conservation Practices Articles 26–34
- The Burra Charter Process flow chart.

The key concepts are included in the Conservation Principles section and these are further developed in the Conservation Processes and Conservation Practice sections. The flow chart explains the Burra Charter Process (Article 6) and is an integral part of

the Charter. Explanatory Notes also form part of the Charter.

The Charter is self-contained, but aspects of its use and application are further explained, in a series of Australia ICOMOS Practice Notes, in *The Illustrated Burra Charter*, and in other guiding documents available from the Australia ICOMOS web site: [australia.icomos.org](http://australia.icomos.org).

### What places does the Charter apply to?

The Charter can be applied to all types of places of cultural significance including natural, Indigenous and historic places with cultural values.

The standards of other organisations may also be relevant. These include the *Australian Natural Heritage Charter*, *Ask First: a guide to respecting Indigenous heritage places and values* and *Significance 2.0: a guide to assessing the significance of collections*.

National and international charters and other doctrine may be relevant. See [australia.icomos.org](http://australia.icomos.org).

### Why conserve?

Places of cultural significance enrich people's lives, often providing a deep and inspirational sense of connection to community and landscape, to the past and to lived experiences. They are historical records, that are important expressions of Australian identity and experience. Places of cultural significance reflect the diversity of our communities, telling us about who we are and the past that has formed us and the Australian landscape. They are irreplaceable and precious.

These places of cultural significance must be conserved for present and future generations in accordance with the principle of inter-generational equity.

The Burra Charter advocates a cautious approach to change: do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.

## Articles

### Article 1. Definitions

For the purposes of this Charter:

- 1.1 *Place* means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.
- 1.2 *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.  
  
Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, *records*, *related places* and *related objects*.  
  
Places may have a range of values for different individuals or groups.
- 1.3 *Fabric* means all the physical material of the *place* including elements, fixtures, contents and objects.
- 1.4 *Conservation* means all the processes of looking after a *place* so as to retain its *cultural significance*.
- 1.5 *Maintenance* means the continuous protective care of a *place*, and its *setting*.  
  
Maintenance is to be distinguished from repair which involves *restoration* or *reconstruction*.
- 1.6 *Preservation* means maintaining a *place* in its existing state and retarding deterioration.
- 1.7 *Restoration* means returning a *place* to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
- 1.8 *Reconstruction* means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material.
- 1.9 *Adaptation* means changing a *place* to suit the existing *use* or a proposed use.
- 1.10 *Use* means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

## Explanatory Notes

Place has a broad scope and includes natural and cultural features. Place can be large or small: for example, a memorial, a tree, an individual building or group of buildings, the location of an historical event, an urban area or town, a cultural landscape, a garden, an industrial plant, a shipwreck, a site with in situ remains, a stone arrangement, a road or travel route, a community meeting place, a site with spiritual or religious connections.

The term cultural significance is synonymous with cultural heritage significance and cultural heritage value.

Cultural significance may change over time and with use.

Understanding of cultural significance may change as a result of new information.

Fabric includes building interiors and sub-surface remains, as well as excavated material.

Natural elements of a place may also constitute fabric. For example the rocks that signify a Dreaming place.

Fabric may define spaces and views and these may be part of the significance of the place.

See also Article 14.

Examples of protective care include:

- maintenance — regular inspection and cleaning of a place, e.g. mowing and pruning in a garden;
- repair involving restoration — returning dislodged or relocated fabric to its original location e.g. loose roof gutters on a building or displaced rocks in a stone bora ring;
- repair involving reconstruction — replacing decayed fabric with new fabric

It is recognised that all places and their elements change over time at varying rates.

New material may include recycled material salvaged from other places. This should not be to the detriment of any place of cultural significance.

Use includes for example cultural practices commonly associated with Indigenous peoples such as ceremonies, hunting and fishing, and fulfillment of traditional obligations. Exercising a right of access may be a use.



## Articles

- 1.11 *Compatible use* means a *use* which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.
- 1.12 *Setting* means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.
- 1.13 *Related place* means a *place* that contributes to the *cultural significance* of another place.
- 1.14 *Related object* means an object that contributes to the *cultural significance* of a *place* but is not at the place.
- 1.15 *Associations* mean the connections that exist between people and a *place*.
- 1.16 *Meanings* denote what a *place* signifies, indicates, evokes or expresses to people.
- 1.17 *Interpretation* means all the ways of presenting the *cultural significance* of a *place*.

# Conservation Principles

## Article 2. Conservation and management

- 2.1 *Places of cultural significance* should be conserved.
- 2.2 The aim of *conservation* is to retain the *cultural significance* of a *place*.
- 2.3 *Conservation* is an integral part of good management of *places of cultural significance*.
- 2.4 *Places of cultural significance* should be safeguarded and not put at risk or left in a vulnerable state.

## Article 3. Cautious approach

- 3.1 *Conservation* is based on a respect for the existing *fabric, use, associations* and *meanings*. It requires a cautious approach of changing as much as necessary but as little as possible.
- 3.2 Changes to a *place* should not distort the physical or other evidence it provides, nor be based on conjecture.

## Article 4. Knowledge, skills and techniques

- 4.1 *Conservation* should make use of all the knowledge, skills and disciplines which can contribute to the study and care of the *place*.

## Explanatory Notes

Setting may include: structures, spaces, land, water and sky; the visual setting including views to and from the place, and along a cultural route; and other sensory aspects of the setting such as smells and sounds. Setting may also include historical and contemporary relationships, such as use and activities, social and spiritual practices, and relationships with other places, both tangible and intangible.

Objects at a place are encompassed by the definition of place, and may or may not contribute to its cultural significance.

Associations may include social or spiritual values and cultural responsibilities for a place.

Meanings generally relate to intangible dimensions such as symbolic qualities and memories.

Interpretation may be a combination of the treatment of the fabric (e.g. maintenance, restoration, reconstruction); the use of and activities at the place; and the use of introduced explanatory material.

The traces of additions, alterations and earlier treatments to the fabric of a place are evidence of its history and uses which may be part of its significance. Conservation action should assist and not impede their understanding.

## Articles

- 4.2 Traditional techniques and materials are preferred for the *conservation* of significant *fabric*. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate.

## Article 5. Values

- 5.1 *Conservation* of a *place* should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others.
- 5.2 Relative degrees of *cultural significance* may lead to different *conservation* actions at a place.

## Article 6. Burra Charter Process

- 6.1 The *cultural significance* of a *place* and other issues affecting its future are best understood by a sequence of collecting and analysing information before making decisions. Understanding cultural significance comes first, then development of policy and finally management of the place in accordance with the policy. This is the Burra Charter Process.
- 6.2 Policy for managing a *place* must be based on an understanding of its *cultural significance*.
- 6.3 Policy development should also include consideration of other factors affecting the future of a *place* such as the owner's needs, resources, external constraints and its physical condition.
- 6.4 In developing an effective policy, different ways to retain *cultural significance* and address other factors may need to be explored.
- 6.5 Changes in circumstances, or new information or perspectives, may require reiteration of part or all of the Burra Charter Process.

## Article 7. Use

- 7.1 Where the *use* of a *place* is of *cultural significance* it should be retained.
- 7.2 A *place* should have a *compatible use*.

## Explanatory Notes

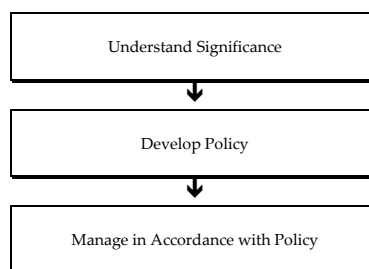
The use of modern materials and techniques must be supported by firm scientific evidence or by a body of experience.

Conservation of places with natural significance is explained in the Australian Natural Heritage Charter. This Charter defines natural significance to mean the importance of ecosystems, biodiversity and geodiversity for their existence value or for present or future generations, in terms of their scientific, social, aesthetic and life-support value.

In some cultures, natural and cultural values are indivisible.

A cautious approach is needed, as understanding of cultural significance may change. This article should not be used to justify actions which do not retain cultural significance.

The Burra Charter Process, or sequence of investigations, decisions and actions, is illustrated below and in more detail in the accompanying flow chart which forms part of the Charter.



Options considered may include a range of uses and changes (e.g. adaptation) to a place.

The policy should identify a use or combination of uses or constraints on uses that retain the cultural significance of the place. New use of a place should involve minimal change to significant fabric and use; should respect associations and meanings; and where appropriate should provide for continuation of activities and practices which contribute to the cultural significance of the place.

## Articles

### Article 8. Setting

*Conservation* requires the retention of an appropriate *setting*. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the *cultural significance* of the *place*.

New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.

### Article 9. Location

- 9.1 The physical location of a *place* is part of its *cultural significance*. A building, work or other element of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.
- 9.2 Some buildings, works or other elements of *places* were designed to be readily removable or already have a history of relocation. Provided such buildings, works or other elements do not have significant links with their present location, removal may be appropriate.
- 9.3 If any building, work or other element is moved, it should be moved to an appropriate location and given an appropriate *use*. Such action should not be to the detriment of any *place* of *cultural significance*.

### Article 10. Contents

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

### Article 11. Related places and objects

The contribution which *related places* and *related objects* make to the *cultural significance* of the *place* should be retained.

### Article 12. Participation

*Conservation*, *interpretation* and management of a *place* should provide for the participation of people for whom the place has significant *associations* and *meanings*, or who have social, spiritual or other cultural responsibilities for the place.

### Article 13. Co-existence of cultural values

Co-existence of cultural values should always be recognised, respected and encouraged. This is especially important in cases where they conflict.

## Explanatory Notes

Setting is explained in Article 1.12.

For example, the repatriation (returning) of an object or element to a place may be important to Indigenous cultures, and may be essential to the retention of its cultural significance.

Article 28 covers the circumstances where significant fabric might be disturbed, for example, during archaeological excavation.

Article 33 deals with significant fabric that has been removed from a place.

For some places, conflicting cultural values may affect policy development and management decisions. In Article 13, the term cultural values refers to those beliefs which are important to a cultural group, including but not limited to political, religious, spiritual and moral beliefs. This is broader than values associated with cultural significance.



# Conservation Processes

## Article 14. Conservation processes

*Conservation* may, according to circumstance, include the processes of: retention or reintroduction of a *use*; retention of *associations* and *meanings*; *maintenance*, *preservation*, *restoration*, *reconstruction*, *adaptation* and *interpretation*; and will commonly include a combination of more than one of these. Conservation may also include retention of the contribution that *related places* and *related objects* make to the *cultural significance* of a *place*.

## Article 15. Change

15.1 Change may be necessary to retain *cultural significance*, but is undesirable where it reduces cultural significance. The amount of change to a *place* and its *use* should be guided by the *cultural significance* of the place and its appropriate *interpretation*.

15.2 Changes which reduce *cultural significance* should be reversible, and be reversed when circumstances permit.

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

15.4 The contributions of all aspects of *cultural significance* of a *place* should be respected. If a place includes *fabric*, *uses*, *associations* or *meanings* of different periods, or different aspects of cultural significance, emphasising or interpreting one period or aspect at the expense of another can only be justified when what is left out, removed or diminished is of slight cultural significance and that which is emphasised or interpreted is of much greater cultural significance.

## Article 16. Maintenance

*Maintenance* is fundamental to *conservation*. Maintenance should be undertaken where *fabric* is of *cultural significance* and its maintenance is necessary to retain that *cultural significance*.

## Article 17. Preservation

*Preservation* is appropriate where the existing *fabric* or its condition constitutes evidence of *cultural significance*, or where insufficient evidence is available to allow other *conservation* processes to be carried out.

Conservation normally seeks to slow deterioration unless the significance of the place dictates otherwise. There may be circumstances where no action is required to achieve conservation.

When change is being considered, including for a temporary use, a range of options should be explored to seek the option which minimises any reduction to its cultural significance.

It may be appropriate to change a place where this reflects a change in cultural meanings or practices at the place, but the significance of the place should always be respected.

Reversible changes should be considered temporary. Non-reversible change should only be used as a last resort and should not prevent future conservation action.

Maintaining a place may be important to the fulfilment of traditional laws and customs in some Indigenous communities and other cultural groups.

Preservation protects fabric without obscuring evidence of its construction and use. The process should always be applied:

- where the evidence of the fabric is of such significance that it should not be altered; or
- where insufficient investigation has been carried out to permit policy decisions to be taken in accord with Articles 26 to 28.

New work (e.g. stabilisation) may be carried out in association with preservation when its purpose is the physical protection of the fabric and when it is consistent with Article 22.

## Articles

### Article 18. Restoration and reconstruction

*Restoration and reconstruction* should reveal culturally significant aspects of the *place*.

### Article 19. Restoration

*Restoration* is appropriate only if there is sufficient evidence of an earlier state of the *fabric*.

### Article 20. Reconstruction

20.1 *Reconstruction* is appropriate only where a *place* is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the *fabric*. In some cases, reconstruction may also be appropriate as part of a *use* or practice that retains the *cultural significance* of the place.

20.2 *Reconstruction* should be identifiable on close inspection or through additional *interpretation*.

### Article 21. Adaptation

21.1 *Adaptation* is acceptable only where the adaptation has minimal impact on the *cultural significance* of the *place*.

21.2 *Adaptation* should involve minimal change to significant *fabric*, achieved only after considering alternatives.

### Article 22. New work

22.1 New work such as additions or other changes to the *place* may be acceptable where it respects and does not distort or obscure the *cultural significance* of the place, or detract from its *interpretation* and appreciation.

22.2 New work should be readily identifiable as such, but must respect and have minimal impact on the *cultural significance* of the *place*.

### Article 23. Retaining or reintroducing use

Retaining, modifying or reintroducing a significant *use* may be appropriate and preferred forms of *conservation*.

### Article 24. Retaining associations and meanings

24.1 Significant *associations* between people and a *place* should be respected, retained and not obscured. Opportunities for the *interpretation*, commemoration and celebration of these associations should be investigated and implemented.

24.2 Significant *meanings*, including spiritual values, of a *place* should be respected. Opportunities for the continuation or revival of these meanings should be investigated and implemented.

## Explanatory Notes

Places with social or spiritual value may warrant reconstruction, even though very little may remain (e.g. only building footings or tree stumps following fire, flood or storm). The requirement for sufficient evidence to reproduce an earlier state still applies.

Adaptation may involve additions to the place, the introduction of new services, or a new use, or changes to safeguard the place. Adaptation of a place for a new use is often referred to as 'adaptive re-use' and should be consistent with Article 7.2.

New work should respect the significance of a place through consideration of its siting, bulk, form, scale, character, colour, texture and material. Imitation should generally be avoided.

New work should be consistent with Articles 3, 5, 8, 15, 21 and 22.1.

These may require changes to significant fabric but they should be minimised. In some cases, continuing a significant use, activity or practice may involve substantial new work.

For many places associations will be linked to aspects of use, including activities and practices.

Some associations and meanings may not be apparent and will require research.

## Articles

### Article 25. Interpretation

The *cultural significance* of many *places* is not readily apparent, and should be explained by *interpretation*. Interpretation should enhance understanding and engagement, and be culturally appropriate.

## Conservation Practice

### Article 26. Applying the Burra Charter Process

26.1 Work on a *place* should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.

26.2 Written statements of *cultural significance* and policy for the *place* should be prepared, justified and accompanied by supporting evidence. The statements of significance and policy should be incorporated into a management plan for the place.

26.3 Groups and individuals with *associations* with the *place* as well as those involved in its management should be provided with opportunities to contribute to and participate in identifying and understanding the *cultural significance* of the place. Where appropriate they should also have opportunities to participate in its *conservation* and management.

26.4 Statements of *cultural significance* and policy for the *place* should be periodically reviewed, and actions and their consequences monitored to ensure continuing appropriateness and effectiveness.

### Article 27. Managing change

27.1 The impact of proposed changes, including incremental changes, on the *cultural significance* of a *place* should be assessed with reference to the statement of significance and the policy for managing the place. It may be necessary to modify proposed changes to better retain cultural significance.

27.2 Existing *fabric*, *use*, *associations* and *meanings* should be adequately recorded before and after any changes are made to the *place*.

### Article 28. Disturbance of fabric

28.1 Disturbance of significant *fabric* for study, or to obtain evidence, should be minimised. Study of a *place* by any disturbance of the fabric, including archaeological excavation, should only be undertaken to provide data essential for decisions on the *conservation* of the place, or to obtain important evidence about to be lost or made inaccessible.

## Explanatory Notes

In some circumstances any form of interpretation may be culturally inappropriate.

The results of studies should be kept up to date, regularly reviewed and revised as necessary.

Policy should address all relevant issues, e.g. use, interpretation, management and change.

A management plan is a useful document for recording the Burra Charter Process, i.e. the steps in planning for and managing a place of cultural significance (Article 6.1 and flow chart). Such plans are often called conservation management plans and sometimes have other names.

The management plan may deal with other matters related to the management of the place.

Monitor actions taken in case there are also unintended consequences.



## Articles

28.2 Investigation of a *place* which requires disturbance of the *fabric*, apart from that necessary to make decisions, may be appropriate provided that it is consistent with the policy for the place. Such investigation should be based on important research questions which have potential to substantially add to knowledge, which cannot be answered in other ways and which minimises disturbance of significant fabric.

### Article 29. Responsibility

The organisations and individuals responsible for management and decisions should be named and specific responsibility taken for each decision.

### Article 30. Direction, supervision and implementation

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

### Article 31. Keeping a log

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

### Article 32. Records

32.1 The records associated with the *conservation* of a *place* should be placed in a permanent archive and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

32.2 Records about the history of a *place* should be protected and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

### Article 33. Removed fabric

Significant *fabric* which has been removed from a *place* including contents, fixtures and objects, should be catalogued, and protected in accordance with its *cultural significance*.

Where possible and culturally appropriate, removed significant fabric including contents, fixtures and objects, should be kept at the place.

### Article 34. Resources

Adequate resources should be provided for *conservation*.

*Words in italics are defined in Article 1.*

## Explanatory Notes

New decisions should respect and have minimal impact on the cultural significance of the place.

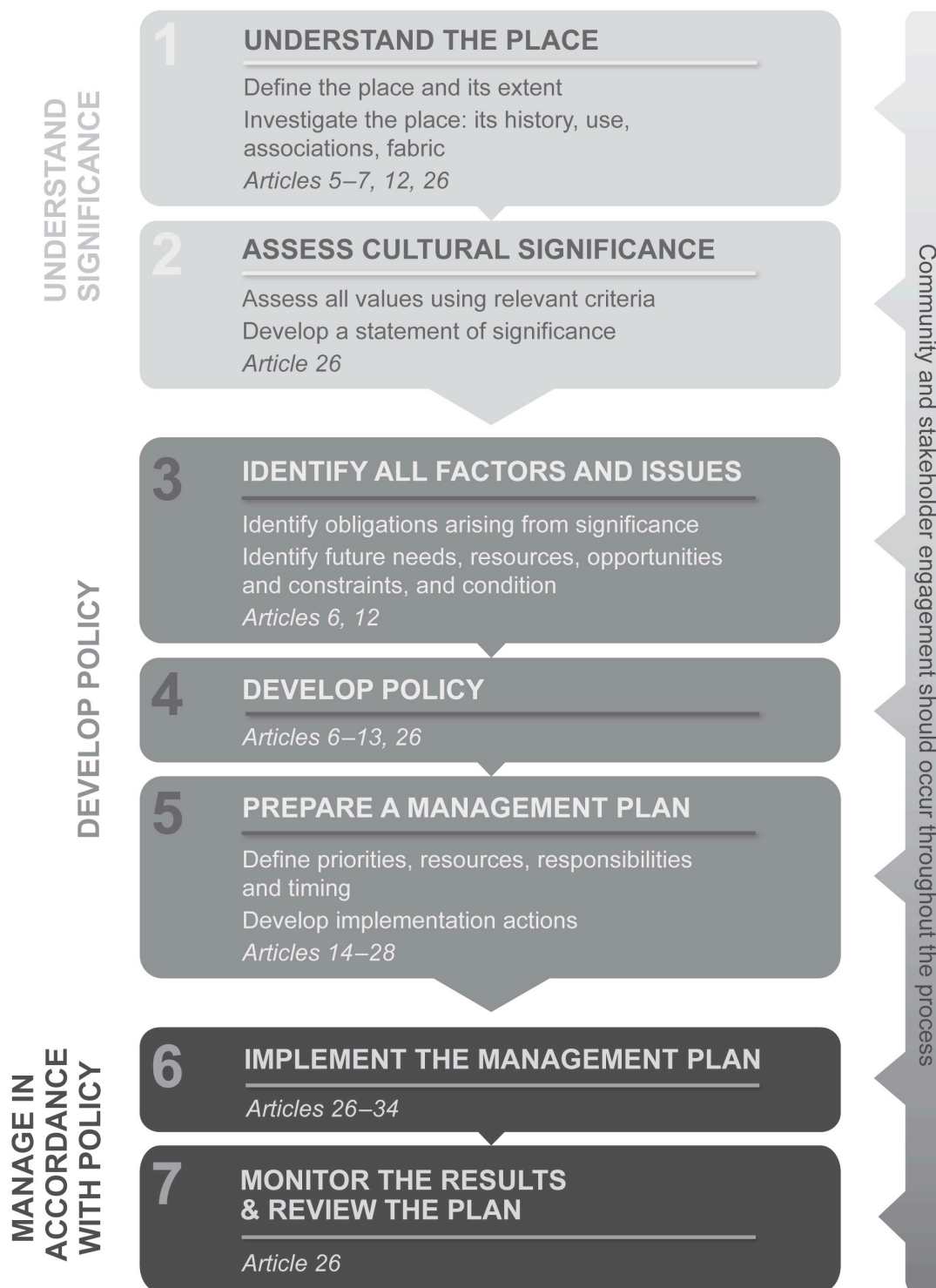
The best conservation often involves the least work and can be inexpensive.

# The Burra Charter Process

## Steps in planning for and managing a place of cultural significance

The Burra Charter should be read as a whole.

Key articles relevant to each step are shown in the boxes. Article 6 summarises the Burra Charter Process.



## **APPENDIX C**

## **MINIMUM STANDARDS OF MAINTENANCE AND REPAIR**

# **HERITAGE INFORMATION SERIES**

## **MINIMUM STANDARDS OF MAINTENANCE AND REPAIR**



NSW  
Heritage Office



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### Front cover graphics:

Aboriginal hand stencils, South Coast. *Photograph courtesy of National Parks and Wildlife Service*

Interior of Belltrees shearing shed, built near Scone in NSW in 1879 by architect J. Horbury Hunt.

Artefacts from the site of first Government House Archaeology Collection. *Photograph courtesy of Museum of Sydney on the site of first Government House*

Grose Valley, Blue Mountains, NSW. *Photograph courtesy of NSW National Parks and Wildlife Service*

### Back cover graphics:

Australia Square, Sydney

Entrance to the central temple, Sze Yup Temple, Glebe. *Photograph by Karl Zhao*

Lands Department Building, Sydney

The bow of iron steamer, *Merimbula*, wrecked near Currarong in 1928. *Photograph by David Nutley*

Snowy Mountains Scheme. *Photograph courtesy of the Snowy Mountains Hydro-electric Authority*

St Mark's Anglican Church, Darling Point, Sydney. *Photograph by Stuart Humphreys*

Belltrees Shearing Shed, near Scone, NSW.

Detail from the crypt floor of St Mary's Cathedral, Sydney. *Photograph courtesy of St Mary's Cathedral*

## MINIMUM STANDARDS FOR MAINTENANCE AND REPAIR

Major amendments to the Heritage Act 1977 passed both houses of State Parliament and came into effect on 2 April 1999. The changes are the result of substantial review of the NSW heritage system.

One of the changes in policy reflected in the new legislation is the establishment of Minimum Standards. Since the original Heritage Act was passed in 1977 the “wilful neglect” provisions had been ineffective in preventing the deterioration of heritage items. In the twenty years of its operation there were no successful prosecutions under this section of the Act.

The section has therefore been deleted and replaced. Owners of items listed on the **State Heritage Register** are now required to ensure that heritage significance is maintained. Owners are required to achieve minimum standards of maintenance and repair.

The standards are set out in the Regulation, and relate to:

- weatherproofing;
- fire protection;
- security; and
- essential maintenance.

These are minimum standards to ensure that heritage significance is maintained. They do not require owners to undertake restoration works, but where works are needed owners may be eligible to apply for financial assistance through the Heritage Incentives Program.

Where these standards are not met and the heritage significance of the item is in jeopardy the Heritage Council will now have the power to order repairs after consultation with the owner.

As a last resort, if negotiations have failed and the owner does not comply with the order, the Heritage Council can arrange for the works to be carried out and charge the expenses to the owner. The Minister may consent to the Heritage Council's prosecution of the owner for failure to comply with an order under this section of the Act.

A copy of the *Heritage Amendment Regulation 1999*, extracted from the New South Wales Government Gazette No.27, 1999, pages 1 – 9, is included for your information.

### **What is the State Heritage Register?**

Heritage places and items of particular importance to the people of New South Wales are listed on the State Heritage Register. The Register was created in April 1999 by amendments to the *Heritage Act 1977*.

The key to listing on the State Heritage Register is the level of significance. Only those heritage items which are of **state significance in NSW** are listed on the State Heritage Register.

The Register replaces the old system of permanent conservation orders as a means of listing items of state significance

The Register forms part of the State Heritage Inventory, an electronic database of all protected heritage items in New South Wales. To check whether an item is listed on the Register, consult the **State Heritage Inventory** on the internet through the Heritage Office home page: **[www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au)**

## Heritage Amendment Regulation 1999

under the

### Heritage Act 1977

His Excellency the Governor, with the advice of the Executive Council, has made **the following Regulation under** the *Heritage Act 1977*.

CRAIG KNOWLES, M.P.,  
Minister for Urban Affairs and Planning

### Explanatory note

The object of this Regulation is to impose minimum standards with respect to the maintenance and repair of buildings, works and relics that are listed on the State Heritage Register or within a precinct that is listed on that Register.

This Regulation is made under the *Heritage Act 1977*, including sections 118 (as substituted by the *Heritage Amendment Act 1998*) and 165 (the general regulation-making power).



Clause 1      Heritage Amendment Regulation 1999

## **Heritage Amendment Regulation 1999**

### **1      Name of Regulation**

This Regulation is the *Heritage Amendment Regulation 1999*.

### **2      Commencement**

This Regulation commences on 2 April 1999.

### **3      Amendment of Heritage Regulation 1993**

The *Heritage Regulation 1993* is amended as set out in Schedule 1.

### **4      Notes**

The explanatory note does not form part of this Regulation.

## Heritage Amendment Regulation 1999

## Amendments

## Schedule 1

**Schedule 1 Amendments**

(Clause 3)

**[1] Part 1, heading**

Insert before clause 1:

**Part 1 Preliminary****[2] Clause 3 Interpretation**

Insert at the end of clause 3:

(3) Notes in the text of this Regulation do not form part of this Regulation.

**[31] Part 2, heading**

Insert before clause 4:

**Part 2 Fees and forms****[4] Part 3**

Insert after clause 9:

**Part 3 Minimum standards of maintenance and repair****9A Minimum standards imposed**

Pursuant to section 118 of the Act, the standards set out in this Part are imposed as minimum standards with respect to the maintenance and repair of a building, work or relic that is listed or within a precinct that is listed on the State Heritage Register.

Note. Section 119 of the Act requires the owner of the building, work or relic to ensure that it is maintained and repaired to standards that are not less than the minimum standards imposed by this Part. Nothing in this Part affects any requirement for the approval under Part 4 of the Act of any aspect of maintenance or repair.

**Heritage Amendment Regulation 1999****Schedule 1****Amendments****9B Inspection**

- (1) The building, work or relic, and its curtilage or site, must be inspected to identify maintenance and repairs that are needed to ensure compliance with section 119 of the Act in respect of the standards set out in clauses 9C-9H.
- (2) The inspection must be carried out at least once every 12 months in the case of the standards set out in clauses 9C-9G and at least once every 3 years in the case of the standards set out in clause 9H.

Note. The maintenance and repair requirements of section 119 of the Act are ongoing and are not limited to matters identified by an inspection carded out for the purposes of this clause.

- (3) The inspection is to be carried out by a person with expertise and experience appropriate to the nature of the item concerned.
- (4) In the case of a relic kept in a repository or as part of a collection, the inspection is to extend to the conditions under which the relic is kept.
- (5) In the case of a relic that is attached to or forms part of land, the inspection is to include an assessment of the stability of the site of the relic.

**9C Weather protection**

- (1) The following systems or components, if present, must be maintained and repaired (including by being cleaned and secured) when and to the standard necessary to ensure a reasonable level of protection for the building, work or relic, and its curtilage or site, against damage or deterioration due to weather:
  - (a) surface and sub-surface drainage systems,
  - (b) roof drainage systems, including gutters, rainwater heads, downpipes and stormwater drainage systems,
  - (c) water storages, dams, ponds, retention basins, watercourses, batters, levee banks, sea-walls and other flood and erosion mitigation measures,

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- (d) roofs, walls, doors and windows (including the glass components of doors and windows) and other components intended to exclude sun, rain, wind, hail, snow or other weather elements, including their security against the effects of high winds;
  - (e) systems or components which might be at risk of damage or dislodgment by high winds, including damage by falling trees and branches, tidal inundation or wave action;
  - (f) systems and components such as damp proof courses, flashings, ventilation systems and other measures intended to prevent the ingress of water or dampness or to reduce its effects;
  - (g) lightning conductors;
  - (h) any other system or component designed to protect the building, work or relic or its curtilage or site against damage or deterioration due to weather.
- (2) Doors and windows of a building may, as an alternative to being repaired, be boarded up, but only:
- (a) if the building is unoccupied, or
  - (b) as a short term measure pending repair.
- (3) If an opening to a building is designed or intended to have a door, window or other closure in place and does not have the door, window or other closure in place, the opening must be boarded up.

**9D Fire protection**

- (1) Vegetation, rubbish and any other material that could create a fire hazard for the building, work or relic is to be removed and not permitted to accumulate.

Note. Vegetation and other items can be of heritage significance, and their removal may require the approval of the Heritage Council or the local council.



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- (2) The following systems or components, if present, must be maintained and repaired when and to the standard necessary to ensure a reasonable level of protection for the building, work or relic against damage or destruction by fire:
- (a) lightning conductors,
  - (b) fire detection and control systems, including smoke and heat detectors and fire sprinkler systems and including associated alarm and communication systems,
  - (c) stores of inflammable materials or rubbish,
  - (d) building services such as electricity, gas and heating systems,
  - (e) any other system or component designed to protect the building, work or relic from damage or destruction by fire.

**9E Additional fire protection for unoccupied buildings**

- (1) The following additional fire protection measures must be taken for the protection of a building that is to be unoccupied for a continuous period of 60 days or more:
- (a) heating or gas services must be shut down, gas or oil supply to those services must be turned off at the mains or other point of connection to supply, and portable gas or oil storages must be removed,
  - (b) permanent or temporary smoke detection systems must be installed with associated communication systems connected to the Fire Brigade and, if the building will be unoccupied for a period of 6 months or more, provided with a permanent power supply.
- (2) This clause does not apply to any outbuilding within the curtilage or site of a building unless the outbuilding has been constructed or adapted for use as a dwelling.
- (3) The use of a building for storage of goods or materials does not constitute occupation of the building for the purposes of this clause if the building ordinarily has another use or is a building of a kind not ordinarily used for storage.

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**9F Security**

- (1) Fencing or surveillance systems appropriate to the nature and location of the building, work or relic must be installed to secure it and its site and prevent vandalism.
- (2) The following systems or components, if present, must be maintained and repaired when and to the standard necessary to ensure a reasonable level of security for the building, work or relic:
  - (a) boundary and internal fences and gates, **including associated locking mechanisms**,
  - (b) in the case of a building, the walls, roof and other building elements, doors, windows and other closures, including glazing and associated locking and latching mechanisms,
  - (c) any electronic surveillance or alarm system installed on the site,
  - (d) any other system or component designed to ensure the security of the building, work or relic.
- (3) Doors and windows of a building may, as an alternative to being repaired, be boarded up, but only:
  - (a) if the building is unoccupied, or
  - (b) as a short term measure pending repair.
- (4) If an opening to a building is designed or intended to have a door, window or other closure in place and does not have the door, window or other closure in place, the opening must be boarded up.

**9G Additional security measures for unoccupied buildings**

- (1) The following additional security measures must be taken for the protection of a building that is to be unoccupied for a continuous period of 60 days or more:
  - (a) if an electronic surveillance or alarm-system is installed, the system must be connected to a Police Station or a commercial security provider,

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- (b) if no electronic surveillance or alarm system is installed, arrangements must be in place for regular surveillance of the building, work or relic, as appropriate to its nature and location.
- (2) This clause does not apply to any outbuilding within the curtilage or site of a building unless the outbuilding has been constructed or adapted for use as a dwelling.
- (3) The use of a building for storage of goods or materials does not constitute occupation of the building for the purposes of this clause if the building ordinarily has **another use or is a building of a kind** not ordinarily used for storage.

**9H Essential maintenance and repair**

- (1) Essential maintenance and repair of a building, work or relic (being maintenance and repair necessary to prevent serious or irreparable damage or deterioration) must be carried out whenever necessary.
- (2) Essential maintenance and repair includes:
  - (a) the taking of measures (Including inspection) to control pests such as termites, rodents, birds and other vermin, and
  - (b) the taking of measures to maintain a stable environment for in-situ archaeological relics.
- (3) The requirement for essential maintenance and repair extends to (but is not limited to) the following:
  - (a) foundations, footings and supporting structure of any building, work or relic,
  - (b) structural elements such as walls, columns, beams, floors, roofs and roof structures, and verandah or balcony structures,
  - (c) exterior and interior finishes and details,
  - (d) systems and components (such as ventilators or ventilation systems) intended to reduce or prevent damage due to dampness,

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- (e) fixtures, fittings and moveable objects attached to the building, work or relic, or to its curtilage or site,
- (f) landscape elements on the site of and associated with the building, work or relic, including vegetation, garden walls, paths, fences, statuary, ornaments and the like.

**9I Conservation management plans**

- (1) A **conservation management plan** is a plan prepared by the owner of a building, work or relic for the conservation of the building, work or relic.
- (2) A conservation management plan endorsed by the Heritage Council for a building, work or relic may:
  - (a) provide that a standard set out in this Part does not apply to the building, work or relic (in which case the standard does not apply to it), or
  - (b) impose additional standards of maintenance and repair for the building, work or relic (in which case those standards are imposed as minimum standards with respect to the maintenance and repair of the building, work or relic, in addition to those set out in this Part).

**[5] Part 4, heading**

Insert before clause 10:

**Part 4      Miscellaneous**



