

**MINUTES OF THE HERITAGE COUNCIL
APPROVALS COMMITTEE
THURSDAY, 16 AUGUST 2001
LEVEL 11 2-10 WENTWORTH STREET,
PARRAMATTA**

1. In Attendance

Terry Barnes	Acting Chair
Alan Croker	
Graham Quint	National Trust of Australia (NSW)
Bruce Pettman	Government Architect's Office DPWS
Mary-Lynne Taylor	
Reece McDougall	Assistant Director, Heritage Office

Also in Attendance

Susan Macdonald	Heritage Office
Graham Williams	Heritage Office
Alice Brandjes	Heritage Office
Vince Sicari	Heritage Office
Bruce Edgar	Heritage Office (for items 6.1 & 6.2)
Anthony Mitchell	Heritage Office (for item 6.3)
Mark Robinson	Heritage Office (for items 8.1 & 8.2)
Caitlin Allen	Heritage Office (for item 9.1)

Apologies

Jim Barrett
Garry Fielding and Kerry Bedford, Department of Urban Affairs & Planning
Chris Johnson, Government Architect (represented by Bruce Pettman)

Prior to the commencement of the business of the meeting members agreed to Mr Terry Barnes acting as chairman in the absence of Mr Jim Barrett.

2. Confirmation of the minutes of the previous meeting

The Minutes of the previous meeting of 26 July 2001 were confirmed.

3. Declarations of Personal Interest

Mr Alan Croker declared an interest in the issue of the Port Macquarie Government House site (item 9.1) as he had been engaged by the Heritage Office to manage the project on the Office's behalf.

4. Action Report

Members noted the Action Report.

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5. Presentations

5.1 Scots Church, York Street, Sydney

A presentation was made to members on the proposed storeys to be added to the Scots Church Building. Mr Greg Incoll of the Incoll Group, the Project Managers, lead the presentation. Also included in the team of presenters representing the Westpoint Corporation were Messrs Paul Tesoriero and Ashley King (Incoll Group), Mr Tim Greer (Tonkin, Zulaikha, Greer – Architects), Mr Brian McDonald (Brian McDonald & Associates – Heritage Architects) and representing the building's owners, the Presbyterian Church, Mr Bob Buckingham (DEM Gillespies – Architects)

The presenters advised members of the features of the scheme such as the materials to be used for the additional storeys, the stepping of these storeys, alterations to the interior of the existing building and the provision of underground car-parking.

In the presentation members were advised that the proposal plans to re-use and retain as much of the existing structure as practicable with the creation of a lightweight structure above. The new floors would be for residential use. It was stated that the Scots Church was designed for the addition of further storeys but that these had never been constructed. The new storeys would therefore use lightweight materials for load bearing on existing columns. Zinc cladding was proposed to be used on the northern facade and glass would be the predominant wall material. The upper storeys would descend in a stepped form from north to south to comply with Sydney City Council's "sun(shine) plan" to maintain sunlight to Wynyard Park. The proposal included the provision of underground car-parking using a "car-stacker", because of site limitations, and would require excavations through the existing auditorium floor. Members were advised that an interpretation strategy was proposed for the re-use of the "Hall of Remembrance". Plaques from the hall would be relocated to zones within the entrance area accessible to the public.

The presenters stated that the building had been unoccupied for a considerable period and was currently in a state of disrepair and if the project did not proceed the building would deteriorate further to be unrepairable in the future.

**6. Integrated Development Applications/Section 60 and 132
Applications/Section 140 Excavation Permits**

**6.1 Campsie Railway Station
Section 60 Application**

Members considered a section 60 application by State Rail for works to improve access and upgrade services at Campsie Railway Station. Campsie Railway

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Station is listed on the State Heritage Register from State Rail's section 170 Register. Members were advised that the proposed works were part of a State Rail program to upgrade existing stations, as well as providing better access for the disabled.

The proposed works considered involved a proposed a new ticketing area, lifts, stairs, and platform canopies, with the existing overhead booking office adapted as a commercial tenancy. The application proposed that the existing street buildings (1915-1950s) are retained with new service facilities constructed behind at street level and the retention of the existing platform buildings (c.1915 will be retained). The new complex would include offices for State Rail staff and as public facilities. There will be two new lifts, new stairs as well as new canopies on the existing platform for weather protection. Extension of the overhead services would require demolition of the original stairs down to the platform. Works would also includes demolition of a small timber service building at the rear 1930s shop.

The report prepared for members advised that the Heritage Office had undertaken extensive negotiations with the applicant to arrive at a scheme that retained and incorporated significant heritage fabric of the overhead buildings. Members were also advised that previously the Heritage Office had reviewed a number of proposals for this Station, including demolition of the overhead booking office but that these had been considered acceptable on a heritage basis but that the new development and that the present scheme recognised the past but provides new up to-date facilities for the clients of State Rail.

Following discussion of the issue and reviewing plans of the proposal members made the following resolution.

Resolved

That the Heritage Council:

- 1. pursuant to Section 63 of the Heritage Act, 1977, approve the alterations and additions to Campsie Railway Station, subject to the following conditions:**
 - i) all work shall be carried out as shown in the following documents:**
 - a. Architectural Drawings prepared by Caldis Cooke Group, marked Project No. 44, Drawings Nos. DA-01(A) to DA-01(A) inclusive;**
 - b. Statement of Heritage Impact dated June 2001, prepared by Simpson Dawbin Associates.**
 - ii) a conservation architect with experience in the conservation of early twentieth century buildings is to prepare detailed working drawings and specifications to be submitted for written**

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- approval by the Director, Heritage Office for all works to the heritage items on the site;
- iii) the site works for the heritage items is to be supervised by a heritage conservation architect with experience in the conservation of early twentieth century buildings and structures;
 - iv) the original building fabric of the overhead booking office is to be retained and sympathetically incorporated into the new development. Details of this work to be approved by the Director, Heritage Office;
 - v) timber weatherboards that match the original fabric on the western wall of the existing booking office are to be extended halfway around the side walls of the recycled building so that it clearly reflects the original character of this building;
 - vi) the existing buildings is to be recorded in accordance with the Heritage Council Archival Recording Guide prior to the commencement of the works;
 - vii) this approval shall be void if the activity to which it refers is not physically commenced within five years after the date of the approval or within the period of consent specified in any development consent granted under the Environmental Planning and Assessment Act, 1979;
2. have imposed the above conditions to ensure compatibility of the proposed work with the existing heritage qualities of the property.
 3. compliment State Rail on the way that they have taken on board the heritage issues and incorporated them in their final design.

6.2 Rockdale Railway Station

Members considered a section 60 application by State Rail for works to improve access and upgrade services at Rockdale Railway Station. Campsie Railway Station is listed on the State Heritage Register under section 170 of the Heritage Act and is significant heritage item with buildings dating back to when the Illawarra railway line was opened in 1884. Members were advised that, as with the previous issue for Campsie Railway Station, the proposed works were part of a State Rail program to upgrade existing stations, as well as providing better access for the disabled.

Again, as with the previous issue of Campsie Station, members were advised that the proposed scheme had been developed in close liaison with the Heritage Office with a view to ensuring that the heritage values are retained in the upgrading of the station. The new works had been designed around the original station and platforms and was to be generally confined to the side boundaries of the station and to the existing overhead bridge, which was proposed to be enlarged and refurbished. The proposed work involved a revision of the existing

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ticketing area, three new lifts, three new stairs, a new pedestrian ramp, new retail areas, an upgrading of the bus interchange and a new car park on adjacent Council land.

Following consideration of the issue members made the following resolution.

Resolved

That the Heritage Council:

- 1. pursuant to Section 63 of the Heritage Act, 1977, approves the alterations and additions to Rockdale Railway Station, subject to the following conditions:**
 - i) all work shall be carried out as shown in the following documents:**
 - a. Architectural Drawings prepared by Design Inc, marked Job No. 200406, Drawings Nos. RSA 001(A) to RSA 011(A) inclusive, dated 30 June 2001;**
 - b. Statement of Heritage Impact dated May 2001, prepared by Tropman & Tropman Architects;**
 - ii) a conservation architect with experience in the conservation of early twentieth century buildings be engaged to prepare detailed working drawings and specifications for all works to the heritage items on the site that must be submitted for written approval by the Director, Heritage Office;**
 - iii) the site works for the heritage items be supervised by a heritage conservation architect with experience in the conservation of early twentieth century buildings and structures;**
 - iv) the original building fabric of the overhead booking office be retained and sympathetically incorporated into the new development;**
 - v) the proposed angled new roof adjacent and north of the existing booking office be deleted. The existing flat roof in this area should be retained and repaired if required. If a new roof is required on the western side of the stair gable it should match the existing flat roof on the eastern side. This condition is to ensure a clear separation between the new and retain the character older section that has been applied to the rest of the project;**
 - vi) the detailing for the new areas of the new overhead walkway, such as new shop fronts and lifts should be submitted for the approval of the Director, Heritage Office;**
 - vii) the existing buildings should be recorded before any new work commences in accordance with the Heritage Council Archival Recording Guide;**

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- viii) this approval shall be void if the activity to which it refers is not physically commenced within five years after the date of the approval or within the period of consent specified in any development consent granted under the Environmental Planning and Assessment Act, 1979;
2. have imposed the above conditions to ensure compatibility of the proposed work with the existing heritage qualities of the property;
 3. compliment State Rail in their recognition of the heritage issues and incorporation of them in the final upgrade to Rockdale Railway Station.

**6.3 Tempe House, widening and re-alignment of Arncliffe Street
Section 60 Application**

Members considered an application, under section 60 of the Heritage Act, from Rockdale City Council for the widening and realignment of Arncliffe Street, Arncliffe. Rockdale City Council's (RCC) application proposed to widen and realign Arncliffe Street to cater to traffic generated by the new Wolli Creek Station and the anticipated rapid large scale redevelopment of the North Arncliffe Precinct. This precinct includes the Interciti site, which incorporates the State Heritage Register listed Tempe Estate and a large area of former industrial land to its west.

The increased width of Arncliffe Street was proposed to be achieved by acquisition of small areas of private land on the southern side of the present alignment and by dedication of some land on the Interciti site. The latter including land within the SHR boundary which may contain archaeological evidence of the former Sparks stables and other structures.

Members were advised in the report prepared for their consideration that a number of options had been investigated by the applicant in the process of arriving at the proposal. These included acquiring additional private land to enable a new road to be located further to the south of Arncliffe Street, however, this option was discarded as it would have necessitated closing some businesses and involve additional land acquisition costs of some \$4.3 million plus substantial business compensation costs.

The following resolution was agreed upon.

Resolved

That the Heritage Council:

Advise Rockdale City Council that in accordance with Section 91A of the Environmental Planning and Assessment Act 1998 and section 70 of the EP&A Regulation 2000, it gives notice that it proposes to grant approval

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to an application under section 60 of the Heritage Act 1977 in relation to the subject proposal in the following general terms:

- 1. An application under section 60 of the Heritage Act 1977 for all works within the boundary of the SHR listing, including archaeological excavation works, shall be submitted for the Heritage Council's approval prior to works commencing.**
- 2. All excavation within land to the north of the present alignment of Arncliffe Street shall be undertaken in accordance with Policies 1.18 – 1.21 of the endorsed Conservation Management Plan and the recommendations in the final Archaeological Management Plan for the site as approved by the Director, NSW Heritage Office.**
- 3. The applicant shall take all necessary steps to protect and monitor significant buildings, structures, works, trees and landscape features within the boundary of the SHR listing and prevent damage to them.**

7. Development Application Referrals

7.1 Scots Church, York Street, Sydney

Following the presentation on this issue members considered the proposal for alterations and the addition of upper storeys and underground car parking to the Scots Church building. Professor Ian Jack, Chair of the Heritage Council's Religious Property Advisory Panel, had previously been invited to join the members for the presentation on this issue and for the discussion of the item and accordingly joined the meeting. It was noted that the developer, through the City Council, had sought comment from the Heritage Council on the proposed redevelopment but has not formally submitted the Conservation Plan for endorsement as the building is not currently on the State Heritage Register.

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Members commented upon the form of the proposed upper storey additions, noting that these would have recessed sections in the new facade that would follow the form of the existing facade of the Scots Church and that the heights of the new storeys would step down from the northern end of the building to the southern end, to maintain sunshine to Wynyard Park. The members also discussed possible affects on the existing building's features from the construction of the underground car-park as construction would involve excavation from the existing auditorium. Excavation will require removal of the auditorium floor and subsequent replacement after the completion of the underground car-park. Members were advised by Professor Jack that the existing seating in the auditorium was note-worthy for the wood carving in the seat ends. Members concurred that a method statement was needed, from the applicant, detailing how work to construct the car-park could minimise the impact on significant fabric in the auditorium.

Members also agreed that a method statement would also need to be provided to show how new structural members will be introduced into the building in order to minimise their impact on the existing fabric. Accordingly the following resolution was agreed upon.

Resolved

That the Heritage Council:

- 1) support the adaptive reuse of the Scots Church building and the retention of the auditorium for church functions;**
- 2) recommends to Sydney City Council that the application described in the following documents, Drawing nos DA-001to DA-020 dated April 2001 prepared by TZG/JTCW be approved with the following conditions:**
 - a) that the design for auditorium be revised in accordance with drawings presented to the Heritage Council on 16/8/2001, that retained the two-storey volume of the space;**
 - b) that the design of the elevations be revised in accordance with the drawings presented to the HC on 16/8/2001 to show a recessed level at the junction between the existing building and new tower;**
 - c) the minimisation of the impact of the construction of the car-parking on the significant fabric of the building including the auditorium, and its seating and that a method statement be provided to demonstrate how such minimisation will be achieved;**
 - d) a method statement be provided showing how new structural members will be introduced into the building;**

for the following reasons

- the redevelopment enables the retention and adaptation of the substantially intact heritage building;**

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- **the proposed new additions are considered to be sympathetic to the design and materials of the existing building;**
- **the stepped design respects and retains the setting and amenity of the highly significant Wynyard Park;**
- **the articulation of the facade compliments the original design of the existing building and provides a clear differentiation between old and new fabric;**
- **the satisfactory resolution of the internal modification to the building, as presented to the HC on 16/8/2001 enables the continuous use and significant heritage fabric associated with the assembly hall to be largely retained.**

8. Planning Instruments / Heritage Studies

8.1 The Centennial Parklands draft transport, access and parking plan

A draft plan of management for transport, access and parking within the Centennial Parklands, administered by the Centennial Park and Moore Park Trust (CPMPT) was considered by the members. The parklands were listed on the SHR on 27 March 2000. Broad exemptions were made to permit the CPMPT to implement the parklands Plan of Management. When finalised, the subject plan will amend the plan of management and will therefore be covered by the exemptions.

The draft plan considered by members addressed concerns about traffic and parking management within and around the parklands and outlined proposals for management strategies and physical works aimed at protecting the integrity of the parklands' environment and resolving visitor/vehicle conflicts and safety issues.

Members were advised in the report, prepared for discussion that the draft plan had resulted from an extensive public consultation process undertaken by CPMPT and that this process had included formation of a Project Reference Group, which included an officer of the Heritage Office. The draft plan had been exhibited for four weeks from 2 July, and submissions invited. Members were further advised that following consideration of the submissions and comments provided by the Heritage Council and other bodies the plan would be finalised and submitted to the Minister for Lands, for approval.

Members agreed on the Heritage Council's in-principle support for the Trust's initiatives on public access, traffic management and safety issues within the

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parklands but raised concern that certain proposed road closures within the park could limit the access to heritage values of the parklands for those members of the public who are dependent, for reasons of physical mobility, on motor vehicle access. Members therefore concurred to making the following resolution to indicate in-principle support to the draft plan whilst highlighting these concerns.

Resolved

That the Heritage Council advises the Centennial Park and Moore Park Trust that:

- 1) it supports the initiatives taken by the Trust to address public access, traffic and safety issues around and within the Centennial Parklands;**
- 2) it provides the following comments on the Transport Plan with a view to ensuring that the heritage significance of the parklands is well understood and appropriate policies are put in place for the management of change within the Parklands;**
 - a) it considers that the principles guiding the draft plan should include conservation of, and minimising impact on, significant roads, road patterns and other landscape elements;**
 - b) the Heritage Council expresses concern about the impact of the proposed road closures on public vehicular access within the park, (as distinct from parking), which limit the public's access to the heritage values of the parklands;**
 - c) it supports the actions proposed, in principle, subject to detailed consideration of both the strategic and the physical impact of any proposed changes on the heritage significance and public access of the parklands and on landscape elements identified as being of heritage significance in the conservation management plan currently being prepared and where they are consistent with the management policies and strategies identified in that plan;**
 - d) this consideration should include the following proposals:**
 - i the possible new pedestrian/cycle entry points,**
 - ii improvements to existing entry points,**
 - iii the terminations of the proposed bridge over Anzac Parade and the Bus Roadway,**
 - iv the possible introduction of parking charges, and the visual impact of the means of achieving this, such as parking meters, on the character of the parklands,**
 - v new facilities such as cycle storage facilities, passenger set down points, etc,**
 - vi off-street parking in Moore Park West,**
 - vii closure of a section of Parkes Drive and reconfiguration of parking for the café,**

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- viii closure, but not removal, of roads within the Grand Drive (Dickens Drive and Loch Avenue),
 - ix upgrading of existing jogging track,
 - x cycle access through centre of Centennial Park,
 - xi traffic calming measures;
- e) the Trust's proposal for a coordinated signage strategy is supported.

8.2 The Moore Park South draft Masterplan

Members considered the Heritage Council's response to the draft Masterplan, prepared for the Centennial Park and Moore Park Trust (CPMPT) for future management of Moore Park South.

The parklands were listed on the State Heritage Register on 27 March 2000 and broad exemptions were made to permit the CPMPT to implement the parklands Plan of Management, which is a statutory document, and Capital Works Program. When finalised, the subject plan will amend the parklands plan of management.

Members agreed upon the resolution detailed below.

Resolved

That the Heritage Council advise the Centennial Park and Moore Park Trust that:

- (i) it supports the process undertaken by the Trust in preparing the Moore Park South Draft Master Plan;**
- (ii) it supports the principles of the Site Management Plan and in particular the following elements:**
 - **the key values relevant to heritage issues identified in the plan, including relevant aesthetic, social and environmental values,**
 - **the key considerations for the site relating to cultural heritage,**
 - **the strategic approach to future planning for the precinct identified to achieve the desired cultural heritage values, including relevant goals listed under other categories such as aesthetic values (eg: maintain and enhance the inherent landscape character of Moore Park...),**
 - **the goals for cultural heritage and relevant aesthetic goals,**
 - **the social objective and strategies related to the cultural heritage goals,**
 - **the environmental objective and associated strategies relating to long term management of significant park plantings and open spaces contributing to the park character;**

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- (iii) it supports the development options in the Site Development Plan subject to iv) below and careful consideration of the impact of particular proposals on the significance of the precinct and of the parklands as a whole. This consideration should occur in the planning and design stages for those proposals. These proposals include (but are not limited to):
- the terminations of the pedestrian/cycle bridge proposed between the Toll House and the Old Grand Drive,
 - upgrading of the Golf Club House and associated new development,
 - possible underground parking in the vicinity of the Golf Club House,
 - reuse of the Toll House and development of the surrounding area as a key entry area,
 - new development on the ES Marks area;
- iv) the ESD and development guidelines, must be consistent with the policies in the forthcoming CMP;
- (v) it supports use of the draft management guidelines in the Historical Analysis and Assessment of Significance in Volume III of the Master Plan as an interim measure until the conservation management plan (CMP) for the parklands reaches a sufficient stage of preparation to be used. When this stage is reached, the recommendations in the draft CMP should be used to guide further planning and development activities and if necessary modify any recommendations in the Master Plan that conflict with the policies of the CMP.

9. Matters for Consideration

9.1 Port Macquarie Government House Site, Car parking

Mr Alan Croker had declared an interest in this issue as principal of Design 5 Architects, which firm had been engaged by the Heritage Office to manage the project. Mr Croker gave members some background information on the matter in accordance with his firm's role in the issue's management and then, left the meeting for the duration of the remaining members' discussion of this issue.

The matter before members for discussion addressed three issues:

1. An update report on works recently undertaken to stabilise and protect the site
2. A request from Greenbale Pty Ltd for an in principle agreement from the Heritage Council, prior to the lodgement of a Section 140 application, that any archaeological remains found during construction works under School Street be subject to detailed archaeological investigation and removal;

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3. A request from Greenbale Pty Ltd for an in principle agreement from the Heritage Council, prior to the lodgement of the Integrated Development Application, to the development proposals.

The development proposed for the site is the construction of a building over the ruins containing 31 serviced apartments, associated recreation areas and swimming pool, ground floor conference facility and an underground car park for 31 cars under the contiguous School Street. Members were advised that archaeological testing had remains of two privies and drainage channels beneath the bitumen of School Street and that there was the likelihood of further remains of structures, shown on the 1826 plan of the site, beneath School Street.

Members were advised that in negotiations between the applicant, Hastings Council, officers of the Heritage Office and the Heritage Council's Port Macquarie Government House sub-committee various options had been explored for the retention of the significant remains of the site in association with the development of the site and the provision of car-parking required for the development. These negotiations had changed the nature of the development from a motel to serviced apartments, to reduce the car parking requirements. Members were further advised in the report and at the meeting that the options explored for car-parking were adjacent to the site under Clarence Street or on or under School Street. Clarence Street is one of the major roads in the centre of Port Macquarie and Hastings Council indicated that it would not approve the necessary road closures during construction, or parking over School Street as this would involve a private facility across a public road. The interruption of traffic flow in Clarence Street would have a major impact on the whole Port Macquarie CBD and the limited availability of above ground car-parking in the surrounding streets would not provide sufficient parking spaces. On this basis car-parking under School Street was held to be the only feasible option for the development.

After taking the information provided to members in the report and verbally at the meeting into consideration, members made the following resolution.

Resolved

That the Heritage Council:

- 1) note the update report on the stabilisation and protection works;**
- 2) write to the Commonwealth Minister for the Environment noting the discovery of further archaeological remains under School Street and the high potential that these remains extend into other areas of the site to be impacted by the proposed redevelopment. Request on the basis of these findings that the Commonwealth Government**

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reconsider providing funding in order to retain the entire suite of Government House remains;

- 3) agree to the siting of the car parking associated with the proposed development under School street as the best option as:
- a) it will enable the retention, interpretation and public access of the significant Government House foundations located at 2 Clarence Street and;
 - b) provides an acceptable heritage outcome which necessitates the recording and removal of any other archaeological remains outside the property that may be exposed by development of the car-park.
- 4) agree to the general form of the development, subject to approval by the Director of the Heritage Office in consultation with the sub-committee to:
- a) further resolution of the stair and lift areas with the object of pulling back the north-west corner of the building as far as practical towards the east,
 - b) the design and massing of the elevations, materials,
 - c) the position and form of a swimming pool, and
 - d) the detailed approval of the column positions and site works,

for the following reasons:

- the development in its proposed form minimises the impact on the ruins by the careful placement of structure;
- the proposal allows for the future interpretation of the ruins;
- if no additional funding from Government sources is forthcoming it provides an effective basis to retain the Government House foundations.

10. Matters for Information

Nil

11. General Business

Nil

12. Next Meeting

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The next meeting will be held on Thursday, 20 September 2001 at Signature Tower, 2 - 10 Wentworth Street, Parramatta.

The Acting Chairman closed the meeting at 1:50 P.M.