

Transport
for NSW

Central Precinct Renewal

Conservation Management Plan

August 2022



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Acknowledgement of Country

We respectfully acknowledge the Traditional Custodians of the Central Precinct, the Gadigal and recognise the important of the place to Aboriginal people and their continuing connection to Country and culture. We pay our respect to Elders past, present and emerging.

Warning: Aboriginal and Torres Strait Islander peoples are advised that this report contains images of people who are deceased

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EXECUTIVE SUMMARY

The Central Station Precinct is a site of State and Local heritage significance. The station has functioned as the main transportation hub in Sydney for over 100 years and continues to provide new transportation access to the city of Sydney through the introduction of the Light Rail and Metro services.

The purpose of this Conservation Management Plan (CMP) is to provide a course of action for the conservation of the Central Station Precinct and its associated buildings, structures, landscape, indigenous and non-indigenous archaeological potential, and movable heritage items. In summary the CMP aims to:

- Provide easily accessible and understandable information to all users of this document
- Support and assist the day-to-day decision making
- Advise future development within the Central Station Precinct.

This CMP has been prepared for Transport for New South Wales (TfNSW). The document revises and supersedes the previous (draft) CMP by Rappoport and NSW Government Architects Office. Where applicable, the 2013 CMP has been updated and original content has been sourced appropriately.

Central Station Precinct is located in the City of Sydney Local Government Area, south of the Sydney Central Business District. The Precinct comprises a range of buildings, railway infrastructure and landscapes, dominated by the landmark clock tower of the Main Terminus Building, that exemplifies the predominant use of sandstone at the site and marking the importance of the railway to both the city and the State. 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 Precinct includes the original Sydney Railway Company grant on which the first Sydney Station and yards were opened, making it the oldest and the longest continuously operated yard in Australia. The Precinct also contains the site of Sydney's second major burial ground, the Devonshire Street cemetery. Central Station Precinct is Aboriginal land, which is evidence by the registered Aboriginal site, associated with the former sand dune landscape, which is located within the Sydney Yard.

The study area stretches from the railway dive site to the north of Hay Street in the north to the southern boundary of Cleveland Street Bridge. The eastern boundary of the study area lies adjacent to the western embankment of the Prince Alfred Park and the Chalmers Street roadway; the western boundary runs south along Pitt, Lee and Regent Streets to intersect with Cleveland Street.

The irregular shape of the study area incorporates the Elizabeth and Pitt Street viaducts and ramps to the north of Eddy Avenue. The study area also includes the proposed Eastern Gateway from Randle Lane to the east of Chambers Street. The study area excludes Belmore Park to the north of Eddy Avenue and the Railway Institute Building to the north of Prince Alfred Park, all of which are under separate ownership. In order to provide clarity and a comprehensive overview of this large and complex heritage item, the study area has been divided into five sub-precincts (refer Section 2.2.1).

The CMP analyses available documentary and physical evidence and formulates a Statement of Significance for the site, its key buildings, Aboriginal and non-Aboriginal archaeological potential, and landscape features. From this and other considerations, Conservation Policies are recommended, and their implementation detailed. The Central Station Conservation Management Plan consists of

thirteen sections and three appendices, including the Sub-Precinct Heritage Inventory Sheets (Appendix A).

EXECUTIVE SUMMARY

Concise describes the background, outcomes and findings of the CMP.

Section 1.0: Preface and Frequently Asked Questions

Provides a summary of the frequently asked questions pertaining to the policies and guidelines within the CMP.

Section 2.0: Introduction

Provides the key background information relevant to the preparation of this CMP.

Section 3.0: Legislative Context

Provides an outline of the legislative context which governs the Central Station Precinct.

Section 4.0: Aboriginal History

Provides a detailed history of the Aboriginal occupation of the Central Station Precinct.

Section 5.0: European Settlement

Provides a detailed historical development of the European settlement and occupation of the Central Station Precinct.

Section 6.0: Historical Context of the Study Area

Provides a detailed historical development of the use of the Study Area for Railway and Central Station.

Section 7.0: Physical Description and Setting

Provides a detailed description of the physical fabric, landscape, setting and key views at Central Station Precinct. It also provides a discussion about moveable heritage within the study area. This section along with Appendix A assist to determine the extent and integrity of the original fabric and the nature of subsequent changes.

Section 8.0: Heritage Interpretation

Provides a discussion of the existing heritage interpretation at Central Station Precinct and the historical themes and key stories of the place.

Section 9.0: Comparative Analysis

Provides a detailed analysis comparing Central Station to other locally and internationally design major transport buildings to assess the Precinct's rarity and significance.

Section 10.0: Assessment of Heritage Significance

Provides assessment of the site and buildings against the NSW Heritage Assessment Criteria and provides a statement of heritage significance for the site, identifying varying levels of significance for individual elements within the site. Should be read in conjunction with Appendix A.

Section 11.0: Heritage Curtilage

Provides a recommended heritage curtilage for the site which takes into consideration its lot boundary and its visual catchment.

Section 12.0: Future design considerations

Sets out the heritage management context for the site including client requirements.

Section 13.0: Conservation Policies

Sets out the recommended policies and guidelines for the effective management of the heritage significance of the site into the future, and policies to guide the future development of the site.

Appendix A: Central Station Sub-Precinct inventories includes the following information

- Terminology
- Description and historical background
- Assessment of significance and integrity
- Statement of significance
- Significant elements
- Precinct and item specific policies
- Precinct opportunities and constraints

Appendix B: Central Station Archaeological Site Plan

Includes a detailed description and analysis of the potential archaeology within the Central Station Precinct.

Appendix C: Heritage Framework Processes

Provides detailed flowcharts to guide users through the heritage approvals processes required for potential future works.

Appendix D: TAHE Site Specific Exemptions

Transport Asset Holding Entity site specific exemptions for minor works and maintenance which allows for additional rail related works to be undertaken to assets in addition to those permitted under the NSW Heritage Office Standard Exemptions

Appendix E: Sydney Trains Technical Notes and Guidelines

Sydney Trains technical notes and guidelines for moveable heritage, installation of new works and fixings into significant fabric, and designs for new canopies and shelters.

The Policies and Guidelines contained in this CMP have been formulated to address the likely heritage management considerations that apply to Central Station Precinct. The policies have been organised under sub-headings to assist the reader to identify which policies are relevant to a particular conservation action or proposal for change. Where it is appropriate, the policies are supported by explanatory background information and Guidelines which assist in making informed decisions about the site.

The conservation policies are organised into the following major policy groups:

- Heritage Management Principles
- General management policies
- Heritage conservation
- The cultural landscape
- Archaeology
- Masterplanning
- Proposed actions.

The main objective of the conservation and reuse of the site is its revitalisation by appropriate conservation works and by careful management to retain and enhance public appreciation of its significance. This CMP concludes that major objectives for the conservation and ongoing use of the site are to:

- Conserve, interpret and maintain the site's significant remnant transport infrastructure, buildings, archaeological potential and landscape features
- Conserve and maintain the urban and industrial setting, including the open spaces between the buildings and significant views to and from the site
- Facilitate adaptive reuse of the buildings to improve the opportunities for continued use; and
- Implement an ongoing conservation and interpretation program to maintain and enhance the heritage significance of the site.

1.0 PREFACE AND FREQUENTLY ASKED QUESTIONS

1.1 Background

This preface to the Conservation Management Plan (CMP) for the Central Station Precinct is provided as a guide to what should or should not occur within the precinct. It contains several Frequently Asked Questions (FAQs) that aim to show the opportunities and constraints in future use and change, and to assist with decisions about maintenance and management across the Precinct.

1.2 The Significance of Central Station Precinct

Central Station Precinct is a place of State heritage significance, with national significance values and is within Aboriginal land of the Gadigal people. The site 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 signalling work practices. It is associated with the works of various notable 19th and 20th century architects and engineers including James Barnet, Walter Liberty Vernon and Dr John Job Crew Bradfield. 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.

A detailed assessment, grading and Statement of Heritage Significance of the Central Station Precinct is contained in Section 12.0 of this CMP.

1.3 Frequently Asked Questions (FAQs)

The information provided in the following FAQs is preliminary to a full understanding of the Central Station Precinct, which would be gained from the study of all information contained in this CMP and its appendices. The information should be read in conjunction with the conservation policies contained in Section 15.0 of the CMP, which take precedence over the FAQs contained in this preface.

1. Significance

What is the significance of the individual buildings, structures and landscapes in the Precinct?

CMP Location	Summary
CMP Section 12.0 Figure 129	The Central Station Precinct is of an overall exceptional heritage significance. As the Precinct has evolved over its 150 years of existence, there have been a number of changes and developments which are of less significance or altered the integrity of the original fabric and spaces.
CMP Precinct Inventories 1-5	Areas of Exceptional Significance include the Main Terminus Building, Clocktower, Porte-Cochere, Tram Ramps, Central Electric Building, Mortuary Station, Darling Harbour Line and the Bradfield Flyovers.

What rooms and spaces are the most significant within each building?

CMP Location	Summary
CMP Section 12.0 Significance Assessments in CMP Precinct Inventories 1-5	<p>The Central Station Precinct is of an overall exceptional heritage significance. As the Precinct has evolved over its 150 years of existence, there have been a number of changes and developments which are of less significance or altered the integrity of the original fabric and spaces.</p> <p>An example of a space of Exceptional Significance is the Grand Concourse. An example of a space which has undergone modifications which has altered the integrity of the space is the former Booking Hall.</p>

2. Use

What uses are appropriate for the Precinct?

CMP Location	Summary
Section 15.4.2 Section 15.8.6	<p>The continued use of the Precinct should be predominantly for the use as a major transport interchange. Other suitable uses for spaces and buildings within the Precinct should adopt a 'loose fit' principle and be reversible in future.</p>

3. Modifications to existing buildings and spaces

What changes can be made to the significant heritage buildings?

CMP Location	Summary
Section 15.8.7 Section 15.8.8 Section 15.8.9	<p>While recognising the need for change, the approach to the buildings and spaces at the Central Station Precinct should be one of minimal intervention. Retain, enhance and retrieve culturally significant fabric and spaces as the opportunities arise.</p> <p>Changes to the buildings and spaces should be managed in accordance with the contribution they make to the heritage significance of the individual building and to Central Station Precinct overall.</p>

How can new services be introduced into the heritage buildings?

CMP Location	Summary
Section 15.8.4 Section 15.4.4.12	<p>New services should be kept to a minimum and be installed in a manner that avoids or minimises impacts on significant fabric. Where possible, new services should:</p> <ul style="list-style-type: none"> • Enter buildings through existing sub-floor penetrations or in the most discrete locations • Not extended up the external face of a building unless there is no viable alternative and where it can be located in a discrete location • Be installed internally behind skirting boards or within existing conduits. New exposed conduits should not be introduced unless there is no alternative.

How can the buildings be upgraded to meeting building code requirements?

CMP Location	Summary
Section 14.4.8.1 Section 14.4.9 Section 15.8.9	<p>Upgrading of buildings to comply with the requirements of the National Construction Code, Building Code of Australia and in line with the Disability Discrimination Act 1992, and Disability (Access to Premises – buildings) Standards 2010 should be undertaken in a way which does not damage the significance of buildings and their setting. Fire engineered solutions, and other solutions certified by an independent Certifier as ‘deemed-to-satisfy’ may be required.</p>

Are there any Moveable Heritage items that need to be preserved?

CMP Location	Summary
Section 8.7 Section 15.4.5	<p>The Central Station Precinct retains a number of items of potential moveable heritage significance, many of which are located in publicly accessible areas, and others in storage/admin spaces.</p> <p>Moveable heritage items could assist with interpretation of the site’s history and heritage.</p>

4. Demolition

Can any buildings or areas be demolished?

CMP Location	Summary
Section 15.8.10	Demolition of buildings or parts of buildings, and landscape elements will require assessment for their appropriateness and should be guided by the assessed heritage significance of the individual building, space or landscape element.

5. New Development

Can new buildings or structures be constructed?

CMP Location	Summary
Section 15.7 Section 15.8.11 Opportunities and Constraints in CMP Precinct Inventories 1-5	Depending on the proposed new developments in and around the Central Station Precinct, the construction of new buildings may alleviate pressures and potential adverse impacts on the existing significant buildings in the Precinct. New developments may present an opportunity to reuse the significant buildings and provide opportunities for successful adaptive reuse and conservation outcomes. New developments should follow the design guidelines outlined in Section 15.8.11.

6. Non-Aboriginal Archaeology

What historical (non-Aboriginal) archaeological resource are present on the site?

CMP Location	Summary
Section 15.6.2 Appendix B: Central Station Archaeological Site Plan	Archaeological remains at the Central Station Precinct would be expected to reflect the development of the Precinct, including landscaping and the layout of demolished buildings and structures (both documented and undocumented). Artefact deposits from within buildings or features such as cesspits, cisterns or rubbish pits would potentially shed light on the site's access and use of material culture and the choices of the building's inhabitants/uses. Archaeological remains, particularly those from the 19th Century and early station buildings and structures on the site are likely to share the Precinct's State level of heritage significance.

What are the historical (non-Aboriginal) archaeological approval requirements for the site?

CMP Location	Summary
Section 3.0 Section 15.6.2 Section 15.8.5	Heritage Council of NSW approval is required under Section 57(1) of the <i>NSW Heritage Act 1977</i> to move, alter, damage or destroy a relic or excavate land for the purposes of exposing or moving a relic.
Appendix B: Central Station Archaeological Site Plan	An Unexpected Finds Procedure should be prepared for the Precinct prior to the commencement of proposed works.

7. Aboriginal Archaeology

What Aboriginal archaeological resources are present on the site?

CMP Location	Summary
Section 15.6.1 Appendix B: Central Station Archaeological Site Plan	<p>The study area has been assessed as having moderate – high potential for intact former ground surface around Platforms 13 to 15 and within the identified area of the Aboriginal site within Sydney Yard. Aboriginal sites may be associated with this landform, which is the proposed area of works for the Sydney Metro Central Station Box.¹ Any Aboriginal objects and sites that may be identified within this area would be considered to be of moderate to high archaeological significance.</p> <p>Across the remainder of the Central Station site there is a low – moderate potential for Aboriginal objects to occur in sub-surface contexts where natural soil contexts remain. These areas are also likely to be localised due to the extensive excavation that took place during the construction of the station in 1901-1906 and subsequent works.</p>

What are the Aboriginal archaeological approval requirements for the site?

CMP Location	Summary
Section 3.0 Section 15.6.1 Section 15.8.5	Should any Aboriginal places (sites and/or objects) be uncovered within the Precinct they will need to be managed in accordance with the requirements of the <i>National Parks & Wildlife Act 1974</i> .
Appendix B: Central Station Archaeological Site Plan	<p>An Unexpected Finds Procedure should be prepared for the Precinct prior to the commencement of proposed works.</p> <p>Excavation in areas of identified archaeological potential will be subject to approvals or exemptions pursuant to section 57(1) of the <i>NSW Heritage Act 1977</i>.</p>

¹ Artefact Heritage, 2016. Sydney Metro City and Southwest: Chatswood to Sydenham Aboriginal Cultural Heritage Report. Report prepared for Jacobs/Arcadis/RPS. 35.

8. Approvals Process

What is the approvals process to undertake works at Central Station Precinct?

CMP Location	Summary
Section 3.0	Approvals for works at Central Station Precinct may fall under a number of categories and require various levels of approval.
Appendix C: Heritage Framework Processes	Follow the flowchart in Appendix C: Heritage Framework Processes for further information

2.0 INTRODUCTION

2.1 Objectives

Central Station is a significant site of State and Local heritage significance. The station has functioned as the main transportation hub in Sydney for over 100 years and continues to provide new transportation access to the city of Sydney through the introduction of the Light Rail and Metro services.

The purpose of this Conservation Management Plan (CMP) is to provide a course of action for the conservation of Central Station and its associated buildings, structures, landscape and movable heritage items. In summary the CMP aims to:

- Provide easily accessible and understandable information to all users of this document
- Support and assist the day-to-day decision making
- Advise future development within the Central Station precinct.

This Conservation Management Plan has been prepared for Transport for New South Wales (TfNSW). The document revises and supersedes the previous (draft) Conservation Management Plan by Rappoport and NSW Government Architects Office. Where applicable, the 2013 CMP has been updated and original content has been sourced appropriately.

2.2 Study Area

Central Railway Station is located in the City of Sydney LGA, south of the Sydney Central Business District. The study area is depicted in Figure 1. The study area for this CMP is based upon the study area of the 2013 document, however the boundaries have been extended to the northwest (through to the southern end of the Goods Line) to encompass the whole Railway Square Overbridge through to the Goods Line entry.

As evident in Figure 1, the study area stretches from the railway dive site to the north of Hay Street in the north to the southern boundary of Cleveland Street Bridge. The eastern boundary of the study area lies adjacent to the western embankment of the Prince Alfred Park and the Chalmers Street roadway; the western boundary runs south along Pitt, Lee and Regent Streets to intersect with Cleveland Street.

The irregular shape of the study area incorporates the Elizabeth and Pitt Street viaducts and ramps to the north of Eddy Avenue. The study area also includes the proposed Eastern Gateway from Randle Lane to the east of Chambers Street. The study area excludes Belmore Park to the north of Eddy Avenue and the Railway Institute Building to the north of Prince Alfred Park, all of which are under separate ownership.

In order to provide clarity and a comprehensive overview of the heritage item, the study area has been divided into five precincts (refer to Section 2.2.1).

Figure 1: Study Area



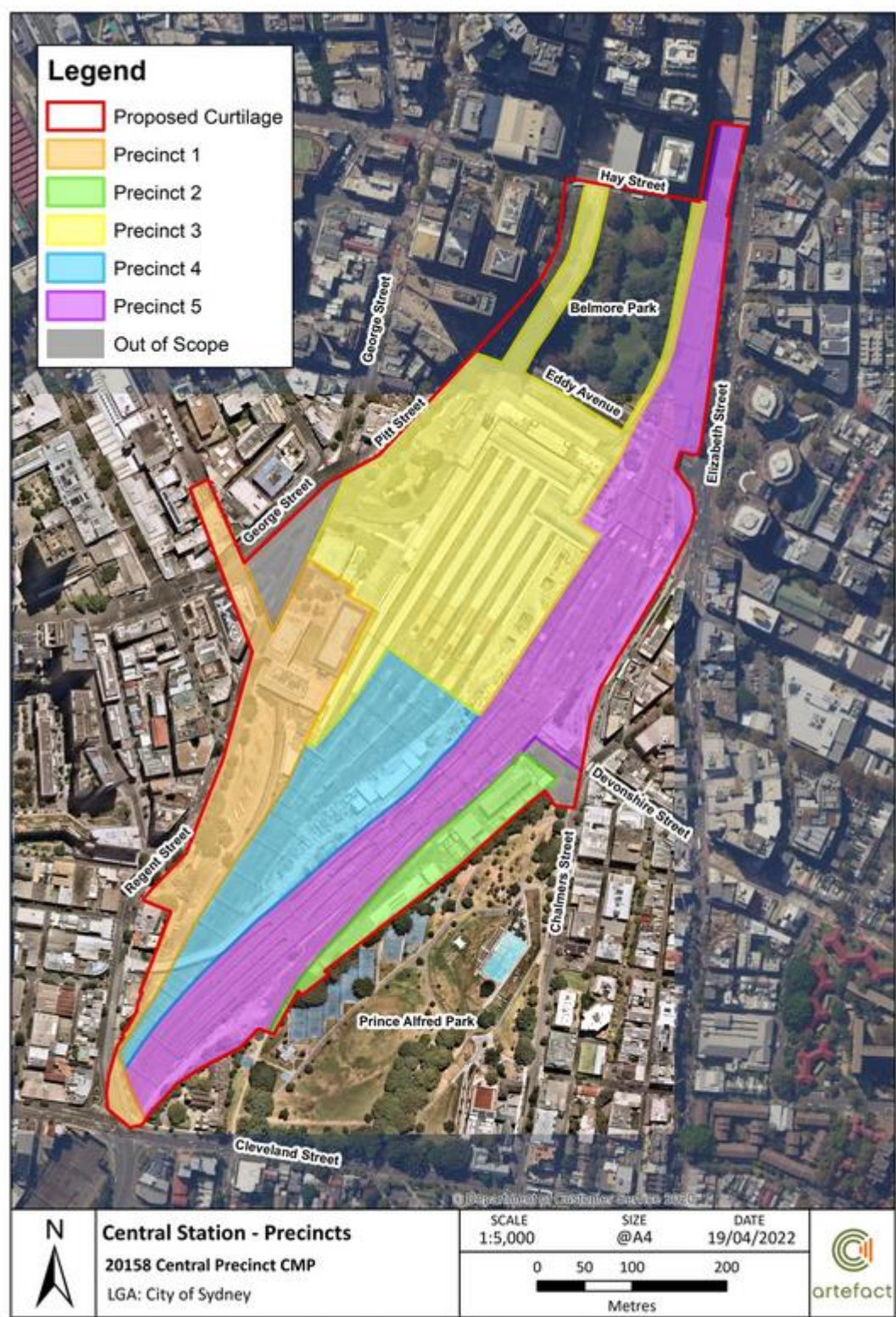
2.2.1 Central Station Precincts

The following section provides an outline of the precincts within the study area. The Central Station site was divided into precincts as part of the preparation of the 1996 CMP. As a multitude of reports have been commissioned since this time and are still undergoing assessments, for consistency this CMP will use the established precinct names and curtilages (other than the minor amendments noted above). The precinct names will be repeated throughout the document for consistency and clarity. The general location and curtilage of the precincts are outlined in Figure 2 below.

Table 1: Study Area precincts and descriptions

Precinct	Description
1: The Western Yard	The Western Yard precinct runs along the western boundary of the study area and contains Mortuary Station and the Railway Overbridge. The structures are the oldest elements within the study area.
2: Prince Alfred Sidings	The Prince Alfred Sidings precinct runs along the eastern boundary of the study area (excluding the Railway Institute building to the north). The sidings contain the remnant Prince Alfred workshops and the Prince Alfred Substation and annexure buildings.
3: Sydney Terminal	The Sydney Terminal precinct lies to the north of the study area and relates to the third Central Station and its elements, including the terminus building and its various structures.
4: Sydney Yards	The Sydney Yards precinct is located to the south of the terminus building and contains the early Sydney Yard area, including the former sites of the first and second railway stations and various railway infrastructure.
5: Central Electric	The Central Electric precinct runs to the north-eastern boundary of the study area and relates to the electrification of the railway lines through the 1920s.

Figure 2: Precinct Outline



2.3 Methodology

This document has been prepared in accordance with the NSW Heritage Manual (1996), the Australia ICOMOS Burra Charter (2013) and The Conservation Plan by James Semple Kerr (2000). This CMP replaces and supersedes the 2013 and 1996 CMPs which were prepared for the Central Station Precinct.

2.3.1 Identification of heritage listed items

Heritage listed items were identified through a search of relevant state and federal statutory and non-statutory heritage registers:

- World Heritage List
- Commonwealth Heritage List
- National Heritage List
- State Heritage Register
- Sydney LEP 2012
- Section 170 Heritage and Conservation Registers for Sydney Water, Roads and Maritime, Transport Asset Holding Entity (TAHE), Ausgrid, and Department of Housing
- Australian Heritage Database

Items listed on these registers have been previously assessed against the NSW Heritage Assessment guidelines (as outlined in Section 2.3.4). The SHR and State Heritage Inventory (SHI) listings of the heritage items have been used to provide descriptions and statements of significance for items not being assessed for this CMP.

2.3.2 Visual buffer

Heritage items are often classified as being significant due to their appearance, form or articulation, and other visual characteristics. Developments that block or impair the potential to see these visual characteristics can be classified as heritage impacts. Identified significant views and vistas have been documented in Section 8.6 of this report.

2.3.3 Archaeological assessment

Historical archaeological potential is defined as the potential of a site to contain historical archaeological relics, as classified under the NSW *Heritage Act 1977*. The assessment of historical archaeological potential is based on the identification of former land uses and evaluating whether subsequent actions (either natural or human) may have impacted on archaeological evidence for these former land uses.

Knowledge of previous archaeological investigations, understanding of the types of archaeological remains likely to be associated with various land uses, and the results of site inspection are also taken into consideration when evaluating the potential of an area to contain archaeological remains.

Assessments of significance are preliminary in nature and, where possible, significance has been assessed against the NSW Heritage Assessment Criteria. The assessment is informed by the NSW Heritage Division (now Heritage NSW) 2009 guidelines *Assessing Significance for Historical Archaeological Sites and Relics*.

2.3.4 NSW heritage assessment guidelines

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the *Burra Charter* of Australia International Council on Monuments and Sites (ICOMOS). The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the *NSW Heritage Manual* and the *Archaeological Assessment Guidelines*.²

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of local or state significance. If a potential archaeological resource does not reach the local or state significance threshold, then it is not classified as a relic under the Heritage Act.

'State heritage significance', in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

'Local heritage significance', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.³

The overall aim of assessing archaeological significance is to identify whether an archaeological resource, deposit, site or feature is of cultural value. The assessment will result in a succinct statement of heritage significance that summarises the values of the place, site, resource, deposit or feature. The heritage significance assessment criteria are as follows:

Table 2: NSW heritage assessment criteria

Criteria	Description
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.
B – Associative Significance	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.
C – Aesthetic or Technical Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.

² NSW Heritage Office 1996; 25-27

³ This section is an extract based on the Heritage Office Assessing Significance for Historical Archaeological Sites and Relics 2009:6.

Criteria	Description
G - Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

2.4 Previous heritage studies

The following heritage studies and listing data were reviewed for this report:

- Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review⁴
- City of Sydney LEP 2012
- City of Sydney DCP 2012
- Draft Central Sydney Planning Strategy, 2020
- City of Sydney DCP 2012 amendments (draft)
- Section 170 Heritage and Conservation Registers for TAHE
- NSW State Heritage Inventory database
- (draft) Central Station Conservation Management Plan (Rappoport Pty Ltd & NSW Government Architect's Office, 2013)
- Central Precinct Renewal Project (CPRP) Heritage Framework (Tonkin Zulaikha Greer, 2018)
- Mortuary Station Conservation Management Plan (Rappoport Pty Ltd, 2000)
- Heritage Inventory for Central Sydney (Thorp, Green & Associates, 1989)
- Sydney/ Central Station Conservation Management Plan (1996)

Additional reports reviewed for this CMP are provided in Section 16.0.

2.5 Ownership

In 2012, the Minister for Transport announced the formation of two new railway organisations: Sydney Trains and NSW TrainLink. The two organisations were to serve the different needs of the Sydney and regional railway customers. In 2017, the two organisations became independent standalone agencies. RailCorp (now Transport Asset Holding Entity of New South Wales (TAHE)) remains the asset holder of the items within the study area.

2.6 Consultation

2.6.1 Stakeholder consultation program

A program of stakeholder consultation was undertaken throughout the development of the Central CMP. This consultation has informed the approach and content of the report. Consultation has been undertaken with organisations as outlined in Table 3. A consultation log is provided in Appendix F: Consultation Log.

⁴ AHMS 2015

Table 3: Stakeholder consultation summary

Organisation	Date
Metropolitan Local Aboriginal Land Council.	Consultation on Aboriginal archaeology and cultural heritage values was undertaken by Artefact to inform the Aboriginal heritage study and Archaeological Site Plan (ASP). A site walk was undertaken for Central SSP, 12 April 2022. In addition, a program of consultation was undertaken by Balarinji to inform the Connecting to Country Framework. (see Artefact non-Aboriginal heritage study and ASP report for details)
Heritage NSW (as delegate for the Heritage Council of NSW)	A session with Heritage NSW (Assessments team) was held on 22 March 2022.
Heritage Council of NSW	Presentations with the Heritage Council of NSW were held 1 December 2021 and 6 April 2022 with an additional out of session workshop held on 26 April 2022.
City of Sydney Aboriginal and Torres Strait Islander Advisory Panel	Consultation with this group was undertaken as part of Connecting to Country framework (Balarinji 2022). Consultation outcomes are integrated within the relevant heritage reports. (see Artefact non-Aboriginal heritage study and Balarinji report for further details)
City of Sydney Specialist Heritage & Urban Design Planners	A session with City of Sydney heritage planners was held 21 April with a follow up session on the revised Central CMP held 9 May 2022.
NSW State Design Review Panel (SDRP)	An SDRP was established in December 2020 led by Government Architects NSW (GANSW) to provide independent design review throughout the Central SSP study period. The SDRP provided advice and feedback to regarding the indicative master planning work with a focus on built form, urban design, public domain, landscape, amenity, heritage, sustainability and connecting with Country. The SDRP Design Review Report is included in the Urban Design Framework that has been prepared as part of the SSP studies.
NSW National Trust	National Trust briefed TfNSW on their considerations and concerns for heritage at Central Station in November 2021. TfNSW project team presented to National Trust in February 2022 and 3 May 2022 to provide them an update on the SSP Study and master plan for the precinct.

Heritage Consultation Group

A heritage consultation group was established by TfNSW for the project. The group comprised representatives from Sydney Trains Heritage, City of Sydney, Heritage NSW, Government Architects Office and the Central Precinct Renewal project team.

The group convened three times during 2021

- 28 January
- 25 March
- 8 September

The group provided feedback on the heritage risks, opportunities and priorities present within the Central Precinct study area as captured in the meeting minutes from these sessions. Meeting minutes from the heritage consultation group can be found at Appendix F: Consultation Log.

The group were presented updates and summaries of the Artefact heritage studies as well as updates on the reference masterplan and project more generally. From October 2021 consultation was undertaken individually as outlined in Appendix F: Consultation Log

Western Gateway development group (Atlassian, Dexus Fraser and Toga)

Discussions and coordination were held with Western Gateway development representatives 29 April with regard to the Central CMP and coordination with the revised Parcel Post Office CMP under preparation by Urbis.

2.7 Limitations

The CMP has the following limitations:

- Community consultation was beyond the scope of this report although it is acknowledged that that consultation with surrounding and regional communities could provide a deeper and more comprehensive understanding of the study area and its social significance.
- The report includes references to buildings and elements that are not under the current ownership of TAHE and have therefore been excluded from the inventory assessments, namely: Belmore Park, Prince Alfred Park, Railway Institute Building.
- Identified movable heritage items were included as part of the report. However it is recommended that items located within areas not open to the public be privately catalogued and a comprehensive Conservation Strategy for movable heritage items be commissioned and/or updated prior to any future works within the study area.
- The report includes inventory sheets for all five precincts. Images of these areas are limited to available access and as such the following areas were not able to be accessed due to current condition, private ownership and current works; unused platforms, interiors of Henry Deane Plaza buildings/ retail spaces, Railway Institute Building.
- Legislation and planning instruments referred to in this report will be amended and or/changed in the future. It is recommended that users of this report refer to and rely upon the up-to-date legislation and regulations available from the NSW Parliamentary Counsel's Office website: www.legislation.nsw.gov.au .
- The scope of this report is to provide an updated standalone CMP that is informed by the 1996 and 2013 CMPs as well as subsequent works such as the Central Station Main Works (CSM) project (Sydney Metro) and the CRPR Heritage Framework.

- Western Gateway is part of a separate approvals process and development, therefore the discussion of opportunities and constraints is limited due to its separation into a separate significant precinct. As the Western Gateway items still remain within the SHR boundary for Central Station Precinct, significance and opportunities and constraints are still discussed, however should be read in conjunction with site-specific CMPs as required.
- Covid-19 restrictions have provided limitations on the accessibility to spaces and conducting of site visits. As a result there are a few spaces were not accessed as part of the preparation of this CMP. This was also impacted by active works in the Sydney Metro area. Access to the Prince Alfred Sidings workshops was off-limits due to the unstable condition of the buildings.

2.8 Author Identification and Acknowledgments

This report was prepared by Artefact Heritage, in conjunction with TZG Architects.

The following Heritage Consultants worked on the report:

- Sandra Wallace - Artefact Heritage (Managing Director)
- Carolyn MacLulich – Artefact Heritage (Principal – Interpretation)
- Scott MacArthur – Artefact Heritage (Principal – Built Heritage, Architect)
- Katarina Stankowski – Artefact Heritage (Principal – Major Projects)
- Josh Symons – Artefact Heritage (Technical Director)
- Anita Yousif – Artefact Heritage (Technical Director)
- Sarah Jane Zammit – Artefact Heritage (Senior Heritage Consultant – Built Heritage)
- Sophie Barbera – Artefact Heritage (Senior Heritage Consultant)
- Darrienne Wyndham – Artefact Heritage (Senior Heritage Consultant – Interpretation)
- Ellie Pitt – Artefact Heritage (Heritage Consultant)
- Vanessa Woods – Artefact Heritage (Heritage Consultant)
- Sarah Ryan – Artefact Heritage (Heritage Consultant)
- Gabriela McPherson – Artefact Heritage (Heritage Consultant)
- Julie Mackenzie – TZG (Director Heritage & Adaptive Reuse)
- John Taliva’a – TZG (Heritage Consultant)

The report has benefited from the assistance and knowledge of the following:

- Greta Logue (Sydney Trains)
- Josh Daniel (TfNSW)
- Matt Devine (City of Sydney)
- Sarah Jane Brazil (Heritage NSW)
- David Nix (Heritage NSW)
- Tim Green (TfNSW)
- Emma McGirr (TfNSW)
- Hugh Thornton (TfNSW)

3.0 LEGISLATIVE CONTEXT

A number of planning and legislative documents govern how heritage is managed in NSW and Australia. The following section provides an overview of the requirements under each as they apply to the study area.

3.1 Statutory Listings

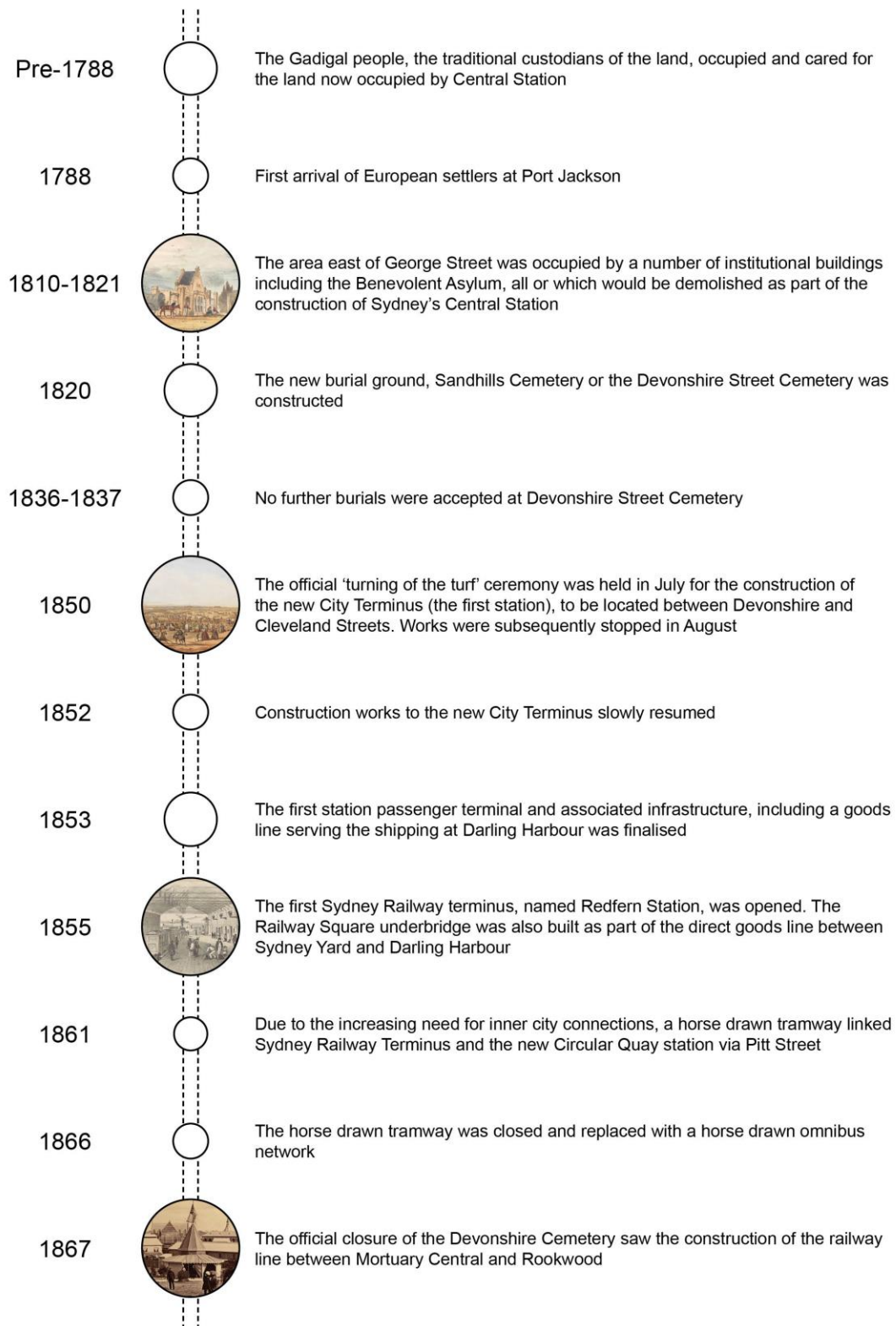
Legislative Framework	Heritage Registers	Listings
<i>Environmental Protection and Biodiversity Conservation Act 1999</i>	Commonwealth Heritage List	None
	National Heritage List	None
<i>NSW Heritage Act 1977</i>	State Heritage Register	Central Station (Sydney Terminal and Central Railway Stations Group, SHR Item No: 01255) Mortuary Railway Station (Mortuary Railway Station and Site, SHR Item No: 00157) Railway Overbridge (Railway Square Road Overbridge, SHR Item No: 01232) Railway Institute Building (Railway Institute Building, SHR Item No.01257)
	Section 170 Register	Central Station (Central Railway Station and Sydney Terminal Group, s170 Item No: 4801296) Mortuary Railway Station (Mortuary Railway Station and Gardens, s170 Item No: 4803219) Railway Overbridge (Ultimo (Railway Square) Railway Overbridge, s170 Item No: 4801079)

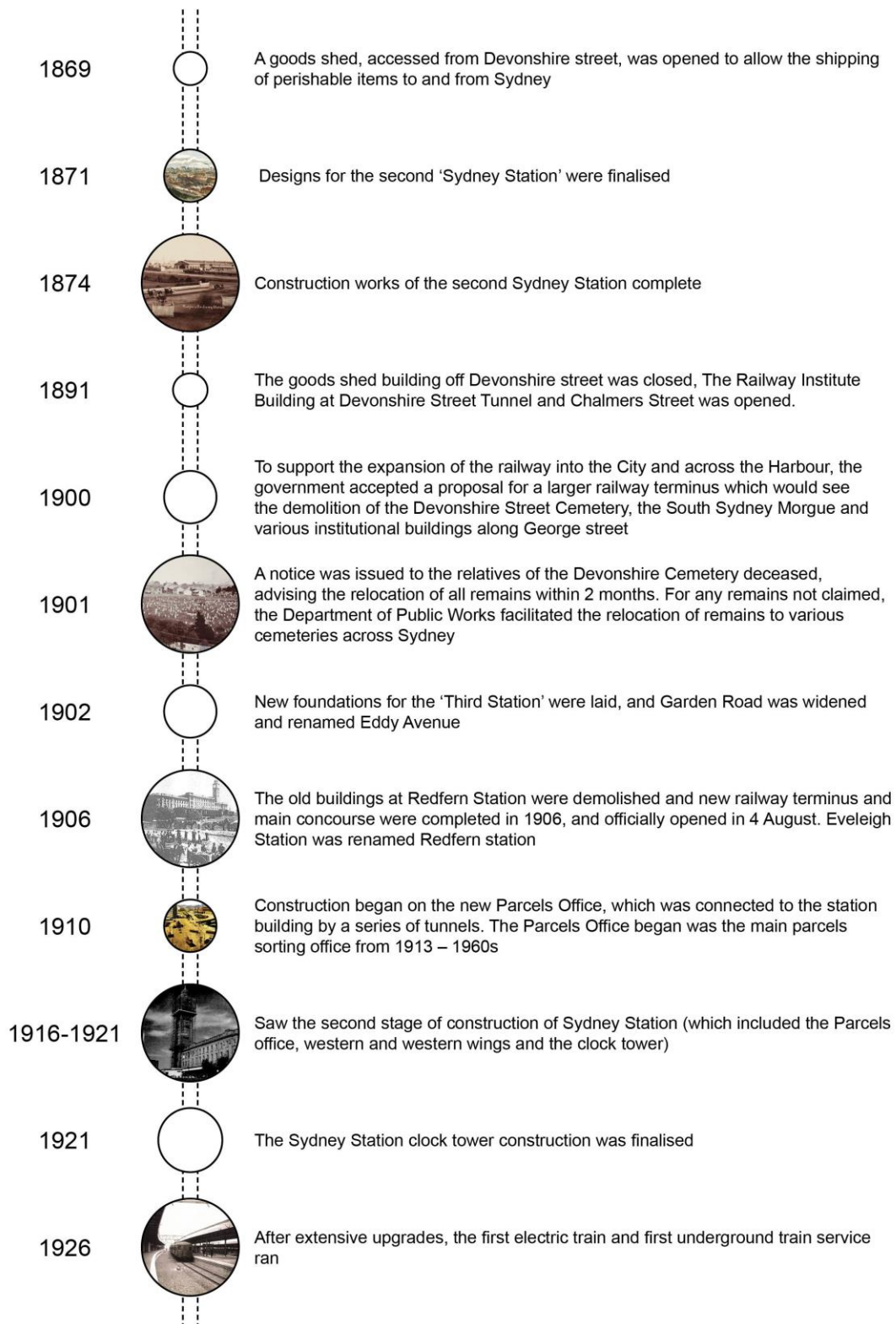
Legislative Framework	Heritage Registers	Listings
<i>Environmental Planning and Assessment Act 1979</i>	Sydney LEP 2012	<p>Central Station (Central Railway Station group including buildings, station yard, viaducts and building interiors, SLEP Item No. I824)</p> <p>Mortuary Station (Former Mortuary Railway Station including interior, grounds, fence and railway platforms, SLEP Item No. I194)</p> <p>Railway Overbridge (Railway Square road overbridge, SLEP Item No. I180)</p> <p>Former Parcels Post Office (Former Parcels Post Office, including retaining wall, early lamp post and building interior, SLEP 2012 Item No. I855)</p> <p>Railway Institute Building (Former “Railways Institute” building, including fence and interior, SLEP 2012 Item No. I1472)</p>
	Sydney DCP 2012	Railway Square / Central Station Special Character Area (Sydney DCP 2012, 2.1.11)
	State Significant Precinct (SSP)	Central Precinct (including Central Railway Station)

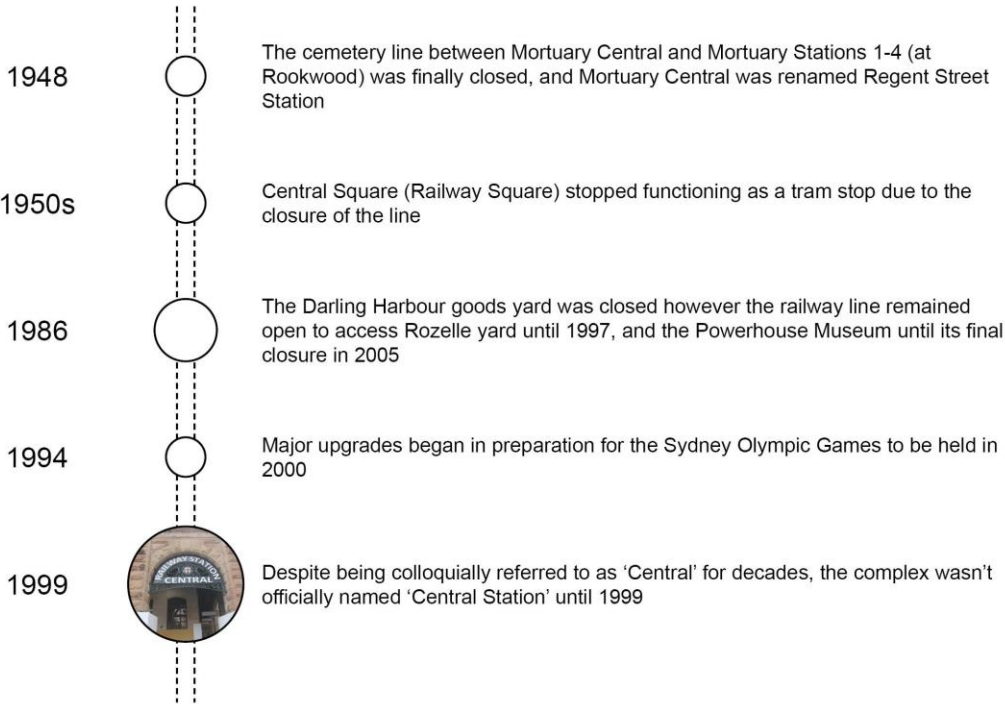
3.2 Non-Statutory Listings

Heritage Registers	Listings
Register of the National Estate	<p>Central Railway Station (RNE# 2196)</p> <p>Railway Square Post Office (Former) (RNE #2456)</p>
National Trust Heritage Register	Central Railway Station (Sydney Terminal and Central Railway Stations Group, NT# C61721)
Australian Institute of Architects Register of Significant Buildings in NSW	Central Railway Station Terminal and Viaduct (Registration #4700667)

4.0 HISTORICAL OVERVIEW







5.0 ABORIGINAL HISTORY

5.1 Pre-invasion

The Gadigal are the traditional custodians of the land occupied by Central SSP and have cared for this country for tens of thousands of years. The territory of the Gadigal spanned the landscapes stretching from South Head through to Sydney Cove, Cockle Bay and Darling Harbour and then to Blackwattle Creek, south to the Alexandra Canal and the Cooks River. The modern suburbs of Redfern, Erskineville, Paddington, Haymarket and Surry Hills are all situated on Gadigal land.

The Sydney Basin was home to a number of diverse Aboriginal communities, each with varied languages. The disruption of colonisation has led to ongoing debate about the association of particular languages with particular places, and whether colonial narratives of naming and assessing languages are appropriate. Today, due to this lack of records and history of dispossession, it is unknown what Aboriginal language was used for the Central Sydney area. The general consensus for the modern name of the language comes from Jakelin Troy's interpretation of William Dawes' original word lists from the Aboriginal woman Patyegarang, with the language known as the Sydney Language.⁵

The land around Central Station was rich in natural resources, which were gathered by Aboriginal people for food, medicine and tools. Fish, shellfish, ducks, possums and kangaroo were hunted, with edible plants including native cherry. Various plant species within the area supplied food, seeds, nectars, fruits, roots and tubers to the local Aboriginal community, who read the signs of the seasons and the signals from the sky to understand when to gather certain resources. Species of native lilies with small tuberous roots were collected and eaten, as were native raspberries and currents. The flower-cones of the *Wiriyagan* (old man banksia) were soaked in water in bark or wooden containers to extract the nectar to make sweet drinks. The hearts of the *Gulgadya* (grass tree) stems were eaten and the nectar from the spike flowers was also collected and eaten. They could also be utilised for making tools such as spears, shafts and handles for stone implements, as well as carrying vessels of bark and woven fibre, digging sticks and a variety of other items utilitarian and non-utilitarian. The dry flower-stems of the smaller grass tree species were used for spears. *Nawi* (canoes) made from tree bark enabled Aboriginal men and women to move swiftly through the various bodies of water on Country (Vincent Smith 2017). Materials sourced from mammals such as kangaroos, wallabies and possums were also processed for tool making, such as tail sinews which are known to have been used as a fastening cord, whilst 'bone points' would have functioned as awls or piercers and are an often abundant part of the archaeological record (Attenbrow 2010, p.18). Ethnographic observations from early colonists noted that Aboriginal people used animal claws, talons, bone, skin, teeth, shell, fur and feathers for tools and non-utilitarian functions.

The Gadigal camped seasonally, moving between areas depending on the availability of resources (Artefact Heritage 2019). Travel was undertaken on foot, using trackways that stretched over ridgeways from the coast to inland camping and ceremonial places. A place for men's business was located close to Central Station near Waterloo (Cox Inall Ridgeway 2021). The stars were an important traditional source of navigation for Aboriginal communities, with the Milky Way and the Emu in the Sky constellation especially important in story (Cox Inall Ridgeway 2021).

Some Aboriginal trackways became Sydney's roadways; though no maps exist specifically noting Aboriginal trackways, it is thought that today's George Street and Oxford Street (located north of the site) followed Aboriginal paths (Barani 2021). George Street was especially important, as the pathway

⁵ Balarinji, 2022. Central State Significant Precinct Connecting with Country Framework. Report prepared for TfNSW.

leading to *Warrane* (Sydney Cove) (Cox Inall Ridgeway 2021). The area between Eveleigh and today's Central Station was also part of an Aboriginal pathway or travel corridor running north-south, likely utilizing the higher ground/ ridgeline located to the east of the site.

5.2 Post-invasion

Colonists first encountered the Gadigal in and around the coves and bays of Port Jackson. The settlers included the name Gadigal, or its alternative spellings of Cadigal and Cadi, in some of the earliest records of colonial settlement in Sydney, for describing the Aboriginal people they had encountered (Cox Inall Ridgeway 2021). Within days of the initial landing at Sydney Cove, visits by Aboriginal people to the settlers had dropped in frequency to the point where the colonists were aware that they were being deliberately avoided (Attenbrow 2010, p. 14). In 1789, Watkin Tench noted that the local Aboriginal people:

...for a little while after our arrival paid us frequent visits, but in a few days they were observed to be more shy of our company. From what cause their distaste arose we never could trace... No quarrel had happened, and we had flattered ourselves, from Governor Phillip's first reception among them, that such a connection might be established as would tend to the interest of both parties (Tench, Watkin 1788, pp. 63–64)

The arrival of colonists from 1788 had a rapid effect on the Aboriginal population due to introduced disease, and the dislocation and disruption of traditions and established behaviours. Access to resources was restricted as the colony grew, with introduced diseases such as smallpox ravaging the Aboriginal population from 1789 onwards. Upon initial contact, the population of the Sydney area was likely to have been 1000; however, some estimates put the figure at between 3000-5000 (Vincent Smith 2006). In 1789, the area was hit by an epidemic of smallpox, leading to a significant death toll within the local Aboriginal communities around Sydney. Historical sources report that only three members of the 60-strong Gadigal clan survived the epidemic, with others perishing due to malnutrition or from violent clashes with settlers (Cox Inall Ridgeway 2021). The grief felt within the community was accompanied by a shock at the sudden collapse of an ancient way of life.

Aboriginal people were important participants in the emerging colonial economy, with their cultural knowledge used by colonists to survive in an unfamiliar climate. In and around the Central SSP, Aboriginal people acted as guides through Country, sold fish in Haymarket and other trade areas, accompanied and guided fishing expeditions and shared other crucial skills to assist convicts and settlers alike. This remains a remarkable act of generosity and resilience in the face of deep cultural shifts and increasing colonial disenfranchisement.

Despite the increasingly severe consequences of European colonisation, the Gadigal continued their traditional way of life, with the site of today's Belmore Park and Central Station an important cultural ground for ceremonial practice. David Collins described a 'clear spot between the town and the brickfield' being utilised for one such ceremony in December 1793 (Collins 1798). Collins noted the continuous use of this space as a ceremonial site, noting that the Aboriginal community 'derived so many comforts and so much shelter in bad weather' at the site (Collins 1802). Moore Park, south-east of the site, was another key place for continuing cultural practices; colonists would travel to watch 'payback rituals' take place in the area, where Aboriginal people would resolve grievances through ritual and punishment (Cox Inall Ridgeway 2021).

The open, sandy area around the Cleveland Paddocks (today's Prince Alfred Park) became a prominent campground in the first half of the nineteenth century, with increasing development in the colony driving various Aboriginal groups to the site from the resource-rich areas around Sydney Cove

and the Domain (Tonkin Zulaikha Greer 2018). The Devonshire Street Cemetery north of the Cleveland Paddocks campground was the resting place of several Aboriginal people, including Cora Gooseberry, wife of Bungaree. As the first railway terminus at Redfern was constructed in 1855, the Aboriginal community was dispersed from the campground. The rail workshops constructed in Eveleigh in the 1870s became a major employer of Aboriginal workers, with many Aboriginal families from around Sydney settling just south of the site. Others moved from the reserve in La Perouse to be closer to the workshops.

5.2.1 The coming of the railways

Following the arrival of the railway in 1855, the areas around Central and Redfern became a growing industrial hub. The rail had a profound effect on the area, with major repercussions for the futures of Aboriginal people within the area then and into the future. The Eveleigh Railway Workshops, which opened in 1887, became one of the biggest employers of Aboriginal people. With the railway providing easy access to the district, other local companies and factories began to employ Aboriginal people.

Aboriginal people were employed at Eveleigh, working in the precinct's foundries, boiler rooms and workshops; however, the names of individuals employed during the early days of the workshops are difficult to obtain and photographs of Aboriginal workers are largely non-existent (Michael Davis Consultants 2012). Taksa clarifies that Aboriginal employees at the Eveleigh Railway Workshops were listed in an employment register, without names under the category of 'Boy' (Taksa 1999). Taksa has since established an Eveleigh Workshops Register in 1999, which so far features a single Aboriginal employee by name; Phillip James Campbell (Taksa 1999).

Figure 3: Turning the first turf of the first railway in the Australasian colonies at Redfern, Sydney, July 1850. John Rae. Source: State Library of NSW



5.2.2 Twentieth Century

From the 1910s to the 1960s, Central Station played a key role in the trauma experienced by the Stolen Generations. Survivors specifically name Central as a source of dark memories, as the place where Aboriginal children, already kidnapped from their parents, were separated from siblings and cousins on Platform 1 and sent to State-run welfare homes across the country (Cox Inall Ridgeway 2021).

Redfern continued to build a strong Aboriginal community on the outskirts of the Central SSP site. Aboriginal people migrated to Redfern for several reasons; work was available, transport was relatively easy and, most importantly, Redfern had the promise of a community of other Aboriginal people. Redfern was an important gathering place and source of social connection for Aboriginal men, women and children. Some Aboriginal people travelled to Redfern to look for family members kidnapped as part of the Stolen Generations. Aboriginal people worked in many nearby industries, including the Eveleigh Railway Workshops, IXL Jam Company, Francis Chocolates, Henry Jones & Co and the Australian Glass Manufacturers (AHMS 2015).

As the population grew during the Great Depression of the 1930s, with many relatives and others coming to Sydney to search for work, the suburb became a hub for Aboriginal activists and political protesting. In 1943, Bill Ferguson was elected as the first Aboriginal member of the Aborigines Welfare Board following extensive campaign meetings at Redfern Town Hall (AHMS 2015). The following year, the first Aboriginal Football Club was formed at the suburb. The Redfern All Blacks played rugby league at Alexandria Park southeast of the site, which would later host the annual Koori Knockout competition (AHMS 2015).

By the 1960s, the Aboriginal population around Central and Redfern numbered over 12 000, swelling to 35,000 in the 1970s. The 1960s and 1970s also saw the rise of Aboriginal community groups and political activism around the Central SSP. The Foundation for Aboriginal Affairs was established in Haymarket, west of the site, in 1964 (Tonkin Zulaikha Greer 2018). The next year, a sit-in at the local Burlington Hotel was staged by forty Aboriginal men in response to bans on Aboriginal people drinking at public bars. Redfern was a founding site of important organisations including the Aboriginal Medical Service, Murawina childcare centre, the Aboriginal Housing Company and the Aboriginal Legal Service in the early 1970s.

Community elders, including activist Mum Shirl (Shirley Smith), worked closely with Father Ted Kennedy of St Vincent's Church in Redfern Street to provide support services for Aboriginal people in the Redfern/Central area. Father Ted worked with community to support significant Aboriginal organisations such as the Aboriginal Medical Service, and was an active supporter of Aboriginal ownership of the Block housing development in the 1960s and 1970s (Cox Inall Ridgeway 2021).

Other organisations were forming at the same time around the Central SSP site. The Foundation for Aboriginal Affairs was established in 1964 and moved into a building at 810-812 George Street in October 1966. For over a decade, the 'Foundo' was an organisation that helped the local Aboriginal community find safe housing and employment, as well as providing a place for Aboriginal bands to play and Aboriginal Debutante Balls. These debutante balls would be the blueprint for the NAIDOC Balls held around Australia today (Cox Inall Ridgeway 2021).

The growing movement for Aboriginal rights at this time found a home, and many willing hands, in and around Redfern and the Central SSP. In 1977, the NSW Aboriginal Land Council was established as a result of a Land Rights conference at the Black Theatre site on Cope Street in Redfern. The Land Rights conference had cleverly been organised to coincide with the Koori Knockout competition that year. The NSWALC's first office was on Botany Road, and worked to pressure the NSW Government to take action on Aboriginal land rights (Cox Inall Ridgeway 2021).

During the 1980s, Aboriginal artists collective Boomalli was founded in Chippendale and an Aboriginal Resource Room was established at Cleveland Street High School, reflecting the high proportion of Aboriginal residents around the site. In 1983, the *Aboriginal Land Rights Act* was established, with the Metropolitan Local Aboriginal Land Council (LALC) officially instituted two years later. The Metropolitan LALC's first meeting was also held at the former Black Theatre site, though today the officers are based at George Street, Redfern (MLALC 2015).

Public spaces around the Central and Redfern have played key roles in Aboriginal protests in Sydney. Redfern Oval marked the beginning point of the 1988 Bicentenary demonstration, which saw thousands of Australians marching past Central Station to protest the colonial origins of Australia Day. Prime Minister Paul Keating chose Redfern as the location for his famous Redfern Speech in 1992. Belmore Park, just north of the site, was also frequently utilised as a gathering place for protests and marches, with the last major events held in relationship to the Apology to Australia's Indigenous Peoples Speech by Prime Minister Kevin Rudd in 2008 and the Black Lives Matter protests in 2020 (MLALC 2015). Belmore Park was also the starting and gathering point for the 1989 NAIDOC Week march, a significant act of protest against the Government's policy for mainstreaming Aboriginal services (MLALC 2015).

Today, the area continues to hold great cultural significance for Aboriginal people - for those who have lived here for generations and for other communities who identify with the historical and political significance of the area.

6.0 EUROPEAN SETTLEMENT

6.1 Early European settlement

Early European settlement in the colony of Sydney was predominantly focused on the foreshores of Port Jackson. For the first twenty years of the colony the area remained undeveloped, consisting primarily of scrub-covered shifting sand dunes, wetlands, sandstone plateau and shale cap which created farming and drainage issues.⁶ The only documented settlement in this area prior to the 1820s was the development of the Brickfields, an area approximately 300-metres to the north-west of the general area used for brick and pottery production (Figure 4).

Figure 4: Brickfield Hill and village on the High Road to Parramatta, 1797⁷



The sand dunes, originally covered by various native trees including blackbutts, bloodwoods, angophoras and banksias, were destabilised following land clearance. This resulted in sand drifts entering the colony, engulfing fences, roads and houses.⁸ Originally, a valley in the vicinity of present-day Belmore Park separated the sand dunes from the brickyards at Brickfield Hill. However, by the 1830s this valley had been eradicated following the dumping of one million cubic metres of earth from Brickfield Hill into the depression to allow for easier horse traffic.⁹

Between 1789 and 1791, convicts were engaged in clearing vegetation to the west of the study area to lay out the road to Parramatta.¹⁰ By the early nineteenth century the road became a critical thoroughfare between Sydney and Parramatta. In order to ensure funding for the maintenance of the

⁶ DPIE. *Former warehouse group including interiors*. 2016. Retrieved 06/04/21 from: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5062502>

⁷ Edward Dayes & Thomas Watling, 1797. [*Brickfield Hill and village on the High Road to Parramatta*] Retrieved 18/03/21, from <http://nla.gov.au/nla.obj-134425618>

⁹ James Macle hose, *Picture of Sydney and Strangers' Guide in New South Wales for 1839*, Facsimile of 1839 edition (Sydney: John Ferguson in association with the Royal Australian Historical Society, 1977).pg 69

¹⁰ Garry Wotherspoon. *The road west*. Dictionary of Sydney, 2010 Retrieved 19/04/21 from: http://dictionaryofsydney.org/entry/the_road_west

road and its 37 bridges, a toll-gate was constructed at the junction of Pitt and George Streets by 1820.¹¹ This toll gate marked the official southern boundary of the township of Sydney.



Figure 5: Sketch of the toll gate with adjacent Benevolent Asylum (Poor House) in 1836 by J.G.Austin.¹²

6.2 Devonshire Street Cemetery

By 1820 the Old Sydney Burial Ground, located at the corner of George and Druiitt Streets (a site now occupied by Sydney Town Hall), had reached capacity and a new burial ground was required. The new burial ground, called the Sandhills Cemetery or the Devonshire Street Cemetery was consecrated in 1820, soon after the closing of the Old Sydney Burial Ground.¹³ The site of the new Cemetery was chosen due to its remote location at the farthest outer limit of the town past the Brickfields; a suitable distance to avoid inconveniencing the gentrifying township. The first interment in the new burial ground was that of Mr Hugh McDonald, Quartermaster of the 46th Regiment who died on the 9th September 1819 and was buried on the 11th leaving 'an amiable widow and four children to deplore his early fate'.¹⁴

Originally catering to Church of England burials, the cemetery eventually evolved to service other religious denominations. By 1836 the cemetery was approximately 11 acres (4.5 hectares) in size and was divided into seven differing denomination zones managed by their respective religious organisations.¹⁵ The layout of Devonshire Street Cemetery was an ad hoc arrangement, responding to the needs of the different religious communities for burial space. In this sense Devonshire Street Cemetery was not a general cemetery, but seven distinct denominational cemeteries. Each

¹¹ "Ship News," *Sydney Gazette and New South Wales Advertiser* (NSW: 1803 - 1842), February 5, 1820.

¹² Robert Russell. (1836). *Toll Gate and Benevolent Asylum, George Street south, Sydney, 1836*. Retrieved 18/04/21, from <http://nla.gov.au/nla.obj-135314615>

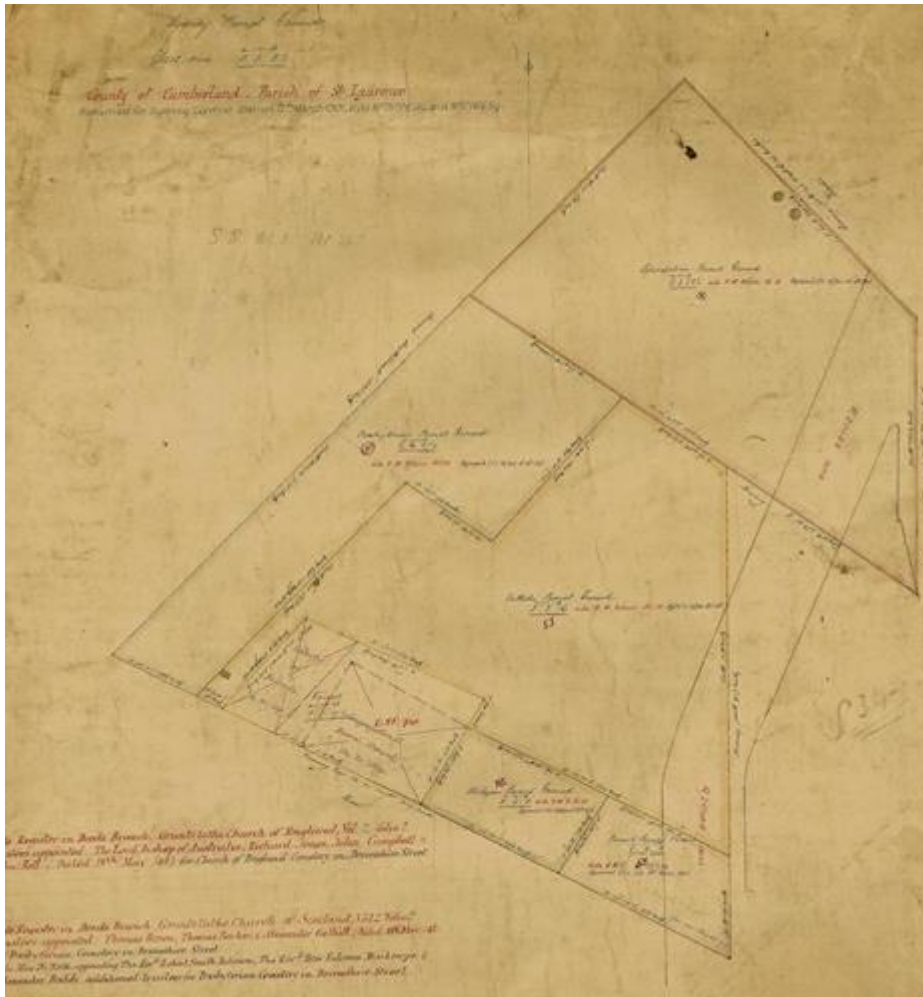
¹³ "Government and General Orders," *Sydney Gazette and New South Wales Advertiser* (NSW: 1803 - 1842), February 5, 1820.

¹⁴ "Family Notices" *The Sydney Gazette and New South Wales Advertiser* (NSW: 1803 - 1842) 11 September 1819: 3, <<http://nla.gov.au/nla.news-article2178948>>.

¹⁵ Lisa Murray. *Death and dying in nineteenth century Sydney*. Dictionary of Sydney. 2013. Retrieved 06/04/21 from: http://dictionaryofsydney.org/entry/death_and_dying_in_nineteenth_century_sydney

denomination managed its own burial ground; they were all fenced with their own entrances, and own range of fees and charges.¹⁶

Figure 6: 1836 plan of the Devonshire Street Cemetery arrangement.¹⁷



The Devonshire Street cemetery took no more burials from 1865 onwards.¹⁸ At that time, like the Old Sydney Burial Ground before it, the Devonshire Street Cemetery was no longer situated at a polite distance from the centre of the city of Sydney; rather the city had grown up and around it instead.

The cemetery was at capacity and was considered a health risk as there was the belief that the vapour from putrefying bodies was considered injurious to health.¹⁹ The Sydney Burial Grounds Act 1866 (NSW) prohibited burials “within the City of Sydney from 1 January 1867,” effectively closing the Devonshire Street Cemetery.²⁰ However, some existing entitlements to burial were recognised and people could apply to the Colonial Secretary for a licence to inter. The passing of the Necropolis Act 1867 opened what is now known as Rookwood Cemetery. The Rookwood Cemetery railway line,

¹⁶ Lisa Murray. *Devonshire Street Cemetery*, Dictionary of Sydney, 2019. Retrieved 18/04/21 from: http://dictionaryofsydney.org/entry/devonshire_street_cemetery

¹⁷ Crown Plan C65-730

¹⁸ Lisa Murray. *Devonshire Street Cemetery*, Dictionary of Sydney, 2019. Retrieved 18/04/21 from: http://dictionaryofsydney.org/entry/devonshire_street_cemetery

¹⁹ Ajesh Kannadan, “History of the Miasma Theory of Disease,” *ESSAI* vol.16 (2018): 41.

²⁰ NSW Government, *Sydney Burial Ground Act 1866* No.14a, 1.

opened on 1 April 1867, provided transport for the deceased and mourners from Mortuary Station to Rookwood.

Figure 7: 1890s photo of the Church of England area of the Devonshire Street Cemetery, facing south from north-eastern corner.



6.2.1 Mortuary Station

The closure of the Devonshire Street Cemetery in January of 1867 required effective transportation of the deceased to the new cemetery site out near Lidcombe. This cemetery, known as Haslem's Creek then as Rookwood Necropolis, opened in the same year as the closure of Devonshire Street Cemetery. The introduction of the new cemetery railway stations improved access between the city and Rookwood Necropolis within two years. Matching, highly decorative Gothic railway station were constructed between 1868 and 1869; one in the necropolis and one along Regent Street just south of the first Sydney station.²¹ Designed by Colonial Architect James Barnet, the ornate buildings were built by construction firm Stoddart and Medways who emphasised the ornamental design of the stations by utilising both white and biscuit-brown Pyrmont sandstone, richly carved by local stonemasons Thomas Duckett and Henry Apperly.²²

The dual mortuary stations at Rookwood and Central created a rail link between the city and the cemetery, allowing mourners to accompany their loved ones to their final resting place at the necropolis. Mortuary Station's close siting to the main railway station, coupled with the growing industries around the station meant that a family could organise the complexities of a funeral with little logistical problems while the deliberately Gothic design and landscape, provided a tasteful and respectful setting for a family to gather before the final train ride. Trains would travel between Central and Rookwood daily, picking up mourners and coffins at various intervening stations. By 1908 there were four stations within the Rookwood necropolis, named Mortuary Stations 1-4 with the Sydney station was known as Mortuary Central. The station continued to be used throughout the First World War, with the advent of motor vehicles curtailing services only in the 1930s. On the 3 April 1948, the cemetery line to Rookwood was finally closed.²³

Following its official closure as a mortuary service, the station was renamed Regent Street Station was used for a number of services including parcels delivery. By the late 1970s the station had deteriorated, slates were missing from the roof and the stonework was black from pollution. A

²¹ "The Sydney Necropolis.— Haslem's Creek.," *Australian Town and Country Journal* (Sydney, NSW: 1870 - 1919), December 9, 1876.

²² Paul Rappoport, "Conservation Management Plan of Mortuary Station, Regent Street, Chippendale" (Sydney: Paul Rappoport Architect, 2000)

²² Ibid.

²³ ibid

restoration program was undertaken in 1983. The station had a brief second life as a pancake restaurant, which ran from 1986 to 1989.²⁴

²⁴ Ibid.

Figure 8: Image of Mortuary Station from Regent Street, 1871.²⁵

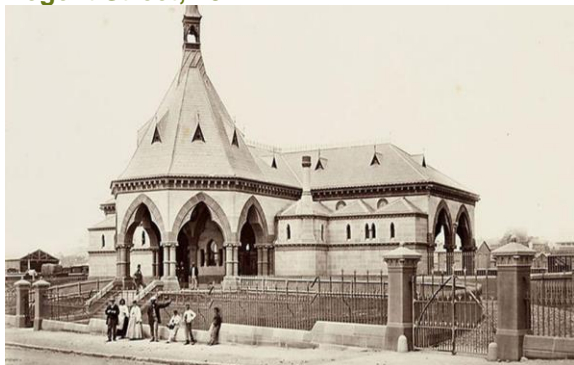


Figure 11: View from Prince Alfred Park towards the Station, c 1880-1890.²⁸

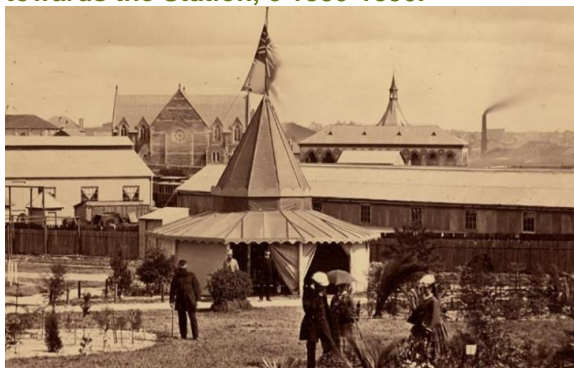


Figure 9: 1871 view of the train platform facing south.²⁶



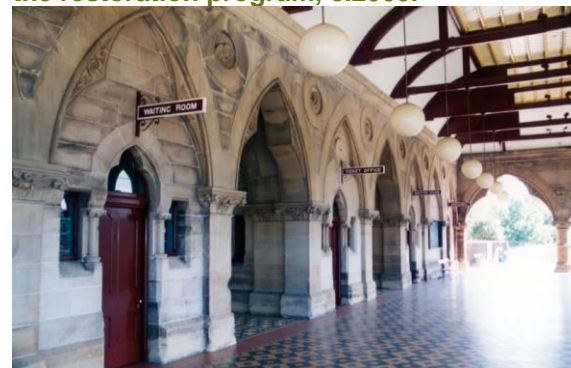
Figure 12: View of the station from Regent Street, c1980s.²⁹



Figure 10: Image of the southern edge of the platform prior to the later extensions.²⁷



Figure 13: View of the station platform following the restoration program, c.2000.³⁰



²⁵ SLNSW. 104. *Mortuary, Redfern (Front View)* SH 156. Photographs of Public and Other Buildings, &c ... / photographed by Charles Pickering. IE1113167

²⁶ SLNSW. *Interior, Mortuary, Redfern*. Government Printing Office 1 – 05248. 1871. IE1758840

²⁷ SLNSW. *Mortuary Station, Redfern*. State Archives & Records Authority of New South Wales. 1871. Government Printing Office 2 – 52406. IE2438178

²⁸ SLNSW. *[Intercolonial Exhibition, Prince Alfred Park, Sydney, 1870 / attributed to Charles Pickering]*. IE1227836

²⁹ City of Sydney Archives. *Mortuary Station, Regent Street Chippendale, 1986*. City Engineer's Dept. Negatives -1986. CSA112034. A-00059077

³⁰ Gary Deirmendjian. *Mortuary Station*. Deirmendjian Photograph Collection. 2002. City of Sydney Archives. A-00049964

6.2.2 South Sydney Morgue

Following a lobbying campaign from the Coroner, the Government constructed a new morgue in the Church of England section of the Cemetery. The building was located along the southern side of Garden Road, just east of the Police Barracks. Construction finished in late 1881 and the building was recorded as an up-to-date facility.

The morgue keeper was the highly respected retired Sydney police detective Edward Bloomfield. In 1883 a cottage was built, with a room set aside for coronial inquests. The Morgue was demolished in 1901 as part of the Central Station construction.

Figure 14: Footprint of the South Sydney Morgue, c1888.³¹



Figure 15: Rear view of the morgue from the cemetery, c1900³²



Figure 16: 1900 plan of the morgue and cottage.³³



Figure 17: View of the cottage from Garden Road, c1900.³⁴



6.2.3 Society of Friends Meeting House and Caretaker's cottages

The Society of Friends (SoF or Quakers) built a meeting house in the 1860s within the Quakers section of the cemetery, replacing a smaller brick dwelling with an iron roof built by member David

³¹ Sydney & Suburban Map Publishing Co. [Street map of part of the Haymarket bounded by Pitt Street in the west, which is now railway lines and concourses to Central Station, c.1888]. MAP RaA 31 Plate 40

³² SLNSW. Series 02: Photographs of tombstones, chiefly in Devonshire Street Cemetery, with indices, 1900-1901 / by Josephine Ethel Foster (Mrs Arthur George Foster). FL8955934

³³ Crown Plan MS 2166-3000

³⁴ SLNSW. Box 14: Morgue, Devonshire Street. Royal Australian Historical Society : photonegatives, ca. 1900-1925. aDXXrKeaVXa6

Richards years earlier (visible in Figure 19).³⁵ The building was used by the congregation for meetings, services, and weddings up until the week before the building was demolished.³⁶

In addition, the Roman Catholic sexton's (or caretaker's cottage) was sited to the rear of the Quakers meeting house, in the Roman Catholic section of the cemetery.³⁷ The brick building featured a corrugated iron roof with a small verandah facing north over a stone and brick pavement (Figure 22) and was demolished during resumption works.

The Congregational caretaker's cottage was located to the east of the SoF meeting house. The structure was valued at £30 prior to demolition.³⁸

A small weatherboard cottage, covered by an iron roof which extended over a short verandah was located within the Jewish cemetery and valued at £10 prior to demolition.³⁹ The structure remained on the site following the resumption works, as indicated by its retention in Figure 77.

Figure 18: Footprint of the Society of Friends meeting house (large building) and the former cottage (along street boundary). The Roman Catholic caretakers cottage is to the top of the frame, c1888; The Congregational caretakers cottage is to the right of the SoF meeting house.⁴⁰

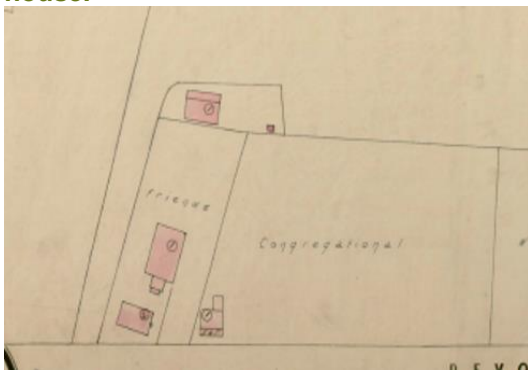


Figure 19: Illustration of the SoF meeting house and early cottage, c1901.⁴¹



³⁵ "The Friend's Meeting Place," *Australian Town and Country Journal*, July 20, 1901, <http://nla.gov.au/nla.news-article71469801>.

³⁶ "A Quaker Wedding," *Sunday Times*, July 21, 1901, <http://nla.gov.au/nla.news-article125885028>.

³⁷ "Devonshire Street Cemetery," *Truth*, March 24, 1901, <http://nla.gov.au/nla.news-article200507475>.

³⁸ "Old Sydney," *Truth*, December 21, 1913, <http://nla.gov.au/nla.news-article168754197>.

³⁹ *ibid*

⁴⁰ Sydney & Suburban Map Publishing Co. [Street map of part of the Haymarket bounded by Pitt Street in the west, which is now railway lines and concourses to Central Station, c.1888]. MAP RaA 31 Plate 40

⁴¹ "A Piece of History," *Daily Telegraph*, June 26, 1901, <http://nla.gov.au/nla.news-article237265660>.

Figure 20: Image from the northern rear of the SoF meeting house showing the building and the earlier cottage, c1901.⁴²



Figure 22: Image of the Roman Catholic caretaker's cottage, c1901.⁴⁴



Figure 21: View of the SoF meeting house prior to the demolition works, c1901.⁴³



Figure 23: View from the cemetery towards the SoF meeting house and the caretaker's cottage, c1901.⁴⁵



6.3 Institutional Buildings

Prior to the construction of the current Sydney Railway Station, the area east of George Street was occupied by a number of institutional buildings in use from the Macquarie period (1810 – 1821). These included the Benevolent Asylum (established in 1820) and the Police Superintendent's / Magistrate's residence located in the garden belonging to the Carters' Barracks (constructed in 1820s and later modified, also referred to as the Government Cottage). The Carter's Barracks (1818), later used as the Sydney Female Refuge and Convent of the Good Samaritan, was located in the vicinity of the current intersection of Pitt Street and Eddy Avenue. Additions to the site constructed in the 1850s included a parsonage for the incumbent of Christ Church St Laurence and a barracks for the police Mounted Patrol.

All of these buildings were removed to make way for the construction of Central Railway Station at the beginning of the twentieth century.

⁴² City of Sydney Archives. *Society of Friends meeting house, Devonshire St Cemetery*. Demolition Books [Municipal Council of Sydney/ City of Sydney].A-00040879

⁴³ SLNSW. 44. *Friend's Meeting House 1868 Devonshire Street*. File 05: Roman Catholic, Presbyterian and Congregational Section Devonshire Street (Sand Hills) Cemetery Sydney 1900-1901 / photographs by Mrs A. G. Foster. FL15657615

⁴⁴ SLNSW. 39. *Caretaker's cottage Catholic portion*. File 05: Roman Catholic, Presbyterian and Congregational Section Devonshire Street (Sand Hills) Cemetery Sydney 1900-1901 / photographs by Mrs A. G. Foster. FL15657610

⁴⁵ SLNSW. 06. *Thomas Shepherd [and wife Jane Susan]*. File 05: Roman Catholic, Presbyterian and Congregational Section Devonshire Street (Sand Hills) Cemetery Sydney 1900-1901 / photographs by Mrs A. G. Foster. FL15657556

6.3.1 The Benevolent Society Asylum

Established by journalist Edward Smith Hall, the Benevolent Society was a charity that funded the construction of the Benevolent Asylum in 1821.⁴⁶ The inhabitants of the asylum were not insane; rather the building provided shelter, food and medical assistance for the poor and needy.

Within the first year the asylum housed over fifty people; an early sign of the growing need for institutional establishments within the developing colony.⁴⁷ By the 1840s additional wings were added to help house over 1000 inhabitants. By the 1860s, men were being processed in the newly acquired Liverpool hospital site, resulting in a shift in focus of the Sydney asylum towards helping women and children.⁴⁸

Figure 24: Footprint of the Benevolent Asylum, Figure 25: Benevolent Asylum c1848-1850⁵⁰ c1846.⁴⁹

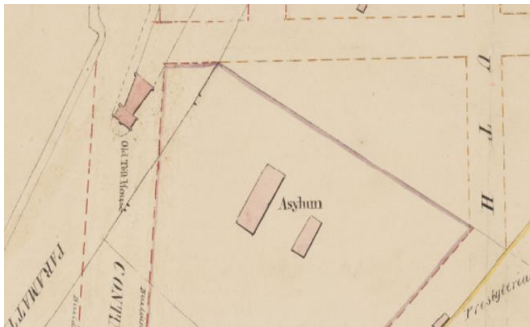


Figure 26: 1855 Map showing the development of the Asylum over time.⁵¹ Figure 27: Benevolent Asylum, c1890s.⁵²



6.3.2 Carter's Barracks, Convent of the Good Samaritan, and Sydney Female Refuge Society

Located north of the Benevolent Asylum, Carters Barracks was built in the early 1800s under the supervision of Chief Engineer, Major George Druiitt.⁵³ The group of buildings originally served two

⁴⁶ Ron Rathbone, *A Very Present Help: Caring for Australians since 1813. The History of the Benevolent Society of New South Wales* (Sydney, Australia: State Library of New South Wales Press, 1994).

⁴⁷ *ibid*

⁴⁸ *ibid*

⁴⁹ SLNSW. *Sketch shewing projected streets near the Carter's Barracks*. Sketch shewing projected streets near the Carter's Barracks [Album view]. IE3483897

⁵⁰ SLNSW. *1b. Benevolent Asylum*. Drawings in Sydney, [ca. 1840-1850]. FL3170446. Mitchell Library, State Library of New South Wales

⁵¹ City of Sydney Archives, *Detail Plans, 1855: Sheet 23, Detail Sheets - CSA026070*. [A-00880168]

⁵² SLNSW. *13. Benevolent Asylum, Sydney*. Photographs of Sydney and New South Wales, ca.1892-1900 / N.S.W. Government Printer. Mitchell Library, State Library of New South Wales. FL3327292

⁵³ M. Austin, "Druiitt, George (1775–1842)," in *Australian Dictionary of Biography* (Canberra: National Centre of Biography, Australian National University), accessed April 26, 2021, <https://adb.anu.edu.au/biography/druitt-george-1994>.

functions; part of the establishment housed gangs of convicts working in the brick fields and as a boys dormitory. The buildings were later used as a debtor's prison from the 1830s until 1843.⁵⁴ The site was later taken over by the Sisters of the Good Samaritan of the Order of St. Benedict in the 1850s. The Sisters established a convent and refuge within the allotments, although part of the building campus was reserved for the Police Barracks for the mounted police force.⁵⁵

The Sydney Female Refuge Society was established by Sydney Mechanics Institute member Philip Chapman in 1848.⁵⁶ Originally opened in the old house of correction building (formerly the treadmill building of the barracks), entry into the refuge was voluntary or came under the recommendation of a magistrate or minister.⁵⁷ A new building for the Society was constructed in 1871 by architect Mr Mansfield.⁵⁸ Although the structure was demolished in 1901 to make way for the new station, the refuge would relocate and provide support in St Peters until the mid-1920s, when it was voluntarily wound up.⁵⁹

Figure 28: Footprint of Carters Barracks, c1846.⁶⁰

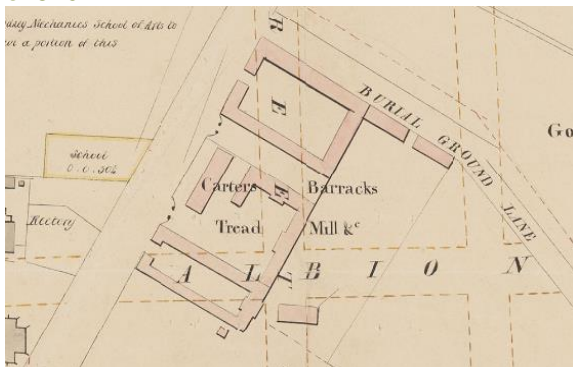


Figure 29: Early drawing of the Barracks building, possibly from Pitt Street, c1840⁶¹



Figure 30: 1855 Map showing the development of the area over time.⁶²



Figure 31: An image of the Convent (left) and Society (right) buildings.⁶³



⁵⁴ "From the Government Gazette," *Australian (Sydney, NSW: 1824 - 1848)*, December 30, 1843.,3

⁵⁵ Vaughan Evans, Halcyon Evans, and Religious Society of Friends (Quakers) in Australia, *Sydney Friends: A Short History of the Religious Society of Friends (Quakers) in Sydney, 1834-1982* (Chatswood, N.S.W.: Religious Society of Friends, 1982).

⁵⁶ "Female House of Refuge," *Sentinel (Sydney, NSW: 1845 - 1848)*, August 24, 1848.

⁵⁷ Geoff Baker, "Sydney Female Refuge Society, 1848-1925," Text, State Library of NSW, February 11, 2019, <https://www.sl.nsw.gov.au/stories/sydney-female-refuge-society-1848-1925>.

⁵⁸ "The Sydney Female Refuge," *Empire (Sydney, NSW: 1850 - 1875)*, August 2, 1871.

⁵⁹ "Female Refuge Society," *Sydney Morning Herald (NSW: 1842 - 1954)*, April 1, 1925.

⁶⁰ SLNSW. *Sketch shewing projected streets near the Carter's Barracks*. Sketch shewing projected streets near the Carter's Barracks [Album view]. IE3483897

⁶¹ SLNSW. [4b. Carters]. Drawings in Sydney, [ca. 1840-1850]. Mitchell Library, State Library of New South Wales. FL3170373

⁶² City of Sydney Archives, *Detail Plans, 1855: Sheet 23, Detail Sheets - CSA026070*. [A-00880168]

⁶³ SLNSW. 462. [Christ Church School, Convent of the Good Shepherd and Refuge, with Surry Hills in the background]. Box 15: Royal Australian Historical Society : photonegatives, ca. 1900-1910. IE8960730

6.3.3 The Belmore Police Barracks

Historical records and maps from 1888 show the site of the Police Barracks located to the rear of the police magistrates building.⁶⁴ A report in 1880s noted "...These barracks were opened in June 1856, when they served as headquarters for the mounted police force".⁶⁵ The same report continues:

*The barracks are built of stone, and contain twenty stalls on the ground floor, while the upper storey is divided into bedrooms and a sitting-room and library for the men. Behind this is a wooden building in which there are five other stalls, a dining-room, kitchen, and storeroom. On one side is the Armory, where sufficient guns, swords, bayonets, &c., are filed to arm 200 men and on the other side, near the fence of the cemetery, are eight more stalls, and some sheds where the "Black Marias," and the horses which draw them, are kept."*⁶⁶

Figure 32: Footprint of Police Barracks, c1888.⁶⁷



Figure 33: The remnant Police Barracks, shortly before demolition c.1901.⁶⁸



Figure 34: Image of the rear of the barracks building, prior to demolition, c1901.⁶⁹

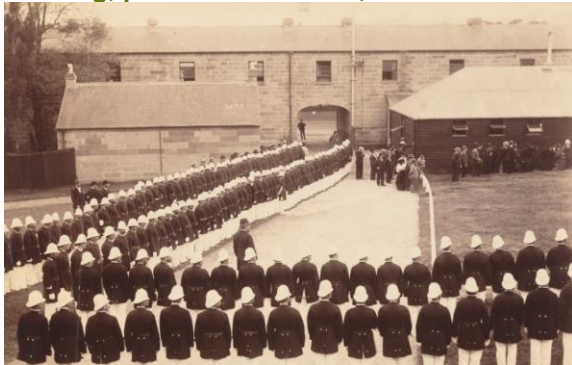


Figure 35: Aerial view of the Police Barracks prior to demolition, c1901.⁷⁰



⁶⁴ Sydney & Suburban Map Publishing Co., "[Street Map of Part of the Haymarket Bounded by Pitt Street in the West, Which Is Now Railway Lines and Concourses to Central Station, c.1888]," Trove, 1888, <https://nla.gov.au/nla.obj-231089552>.

⁶⁵ "New South Wales Police," *Australian Town and Country Journal* (Sydney, NSW: 1870 - 1919), September 24, 1887.

⁶⁶ *ibid*

⁶⁷ Sydney & Suburban Map Publishing Co. [Street map of part of the Haymarket bounded by Pitt Street in the west, which is now railway lines and concourses to Central Station, c.1888]. MAP RaA 31 Plate 43

⁶⁸ City of Sydney Archives. *Belmore Police Barracks, Garden Street Haymarket, circa 1901*. Demolition Books – Glass Negatives.ID:A-01000185

⁶⁹ City of Sydney Archives, *Detail Plans, 1855: Sheet 23, Detail Sheets - CSA026070*. [A-00880168]

⁷⁰ "The Site of the New Railway Station Showing the Area Resumed," *Australian Town and Country Journal* (Sydney, NSW: 1870 - 1919), July 20, 1901.

6.3.4 Police Superintendent's / Magistrate's residence

The Police Superintendent's residence was constructed in the 1820s in a garden associated with the Carters' Barracks further north. A structure in the location of the residence is first illustrated on Harper's 1823 plan of Sydney,⁷¹ although by the early 1830s the building had been replaced or substantially altered.

The cottage was certainly occupied by early police commanders until the resumption of the land for the third Central Station.⁷² Images of the structure show a similar footprint to the 1823 Harpers map, with a protruding bay to the centre of the front façade. However, it is evident from images that the building underwent various stages of alterations (Figure 37), while records show the building underwent repairs as early as the 1850s.⁷³

Figure 36: The footprint of the 1830s building.⁷⁴



Figure 37: The cottage, c1900⁷⁵



Figure 38: Footprint of the cottage showing extensions.⁷⁶

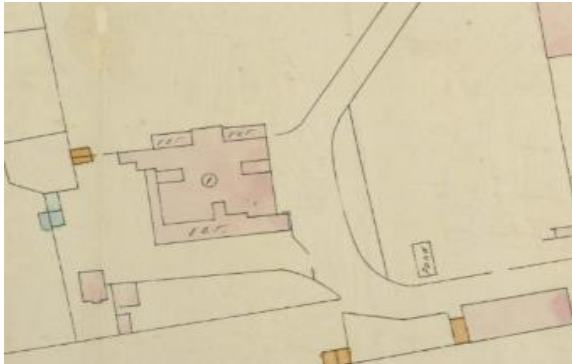


Figure 39: Aerial view of the cottage prior to demolition .1901.⁷⁷



⁷¹ 'Harper's Map of Sydney,' c1823, drawn by G. C. Stewart, c1823, SZ 434 (No 1 of 3), SRNSW

⁷² *ibid*

⁷³ "To Builders and Others - Repairs to Residence of the Superintendent of Police," *New South Wales Government Gazette* (Sydney, NSW: 1832 - 1900), May 17, 1853.

⁷⁴ SLNSW. *Sketch shewing projected streets near the Carter's Barracks*. Sketch shewing projected streets near the Carter's Barracks [Album view]. IE3483897

⁷⁵ SLNSW. [*Fosbery residence : 'The Cottage', Pitt Street, Sydney*]. State Library of New South Wales. FL1230184

⁷⁶ Sydney & Suburban Map Publishing Co. [*Street map of part of the Haymarket bounded by Pitt Street in the west, which is now railway lines and concourses to Central Station, c.1888*]. MAP RaA 31 Plate 43

⁷⁷ SLNSW. [*Redfern Railway Station and Central Railway Station, Sydney, 1871-1920*]. Dixon Library, State Library of New South Wales. IE1130647

6.3.5 Christ Church, St Laurence parsonage

Christ Church St Laurence was constructed on George Street and consecrated in 1845.⁷⁸ References to a parsonage appear two years later on the same side of Pitt Street as the new Church which was later auctioned off in the 1850s.⁷⁹ A new parsonage was built on the site of Carters' Barracks garden and was located immediately south of the Superintendent's cottage, a site chosen by the Trustees of the Church as part of a land swap under the Trustees of Christ Church Bill of 1854.⁸⁰

The building was in use as a parsonage until the resumption of land in the early 1900s and was demolished in 1906.⁸¹ Images show the intact building throughout the ground works for the construction of the station (Figure 43).

Figure 40: The footprint of the 1855 building.⁸²



Figure 41: The parsonage interior layout, c1870s⁸³



Figure 42: Image of the Parsonage from Pitt Street Prior to the demolition.⁸⁴



Figure 43: View towards the north façade of the Parsonage following the demolition of the surrounds⁸⁵



The following images provides a photographic essay of the built landscape between 1888 – 1901. References for all images are found in Section 16.0. .

⁷⁸ John Spooner, *The Archbishops of Railway Square: A History of Christ Church, St Laurence Sydney* (Rushcutters Bay, N.S.W: Halstead Press, 2002).

⁷⁹ "Most Eligible City Property," *Sydney Morning Herald* (NSW: 1842 - 1954), February 22, 1853.

⁸⁰ "Old Times," *Evening News* (Sydney, NSW: 1869 - 1931), June 25, 1904.

⁸¹ "An Old Landmark Gone," *Evening News* (Sydney, NSW: 1869 - 1931), January 27, 1906.

⁸² City of Sydney Archives, *Detail Plans, 1855: Sheet 23, Detail Sheets - CSA026070*. [A-00880168]

⁸³ SLNSW. 11. *City - Christ Church St. Lawrence (1872)*. State Library of New South Wales. Mitchell Library IE8707004

⁸⁴ SLNSW. *Pitt Street, looking towards Railway Station [Sydney]*. IE1230037

⁸⁵ SLNSW. *No title*. Central Railway Station: it's site, construction and nearby area, 1901 / Sir William Dixon. FL8952301

Figure 44: Photographic essay of the built landscape prior to the development of the third Central Station, c1890 – 1901.

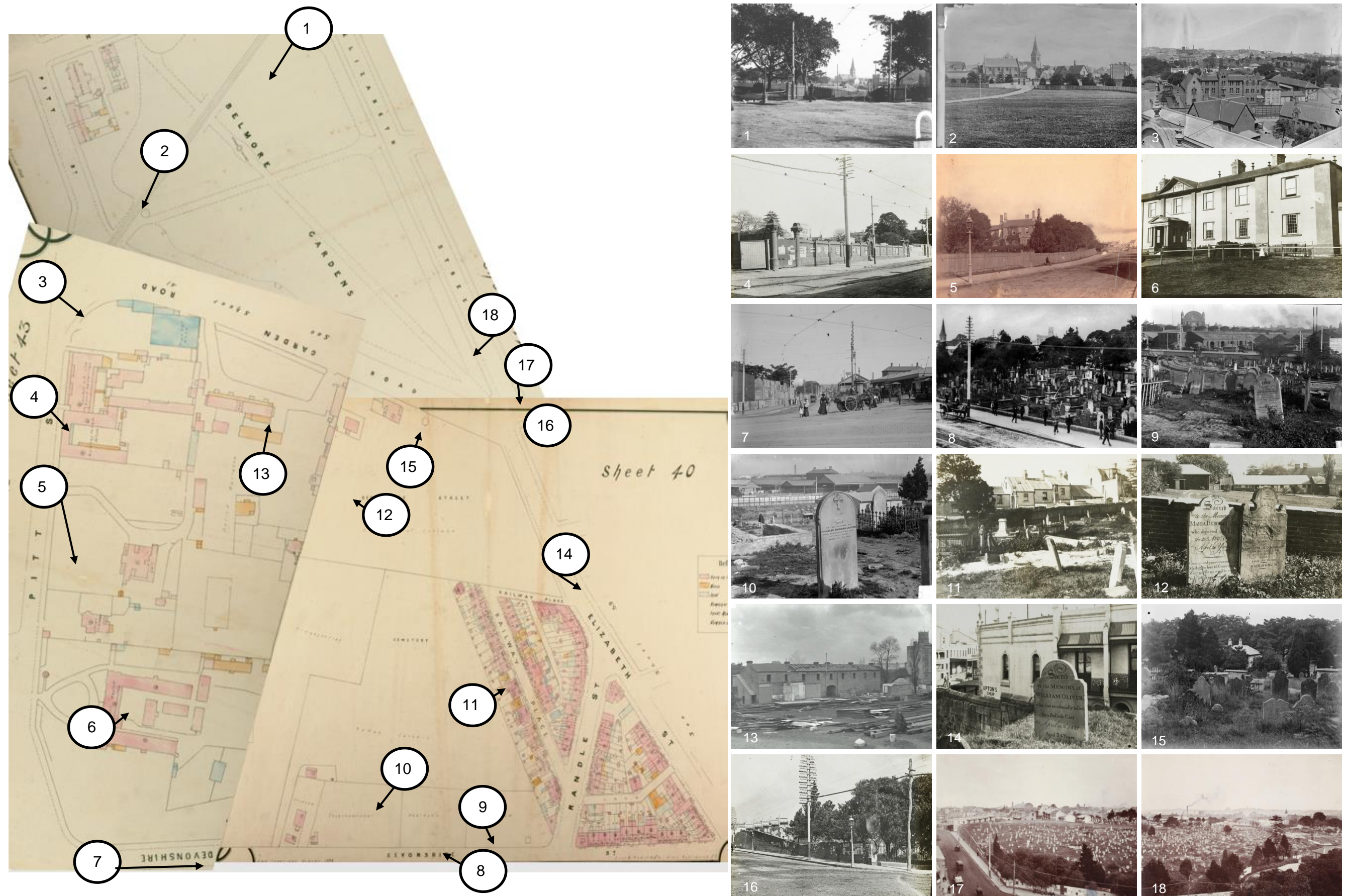


Table 4: Photographic essay of the built landscape prior to the development of the third Central Station c1890-1901

Image No.	Description
1	The tramway through Belmore Gardens with Christ Church, St Laurence parsonage in background
2	Belmore Gardens with Christ Church, St Laurence parsonage in background
3	Convent (left) and Society (right) buildings
4	Wall outside Carter's Barracks
5	The Parsonage viewed from Pitt Street
6	Benevolent Society
7	Devonshire Street
8	Devonshire Street Cemetery, c. 1901
9	Devonshire Street Cemetery with Exhibition Building in background, pre-1901
10	Headstone in Congregational section of Devonshire Street Cemetery
11	Devonshire Street Cemetery with terrace houses in background
12	Two headstones in Church of England area of the Devonshire Street Cemetery
13	Belmore Police Barracks, c. 1890
14	Episcopal section of Devonshire Street Cemetery
15	Devonshire Street Cemetery facing Garden Road
16	Devonshire Street Cemetery at the corner of Elizabeth Street and Foveaux Street
17	Church of England area of the Devonshire Street Cemetery, looking south
18	Church of England area of the Devonshire Street Cemetery, looking south

7.0 HISTORICAL CONTEXT OF THE STUDY AREA

7.1 Early Railway Development in NSW

The NSW Railway System, as with many around the world, was formed through and for the needs of a growing city. In NSW, the early exploration of inland terrain by pioneers such as William Cox led to settlers departing the city to seek wealth within the interior; crop and animal farming became major investments, particularly within the wool trade, resulting in the industry taking over and expanding upon the young colonies banking and shipping industries.⁸⁶

Although William Cox's expeditions were well known in 1815, it would take a further 20 years for discussions to eventuate into the establishment of committee in Sydney to generate a feasibility report for the construction of a railway from Sydney to Goulburn.⁸⁷ Completed in 1848, the survey was presented to the Legislative Council and was resolved under the provisions that a private company built the railway with government support. The company, known as the Sydney Railway Company, was formed the next year.⁸⁸

7.2 Development of the First Station

The development of railway technology in England in the early 1830s coincided with the opening up of agricultural and pastoral settlement of the interior of New South Wales. The need to ship wool and other produce from the interior to the coastal ports for export drove the economic demand for the growth of railways⁸⁹. By 1846, a railway line was proposed to operate between the two main settlements at Sydney and Parramatta, with the Parramatta station to be constructed near Mort Street in what is now the suburb of Granville.

In 1849, the Sydney Railway Company was incorporated via an enabling act passed in the Legislative Council. The company officials began planning for a location of its city terminus deciding on the Cleveland Paddocks site in Haymarket (Figure 45). Francis H. Shields, the company engineer, proposed that the site be located nearer the city, as it would prove more convenient. He suggested the Government Paddocks, which were bounded by Hay and Elizabeth Streets and Burial Ground Road (roughly the Belmore Park area).⁹⁰ The land was later granted to an area south of Shield's proposal, roughly between Devonshire and Cleveland Streets.

⁸⁶ Robert McKillop, *Thematic History of the NSW Railways* (Sydney: Railcorp, 2009)

⁸⁷ McKillop, *Thematic History of the NSW Railways*.

⁸⁸ *ibid*

⁸⁹ Rappoport Pty Ltd and the NSW Government Architects Office, "Central Station Conservation Management Plan" (Mascot: Rappoport, 2013).

⁹⁰ C.C. Singleton, "History of Sydney Railway Station, Part I: First Station, 1855–1873," *Australian Railways Historical Society Bulletin* 8, no. 49 (1941): 55–58.

Figure 45: Cleveland Paddocks looking towards Christ Church St Laurence (Benevolent Asylum to the right of frame, the toll gate is situated in front of the church building), c1842.⁹¹



The main consideration for designing the railway was to obtain level space as most wagons and passenger carriages had rudimentary hand brakes and there were cases from Great Britain of accidents setting rakes of wagons off down a grade to disaster. Therefore, the undulating terrain of the Cleveland Paddocks would need to be levelled. A further impediment was the steep, natural ridge which carried Cleveland Street and so a tunnel and bank were proposed to carry the track under Cleveland Street at a modest grade.

An official 'turning of the turf ceremony' was held on the 3 July 1850, marking the commencement of construction works (Figure 46).

Figure 46: Image of John Rae's "Turning the First Turf of the First Railway in the Australasian Colonies at Redfern, Sydney, N.S.W. 3rd July 1850."⁹²



⁹¹ SLNSW. *Sydney 1842 from Cleveland Paddocks now (1892) Railway Station, 1892 / after John Skinner Prout.* FL8952106. Dixon Galleries, State Library of New South Wales

⁹² John Rae, 1850. *Turning the first turf of the first railway in the Australasian colonies at Redfern, Sydney, N.S.W.* SLNSW. Mitchell Library, State Library of New South Wales. IE11149362

Earthworks were undertaken to level the Cleveland Paddocks, lower Devonshire Street and construct three temporary bridges over creeks in the area to allow movement of soil. However, contracts for the work were frozen in August 1850 leading to a crisis within the management of the Sydney Rail Company.⁹³

Following multiple rearrangements of staff, James Wallace emerged as the new Chief Engineer for the company in July 1852 and construction work slowly resumed.⁹⁴ Appointed by Wallace, engineer William Randle commenced work at Chippendale while Wallace tackled the Board on the subject of the location of the Sydney terminus. By 1853 the location of the passenger terminal and associated infrastructure had settled on the Government Paddocks, with a goods line running to serve shipping at Darling Harbour.⁹⁵

With the regular change in engineers, alterations in the scope of works, diminishing funds and various other delays the colonial government passed legislation in 1854 authorising the purchase and operation of the Sydney Railway Company by the NSW Government. The formal acquisition and transfer of assets occurred in late 1855 with the first meeting of the Railway Commissioners occurring in January 1855.⁹⁶

An account of the construction works from December 1852 describes two channels of 'considerable depth' being excavated and lined with brick to take Blackwattle Creek.⁹⁷ The main drain, which is clearly marked on the Trigonometrical Survey, runs across the railway yards, and then to the rear of the Kent Brewery and down into Blackwattle Bay.

The first Sydney railway terminus was officially opened in 1855, with the first train departing on the 26 September.⁹⁸ The first Sydney train station was originally called Redfern Station, with the current Redfern Station named Eveleigh Station. Redfern Station was not a grand affair due to the Sydney Railway Company's dire financial situation resulting in the decision to construct a temporary station rather than a 'grand terminus'.⁹⁹ The original station consisted of a galvanised corrugated iron shed of about 100 feet by 30 feet, covering a raised wooden platform and single rail track (

Figure 47).¹⁰⁰

This is shown in S.T. Gill's lithograph of the station (Figure 48) (note that the distance between the station and the Cleveland Street tunnel has been foreshortened it doesn't look the 430m that it was). The site also contained a small number of semi-permanent iron buildings with lean-to roofs for carriages, offices and public rooms.¹⁰¹ Almost immediately, the single main line tracks were duplicated. The passenger platform, enclosed by the iron train shed was soon discovered to be too short for operations. Therefore, a 100 feet wooden extension was added in 1856.¹⁰²

⁹³ Hagarty, Australian Railway Historical Society, and New South Wales Division, *The Building of the Sydney Railway*.

⁹⁴ *ibid*

⁹⁵ Singleton, "History of Sydney Railway Station, Part II," 1941.

⁹⁶ Hagarty, Australian Railway Historical Society, and New South Wales Division, *The Building of the Sydney Railway*.

⁹⁷ *ibid*

⁹⁸ Robert McKillop, Donald Ellsmore, and John Oakes, *A Century of Central: Sydney's Central Railway Station 1906 to 2006* (The Australian Railway Historical Society NSW Division, 2008).pg.7

⁹⁹ Hagarty, Australian Railway Historical Society, and New South Wales Division, *The Building of the Sydney Railway*.

¹⁰⁰ *ibid*

¹⁰¹ McKillop, Ellsmore, and Oakes, *A Century of Central*.pg.8

¹⁰² *ibid*

Figure 47. View towards the first Sydney Station, 1871 showing the remains of the old tramway tracks . The Goods Shed is located to the left while the platform on the far right became the George Street platform. ¹⁰³



103 SLNSW. Railway Station, Sydney, May 1871. Sydney - photographs of streets, public buildings, views in the Harbour, and suburbs, chiefly pre-1885. IE1229095.

Figure 48: Image of S.T Gill's lithograph of the City Railway Terminus, 1856.¹⁰⁴



Associated with the first station was a series of workshop buildings (located on the eastern side of the site). Principal among these buildings was the two storied workshops building which was a substantial building constructed in stone and was two stories in height. An account from the opening of the railway described the building as:

a large two-storied stone building, used as a machine shop, and fitted up with all the requisite machinery and power for executing repairs to the rolling stock. Over the engine room is a tank capable of containing 20,000 gallons of water, which is pumped from a well by a diminutive piece of mechanism called a donkey engine¹⁰⁵

The workshop building was the most substantial building on the site. The water would have been used for filling the locomotives and presumably there would have been a coal stage nearby as well. The correspondent also noted a large turntable¹⁰⁶, although in fact, the turntable is known to be 40ft. making it one of the smallest on the NSWGR.

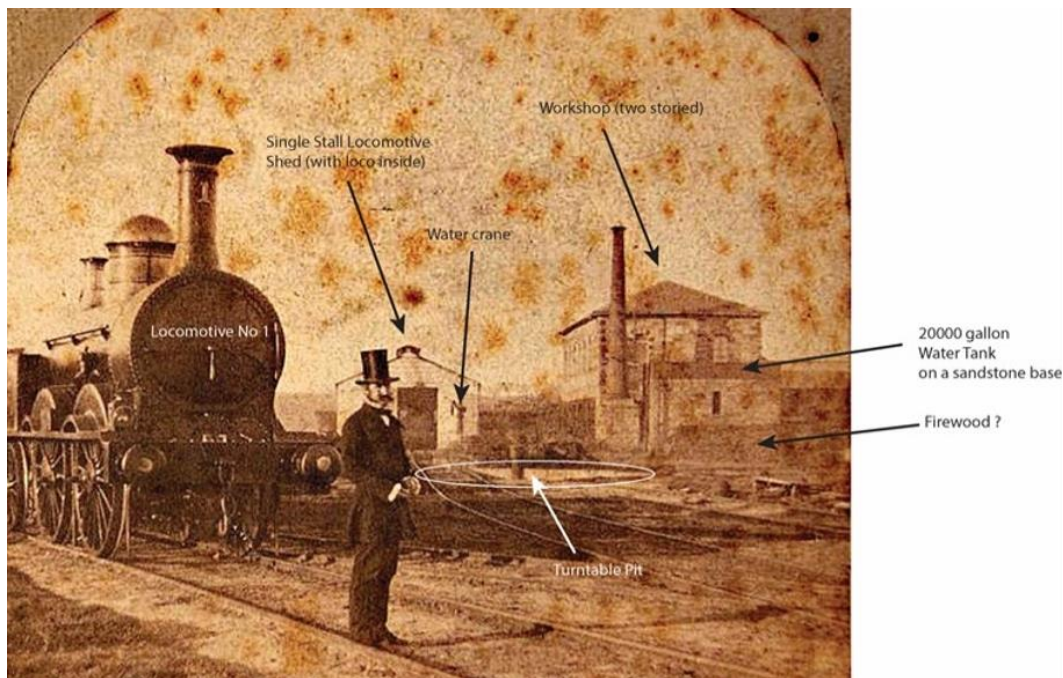
Working from a combination of the photographs and plans, a very rough description of the features can be produced. The workshop was two storied and constructed in stone. Its dimensions in plan were 80ft by 40ft. At the southwestern end was a chimney and a stone structure approximately 30ft by 20ft upon which a water tank appears to be constructed of cast iron. There is a water crane visible in Figure 49 which was presumably connected to the water tank.

¹⁰⁴ Samuel Thomas Gill. *City railway terminus, Sydney* [picture] / S.T.G. Scenery in & around Sydney, 1856 [picture]. National Library of Australia. PIC Solander Box A58 #S1618

¹⁰⁵ "The Railway," *Sydney Morning Herald* (NSW: 1842 - 1954), November 6, 1855.

¹⁰⁶ *ibid*

Figure 49: Annotated image of the Locomotive No 1 and railway infrastructure c1858-1860.¹⁰⁷



The engine shed was longer than the workshop being 115ft by 34 ft, and single storied with a prominent ridge cap vent (to let the smoke out). The construction appears to be lightweight with either timber boards or galvanised iron cladding. The 1857 plan (Figure 60) shows two tracks running into the shed.

A later photograph dating to 1858 or 1859 by William Blackwood shows the workshops area (Figure 49). In the foreground is a large two-storied building which is the building later identified as being Repair Shops. The building is approximately 136ft long and 40ft long built with two bays. The construction again looks to be lightweight with timber board or galvanised iron framing and a galvanised iron roof.

¹⁰⁷ William Hetzer. *Photograph of Locomotive No. 1. Sydney*. Photograph (1 of 9), mounted, stereoview of New South Wales locomotive number one Redfern Station, paper / albumen / silver / ink. Museum of Applied Arts and Sciences.1858-1860 P3145-7

Figure 50: View north towards the rear of the station and goods sheds, c1858. ¹⁰⁸



Due to the location of the station, at the periphery of Sydney City, the need for public inner-city connections became apparent. In 1861, a horse-drawn tramway was constructed from the new station to Circular Quay, via Pitt Street. The tram ran in accordance with the train schedule, however due to public opposition following road damage and traffic congestion, the tram was closed in 1866, being replaced by a horse-drawn omnibus network. The layout of this short-lived tramway is visible on the 1865 Trigonometrical Survey (Figure 61).

Excavation works were carried out within the Cleveland Paddocks in 1864 for the filling on the shores of Darling Harbour. These excavation works extended the yard, as the 1865 plan (Figure 61) shows buildings constructed on the boundary with Prince Alfred Park, so it seems this area had been levelled by this time.

By 1865, the locomotive stock had risen to 13, with further locomotives on order. A new stone engine shed 208ft long by 68ft wide with capacity for 16 engines to accommodate the new engines and a goods yard were constructed in 1866.¹⁰⁹ In addition, the Locomotive Shed was expanded to the southeast to fill the space between the original building and the Workshop building. Next to the workshop building is the area identified as the blacksmiths workshop. This area contained forges and two steam hammers (Figure 61). This machinery was necessary to undertake maintenance and repair of the locomotives and rolling stock of the railway.

What is notable in all these plans and pictures is the lack of evidence of goods facilities. Newspaper reports in the late 1850's and early 1860's touch on this issue noting that the railways had been unsuccessful in capturing the goods traffic from the dray carts on the roads despite the increase in speed that the train offered ¹¹⁰.

¹⁰⁸ SLNSW. 1. *The Great Southern Railway Station / Sydney*. Mort family - Album by W. Blackwood of Australian Scenery [1858]. IE3217203

¹⁰⁹ Hagarty, Australian Railway Historical Society, and New South Wales Division, *The Building of the Sydney Railway*.

¹¹⁰ "The Sydney Morning Herald," *Sydney Morning Herald* (NSW: 1842 - 1954), April 23, 1857.

7.2.1 Goods Facilities

In response, a goods shed was constructed and completed in August 1869, although its rail siding was not completed.¹¹¹ The goods shed was an important addition to the yard as it allowed perishable items to be shipped to and from Sydney in reasonably secure conditions. Otherwise, goods were stored and transhipped in the open. This is shown in Figure 51 and Figure 52 where goods are stacked in the open.

Figure 51: View of the Goods Shed c1870 looking across from Devonshire Street.¹¹²



The goods shed had an office attached as goods transport came with paperwork; the goods had to be consigned to their destinations, appropriate wagons need to be ordered to transport the goods along with paperwork, inbound good need to be identified, stored consignees need to be notified to collect goods and then the correct goods need to be collected and all forms of invoices need to be issued.

Figure 52: Adjoined images of the Goods Yard c1875 with the second station to the right of frame and the western façade of the Goods Shed to the left of frame.^{113 114}



7.2.2 The Goods Yard

The entrance to the Goods Yard was off Devonshire Street and the yard was bounded by a fence which was to protect the yards from pilfering. By 1876 a shed identified as a Tarpaulin Shed is located on the edge of the site along Devonshire Street. This would have stored tarpaulins used for covering

¹¹¹ "Railways," *Sydney Morning Herald* (NSW: 1842 - 1954), September 8, 1869.

¹¹² SLNSW. *The goods shed, Redfern, Sydney*. State Archives & Records Authority of New South Wales. IE1762627

¹¹³ State Archives. *Goods Yard Central Station, c1874*. NRS 17514/1/2 [47] The Railways of New South Wales 1855-1955 2017420_a014_a014000260

¹¹⁴ City of Sydney Archives. *Redfern railway station and yard. 1870-1875*. Sydney Reference Collection (SRC) – Photographs. 026\026807

the loads of open goods wagons. The building was removed for the construction of the Railway Institute in 1891.

7.2.3 Darling Harbour Good Line/ Railway Square underbridge

The Railway Square underbridge forms part of the original 1855 Central Station development as a component of the direct goods line from the Sydney Yard to Darling Harbour.¹¹⁵ The structure was originally designed as a sandstone arched overbridge by engineer William Randle. Although modified and extended over time, the original sections, located in the middle of the overbridge, are the oldest remaining pieces of railway infrastructure along the NSW rail system.¹¹⁶ The bridge was extended to the east and west with sandstone walls and a brick vaulted ceiling in the 1880s, with later extensions in the 1990s made up of concrete and brick.¹¹⁷ Steel bracing system was constructed in 2005 to support the original stone section.¹¹⁸ The south-eastern approach is bounded by a brick lined cutting which the tunnel section is lined, while the north-eastern entry is blocked from access to the modern Goods Line, a public walkway which follows the Darling Harbour goods line track.

The Darling Harbour goods yard was closed in 1986 and the area was redeveloped as an entertainment quarter. The line itself remained open for trains to access the Rozelle yard until 1997, when the yard was closed, and the trackway was mainly used to allow heritage trains access to the Powerhouse Museum.¹¹⁹ This trackway was closed in 2005.¹²⁰

Figure 53: Image of the 1853 plan for the underbridge location.¹²¹



Figure 54: Northern view towards the Darling Harbour rail cutting to the left of frame.¹²²



¹¹⁵ C.C. Singleton, "History of Sydney Railway Station, Part I: First Station, 1855–1873," Australian Railways Historical Society Bulletin 8, no. 49 (1941): 55–58.

¹¹⁶ DPIE, 2009. *Ultimo (Railway Square) Railway Overbridge*. SHI Inventory Database, Retrieved 07/04/21 from: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801079>

¹¹⁷ *ibid*

¹¹⁸ *ibid*

¹¹⁹ *ibid*

¹²⁰ *ibid*

¹²¹ SLNSW. 1854_ Sydney Railway Company plan of proposed railway terminal in Sydney. DLSPENCER 94

¹²² John Oakes, *Sydney's Central: The History of Sydney's Central Railway Station* (Redfern: Australian Railway Historical Society, 2002).

Figure 55: View south towards the Darling Harbour rail line, c1930s.¹²³



Figure 57: 1943 aerial of the Darling Harbour cut and surrounds.¹²⁵



Figure 56: View towards the former open atrium above the rail cutting over Railway Square.¹²⁴



Figure 58: 2020 aerial of the Darling Harbour cut and surrounds.¹²⁶



¹²³ City of Sydney Archives. *Railway Square train tunnel*. Len Stone / Vic Solomons Collection: 524. A-00057892

¹²⁴ City of Sydney Archives. *Aerial view of Railway Square*. Len Stone Photograph Collection. A-00057884

¹²⁵ NSW Government. Sixmaps. Retrieved 11/05/21 from: <https://maps.six.nsw.gov.au/>

¹²⁶ *ibid*

Figure 59: An 1855 plan of the first Sydney Station.¹²⁷

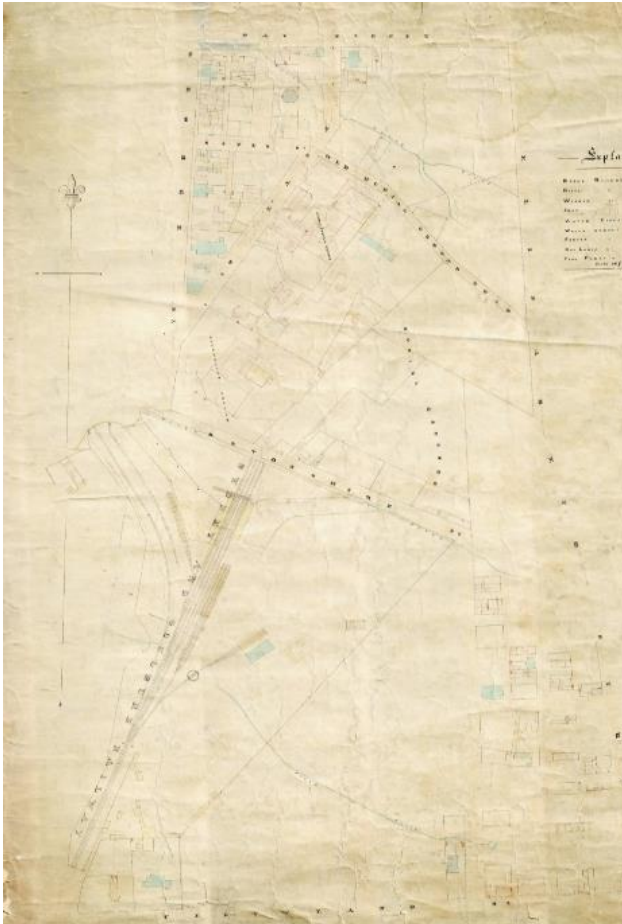


Figure 60: An annotated 1857 plan of the first Sydney Station.¹²⁸



Figure 61: An annotated 1865 plan of the first Sydney Station.¹²⁹



¹²⁷ City of Sydney Archives. City of Sydney - Detail Plans, 1855: Sheet 23. A-00880168

¹²⁸ City of Sydney Archives. *Detail Plans: Plan A Chippendale February 1857*. Annotated by Artefact.

¹²⁹ City of Sydney Archives. *Trigonometric Survey of Sydney Sheets S1 and S2 (1865)*. Sheets overlain and annotated by Artefact.

7.3 The Second Station

Designs for the second Sydney Station were completed in 1871 by Whitton with the permanent structure facing Devonshire Street, completed in a Neo-Classical style in 1874 (Figure 62 and Figure 63). The building consisted mainly of red brick with lighter facings and a galvanised iron roof. The main feature was a train shed, which spanned 236 feet by 43 feet covering the main lines and both the arrival and departure platforms.

Two years later, the extension of the rail network had continued to Goulburn, the Blue Mountains, Raglan, Blacktown, and Richmond, with proposals to extend to Albury, the Darling River and Glen Innes.¹³⁰ 1878 saw the passenger traffic grow to an extent that trains departed at five-minute intervals during the morning rush hour.¹³¹ To help deal with this traffic a new platform called the George Street Platform was brought into use. Additional structures also included a footbridge connecting Terminus Street to the George Street Platform.

Figure 62. Image of the second Sydney Railway Station to the right of the image, showing the Intercolonial Exhibition Building in the background, 1879.¹³²



By the 1880s the development of workshops, siding yards and carriage works had expanded to such a degree that a new site was chosen in Eveleigh to house further expansion and gradually the workshop facilities were moved to that location.¹³³

The removal of the workshop's buildings to foundation level allowed the Yard to be reorganised. The layout of the Yard is shown in the 1896 plan of Sydney Yard (Figure 71). The main works during this

¹³⁰ McKillop, Ellsmore and Oakes, 2008. *A Century of Central*, p. 9.

¹³¹ C.C. Singleton, "History of Sydney Railway Station, Part II: Second Station 1874–1885," *Australian Railways Historical Society Bulletin* 8, no. 50 (1941): 75–76.

¹³² Charles Bayliss. 82. *Bridge St looking west* / 83. *Redfern Railway Station* – Bayliss. *Views of Old Sydney*. Mitchell Library, State Library of New South Wales. IE15878641

¹³³ Rappoport Pty Ltd and the NSW Government Architects Office, "Central Station Conservation Management Plan."

period were the construction of the Eastern Carriage Sheds¹³⁴, The Western Carriage Sheds and associated carriage sidings. The Railway gas works were also relocated at this time.

In addition, various improvements were made including the development of signalling procedures, the construction of the retaining wall on the southern side of Devonshire Street, a new eastern platform, a new western platform, two dead-end lines, a new two-storey building to house the booking office, telegraph office and rooms for the district superintendent and staff was constructed. Electric lighting was installed for the first time and oil gas was replaced with coal gas within the station premises.¹³⁵ On the eastern side of the station a three horse and carriage dock was completed allowing for an extension of the Mortuary platform by 200 feet.¹³⁶

Figure 63: Artist rendition of the Second Sydney Station, c 1876.¹³⁷



Figure 64: View of the Second Station from the Devonshire Street Cemetery, February 1901.¹³⁸



¹³⁴ There were two Eastern Carriage Sheds in roughly the same location, so they have been numbered 1 and 2.

¹³⁵ Singleton, "History of Sydney Railway Station, Part II," 1941.

¹³⁶ *ibid*

¹³⁷ Albert Charles Cooke. *Sydney from the South- The Railway Station*. Town and Country Journal News. 1876

¹³⁸ SLNSW. 06. *Thomas Shepherd [and wife Jane Susan]*. File 05: Roman Catholic, Presbyterian, and Congregational Section Devonshire Street (Sand Hills) Cemetery Sydney 1900-1901 / photographs by Mrs A. G. Foster. IE15657541

7.3.1 Railway Institute Building

The Railways Institute Building continues to occupy a prominent site at the intersection of Devonshire Street Tunnel and Chalmers Street. The building was constructed in 1890-91, opening on the 14 March 1891.¹³⁹ It was designed in the Queen Anne style and used the then novel Marseilles tiles for roofing. The building contained a lecture hall and library as it was indented to form an educational institute for railway workers to “improve” through study and attending lectures.¹⁴⁰ The building was designed to emphasise its connection to the railway by focusing the entrance towards the rail corridor.

Although built to educate the railway employees, the building and the Institute soon evolved into a more relaxed environment for social and recreation activities for the railway workers.¹⁴¹ Extensions to the building were made near the turn of the century while internal modifications were taken out during World War One and during the 1920s.¹⁴² From the 1930s onwards, the building was used for more recreational purposes such as eisteddfod’s and the educational duties of the Institute were moved in the 1920s.¹⁴³ The building was sold in the 1990s and remains in private ownership.

¹³⁹ Opening of the Railway Institute. (1891, March 19). *The Maitland Mercury and Hunter River General Advertiser (NSW : 1843 - 1893)*, p. 2. Retrieved 07/04/21, from <http://nla.gov.au/nla.news-article18992754>

¹⁴⁰ DPIE, 1998. *Railway Institute Building*. SHI Inventory Database. Retrieved 07/04/21 from: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5014176>

¹⁴¹ Stuart Sharp, “New South Wales Railway and Tramway Institute Building, Devonshire Street, Sydney,” 2016.

¹⁴² *ibid*

¹⁴³ *ibid*

Figure 65: External view of the Second Sydney Station, c1870s.¹⁴⁴



Figure 66: The Second Sydney Station, c 1880s.¹⁴⁵



Figure 67: Interior view of the Second Sydney Station, 1885.¹⁴⁶



Figure 68: View towards the rear of the station building and platform extensions, 1885.¹⁴⁷



Figure 69: 1906 image of the second Sydney station (right) and the new station under development (left).¹⁴⁸



¹⁴⁴ McKillop, Ellsmore, and Oakes, *A Century of Central*.

¹⁴⁵ City of Sydney Archives. *Old Redfern Railway Station*. Sydney Reference Collection (SRC) – Photographs. A-00023125

¹⁴⁶ NSW State Archives & Records. *[Interior of the old Sydney Railway Station (NSW)]*. 17420_a014_a0140000247

¹⁴⁷ SLNSW. Photographs - New South Wales, 1879 - ca. 1892 / N.S.W. Government Printer. FL1057351

¹⁴⁸ SLNSW *Panorama of Sydney railway station, old and new, 4 August 1906/ unknown photographer*. SPF/3060

Figure 70: 1884 plan of the second Sydney Station.¹⁴⁹

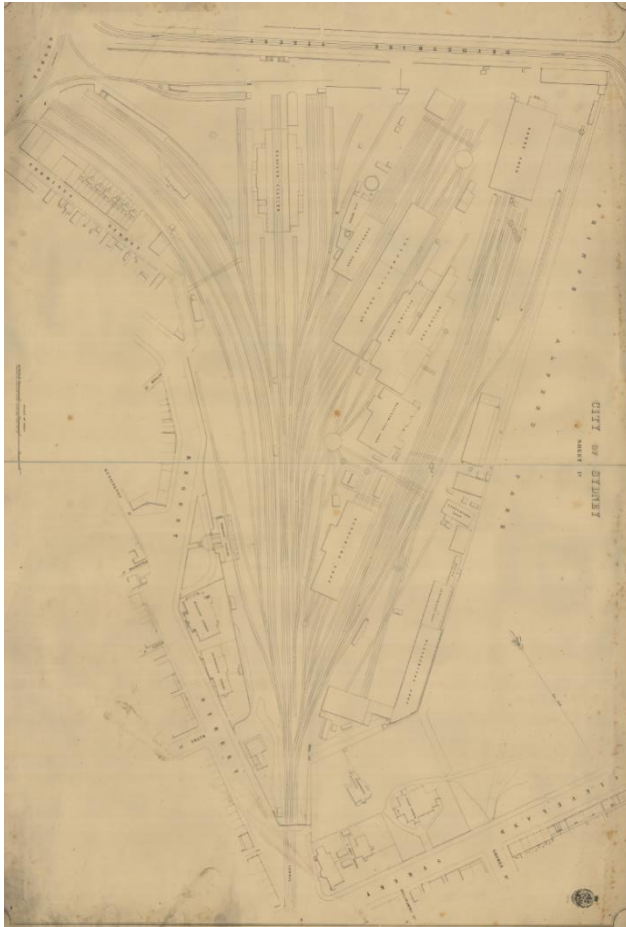


Figure 71: 1896 plan of the second Sydney Station.¹⁵⁰

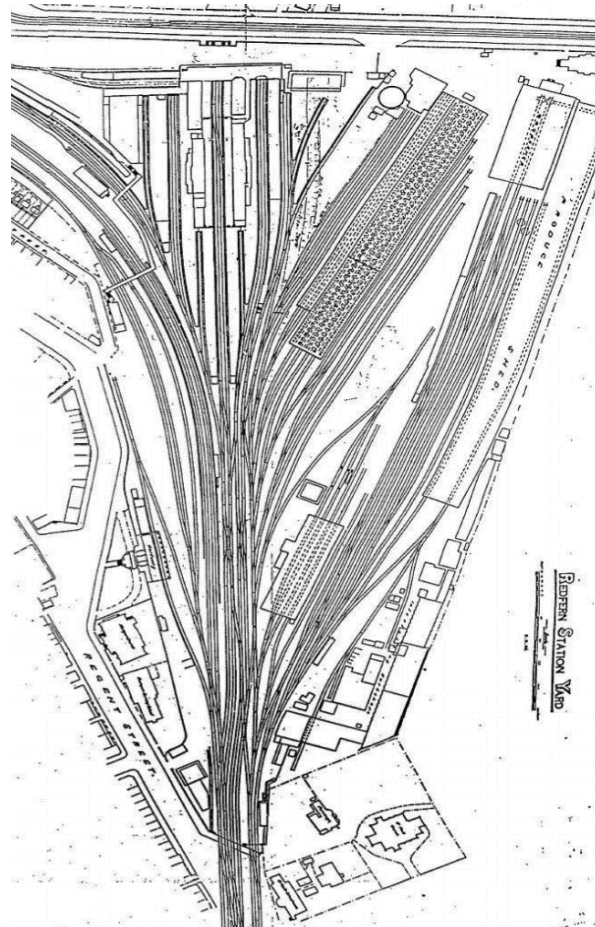
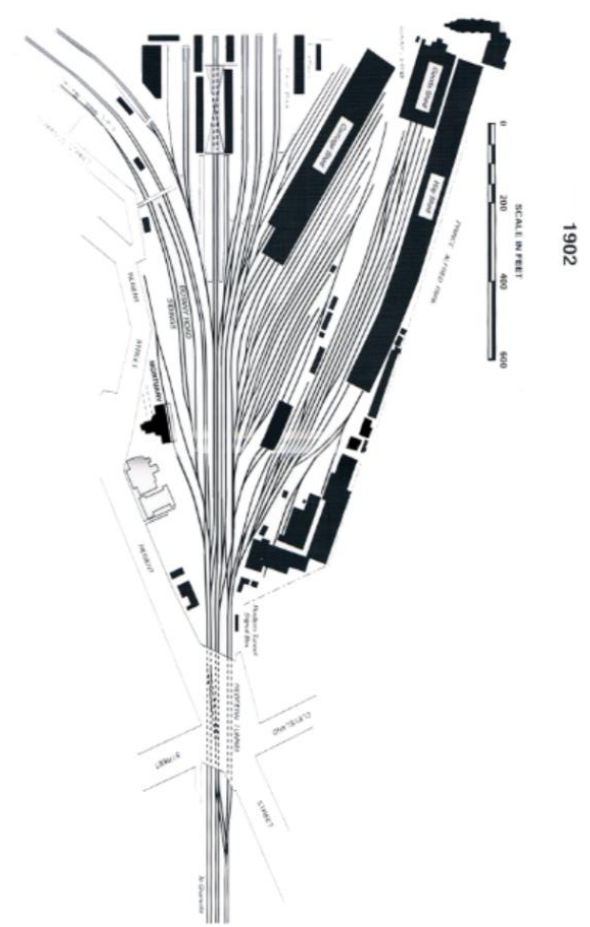


Figure 72: Modern arrangement of 1902 plan of the second Sydney Station.¹⁵¹



¹⁴⁹ SLNSW. *Metropolitan Detail Series*. New South Wales. Department of Lands. : Sydney : Surveyor-General's Office, 1883.

¹⁵⁰ Source unknown

¹⁵¹ Oakes, *Sydney's Central*.

Figure 73: Photographic essay of the built landscape prior to the development of the third Central Station, c1870 – 1901.

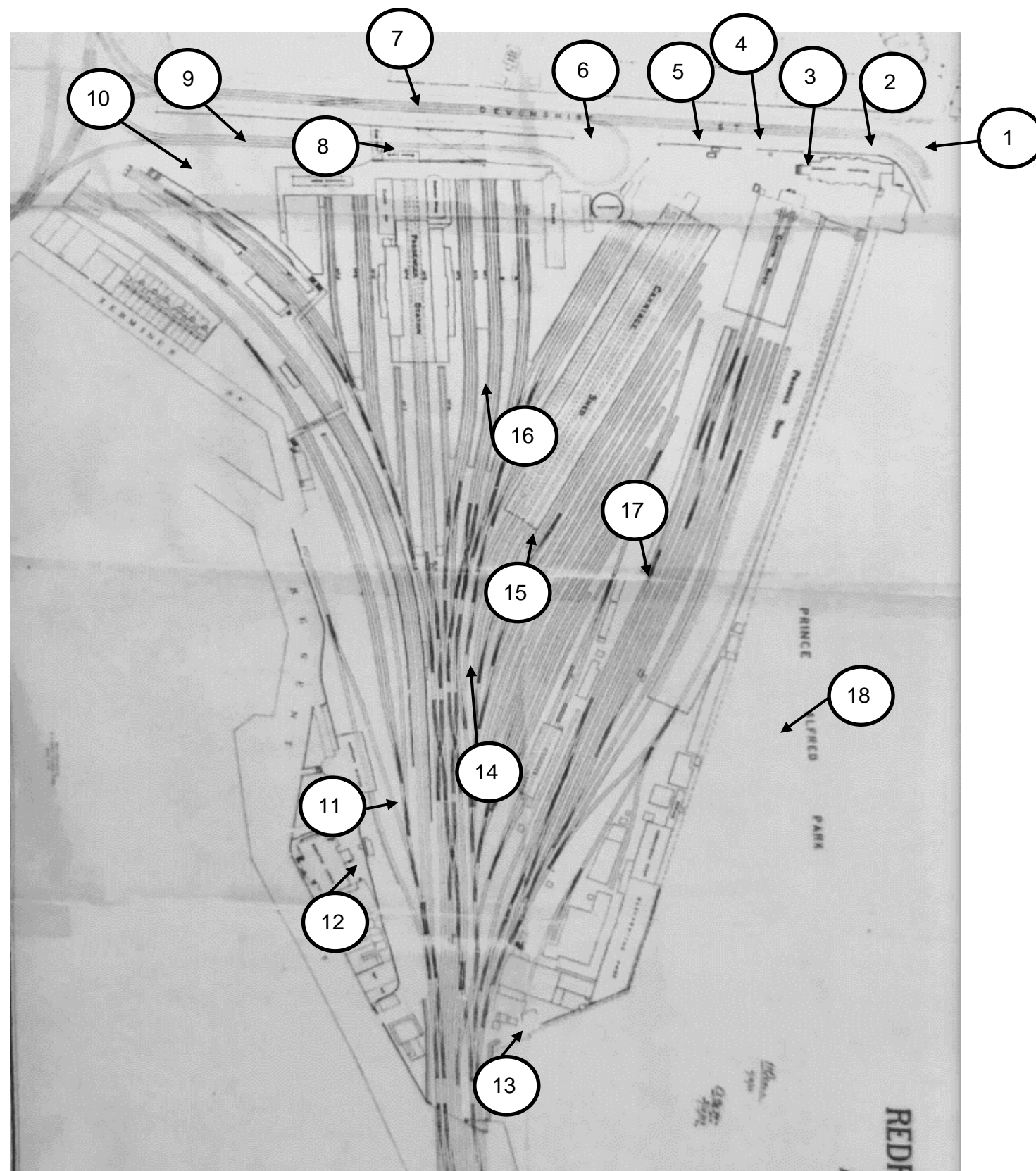


Table 5: Photographic essay of the built landscape prior to the development of the third Central Station c1870-1901

Image No.	Description
1	Devonshire Street intersection
2	The Goods Shed, c.1870
3	Clearing of Devonshire Street Cemetery with tram moving through grounds and the Railway Institute and Second Sydney Station in the background, c. 1901
4	Clearing of Devonshire Street Cemetery with tramway through grounds with the Second Sydney Station in the background, c. 1901
5	Entrance to station at Devonshire Street, with the Devonshire Street Cemetery in the foreground
6	Devonshire Street Cemetery
7	Devonshire Street entrance to the old Redfern Railway Station
8	View east along Devonshire Street
9	Second Sydney Station (then known as Redfern Railway Station), c. 1890
10	Second Sydney Station viewed from Devonshire Street
11	Mortuary Station
12	Mortuary Station viewed from Regent Street
13	Prince Alfred Sidings and Exhibition Building
14	View towards the rear of the station building and platform extensions, with the Darling Harbour cut on the left-hand side of the photograph
15	Second Central Station facing north-east, c. 1874 (station platforms on left and locomotive shop on right)
16	Second Sydney Station, platform and locomotive
17	Carriage Shed of the Second Sydney Station
18	Cleveland Paddock (now Prince Alfred Park) featuring buildings constructed in for the International Exhibition, 1870

7.4 Expansion of Central Station and demolition of the Devonshire Street block

During the late nineteenth century there were several proposals to bring the railway network into the city and over the harbour,¹⁵² including an option for a large railway terminus in King Street and another situated on the site of the Benevolent Asylum and Devonshire Street Cemetery close to the second station.¹⁵³ The latter scheme, proposed by Railway Commissioner Edward Eddy in 1891, was eventually accepted by the Parliamentary Standing Committee on Public Works in June 1900. The chosen site was favoured due to its lack of expansive existing structures. However, the design would require the demolition of the Devonshire Street Cemetery, the Benevolent Asylum, Carters Barracks, the Police Barracks, and other buildings on the block, as well as the issue of the thousands of occupants of the Cemetery to deal with.¹⁵⁴

On the 17 January 1901, the government issued a notice declaring that representatives of any deceased in the cemetery must remove their relatives within two months.¹⁵⁵ Remains were reinterred by relatives or the Department of Public Works (for those not claimed) at various other cemeteries such as Rookwood, Waverly and Botany.¹⁵⁶ The high brick walls of the cemetery were taken down and the sand hills of the cemetery were excavated by labourers, with much of the spoil being used to build new embankments in Belmore Park.¹⁵⁷

Figure 74: The preparations for the demolition of the Benevolent Asylum and parsonage.¹⁵⁸



¹⁵² McKillop, Ellsmore, and Oakes, *A Century of Central*.16.

¹⁵³ DPIE, 2009. *Central Railway Station and Sydney Terminal Group*. State Heritage Register. Retrieved 07/04/21 from: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801296>

¹⁵⁴ *ibid*

¹⁵⁵ "Devonshire Street Cemetery," *Sydney Morning Herald* (NSW: 1842 - 1954), January 25, 1901.

¹⁵⁶ Keith A Johnson and Malcolm R Sainty, *Sydney Burial Ground 1819–1901: (Elizabeth and Devonshire Streets) and History of Sydney's Early Cemeteries from 1788* (Sydney: Library of Australian History, 2001).

¹⁵⁷ "The New City Railway Station," *Sydney Morning Herald* (NSW: 1842 - 1954), January 3, 1902.

¹⁵⁸ "Sydney's New Railway Station," *Sydney Mail and New South Wales Advertiser* (NSW: 1871 - 1912), August 3, 1901.

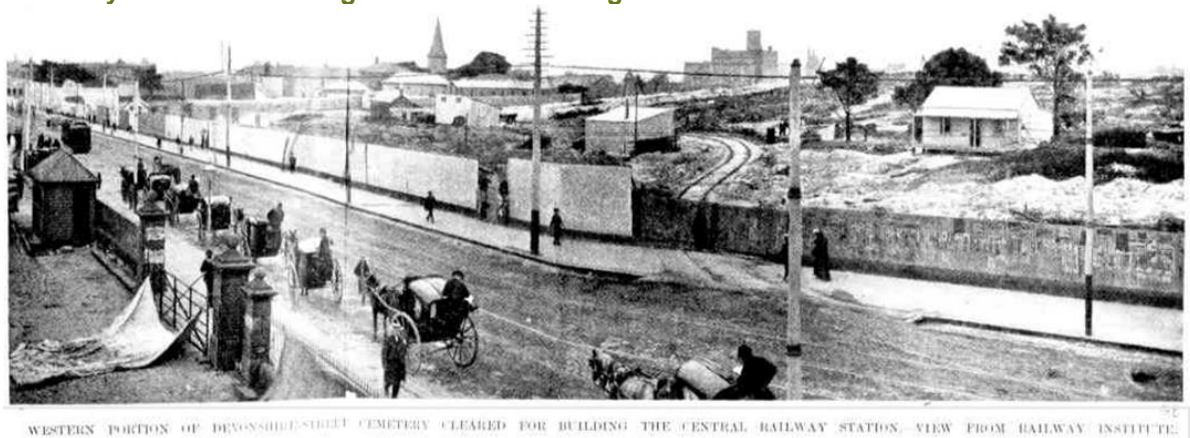
Figure 75: Excavations within the study area for the new station complex.¹⁵⁹



Figure 76: View across the cemetery following resumptions.¹⁶⁰



Figure 77: Clearing of the Cemetery. Note the tramway through the grounds. The Jewish cemetery caretaker's cottage is evident to the right of frame.¹⁶¹



7.5 The Third Station

Excavations commenced in preparation for the building foundations and associated roadwork of the new Third station. Garden Road was reorientated and widened to a 165 feet wide thoroughfare and renamed 'Eddy Avenue' in honour of the late Railway Commissioner who died in 1897, necessary tramline diversions were made, and a new tram line was established along Eddy Avenue, opening in November 1902.

The new station was designed by the Government Architect Walter Liberty Vernon. The first foundation stones were laid in April 1902 and by 1903 excavation works on the Devonshire Street Pedestrian subway commenced.

The main construction material for the complex was Pyrmont sandstone, with initial costs for the terminal building estimated at £230 000.¹⁶² In 1902, an extra floor and a tower were added to the design of the terminal building, almost doubling the initial cost estimate to £400 000. The updated designs for the terminal building included twelve platforms, a tramway, an underground pedestrian

¹⁵⁹ SLNSW. *Photograph Collection of Redfern Railway Station and Central Railway Station, Sydney, 1871 – 1920.* FL8960895

¹⁶⁰ "Preparing for the New Railway Station," *Sydney Mail and New South Wales Advertiser* (NSW: 1871 - 1912), August 31, 1901.

¹⁶¹ *ibid*

¹⁶² Dunn, 2008.

walkway, taxi ranks, underground subways for goods, luggage and mail, and offices. The station was projected to manage 40 000 passengers per day.¹⁶³

The new railway terminus and main concourse were completed in 1906, with the official opening on the 4th of August. By 1906 the buildings of the old Redfern Station were demolished, and Eveleigh Station was renamed Redfern Station.

The sandstone Federation Free Classical terminal building and station created a multi-level interchange for passengers, vehicles, trains and trams. The design ensured that each type of transport entered and left the station from different levels, minimising the danger of collisions or accidents.¹⁶⁴ A parcel dock was also built, with four platforms connected to the interior of the station for deliveries.¹⁶⁵

The interior of the terminal building was richly decorated, with decorative steel and sandstone colonnades, marble and terrazzo stairs, ornamental balustrades and stained-glass panels.¹⁶⁶ Passengers could enjoy a meal in the Dining and Refreshment Rooms or check their tickets at the Booking Hall. Due to its elevation, the building was clearly visible from a considerable distance and with its ornamental design, enhanced by gardens and the leafy Belmore and Prince Alfred Parks, it became an instant landmark.

A second stage of construction at Sydney Station took place between 1916 and 1921, with the parcel's office and eastern and western wings completed by 1919. The final addition was the imposing clocktower, which was finished in March 1921. The 64.3-metre-high clock dominated the skyline of Sydney, with local employees nicknaming it 'the worker's watch'.¹⁶⁷

Throughout the twentieth century, the station was continuously improved, added to and renovated. Under the 1915 *City and Suburban Electric Railways Act*, construction began on an underground railway, which comprised four electric island platforms to the east of the existing station building and the conversion of existing platforms to electricity. These works stalled in 1917 and recommenced in 1922 under Chief Engineer John Bradfield.¹⁶⁸ The electric platforms were connected to the city with innovative 'flying junctions' made from reinforced concrete.¹⁶⁹ A new entrance for the electric platforms, facing Elizabeth Street, was constructed from sandstone to match the terminal building. In 1925, an electrical substation was built on the northern end of the 'flying junctions' to serve the electrified suburban lines.¹⁷⁰ The first electric train and the first underground train service both ran in 1926.

¹⁶³ Ibid.

¹⁶⁴ McKillop, Ellsmore, and Oakes, *A Century of Central*.

¹⁶⁵ Ibid.

¹⁶⁶ Ibid.

¹⁶⁷ Ibid.

¹⁶⁸ McKillop, Ellsmore, and Oakes, *A Century of Central*.

¹⁶⁹ Ibid.

¹⁷⁰ DPIE, 2009. *Central Railway Station and Sydney Terminal Group*. State Heritage Register. Retrieved 29/04/21 from: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801296>

Figure 78: Panorama of demolition works, looking northwest across the former cemetery, barracks and asylum, 1901.¹⁷¹



Figure 79: Photo of the cleared Devonshire Street Cemetery and surrounds.¹⁷²



Figure 81: Image of Devonshire Street showing preparations for the new Station ,c1902.¹⁷⁴



Figure 80: Construction of the third Central Station, c1903.¹⁷³



Figure 82: Demolition of the second station.¹⁷⁵



¹⁷¹ SLNSW. 59-60. [Panorama showing clearance of old Devonshire Cemetery site for Central Railway construction, ca. 1901]. [Views of Sydney and N.S.W.]. FL10329497.

¹⁷² SLNSW. Photograph Collection of Redfern Railway Station and Central Railway Station, Sydney, 1871 – 1920. FL1130714. Dixon Library, State Library of New South Wales

¹⁷³ NSW State Archives. [Construction work taking place for the building of Central Railway Station, Sydney (NSW)] NRS-17420-2-26-[SAMS1]-33

¹⁷⁴ NSW State Archives. [Construction work taking place for the building of Central Railway Station - Devonshire Street end, Sydney (NSW)]. 17420_a014_a014000265

¹⁷⁵ SLNSW. Box 15: Royal Australian Historical Society : photonegatives, ca. 1900-1910. 482. [Redfern Railway Station yard]. FL8960846

Figure 83: View towards the construction of the Bradfield flyovers, c1920s.¹⁷⁶



Figure 84: View towards the eastern façade of the terminus building prior to the construction of Central Electric.¹⁷⁷



Figure 85: View towards the viaduct across Eddy Avenue from Elizabeth Street.¹⁷⁸



Figure 86: View towards finished Central Electric.¹⁷⁹



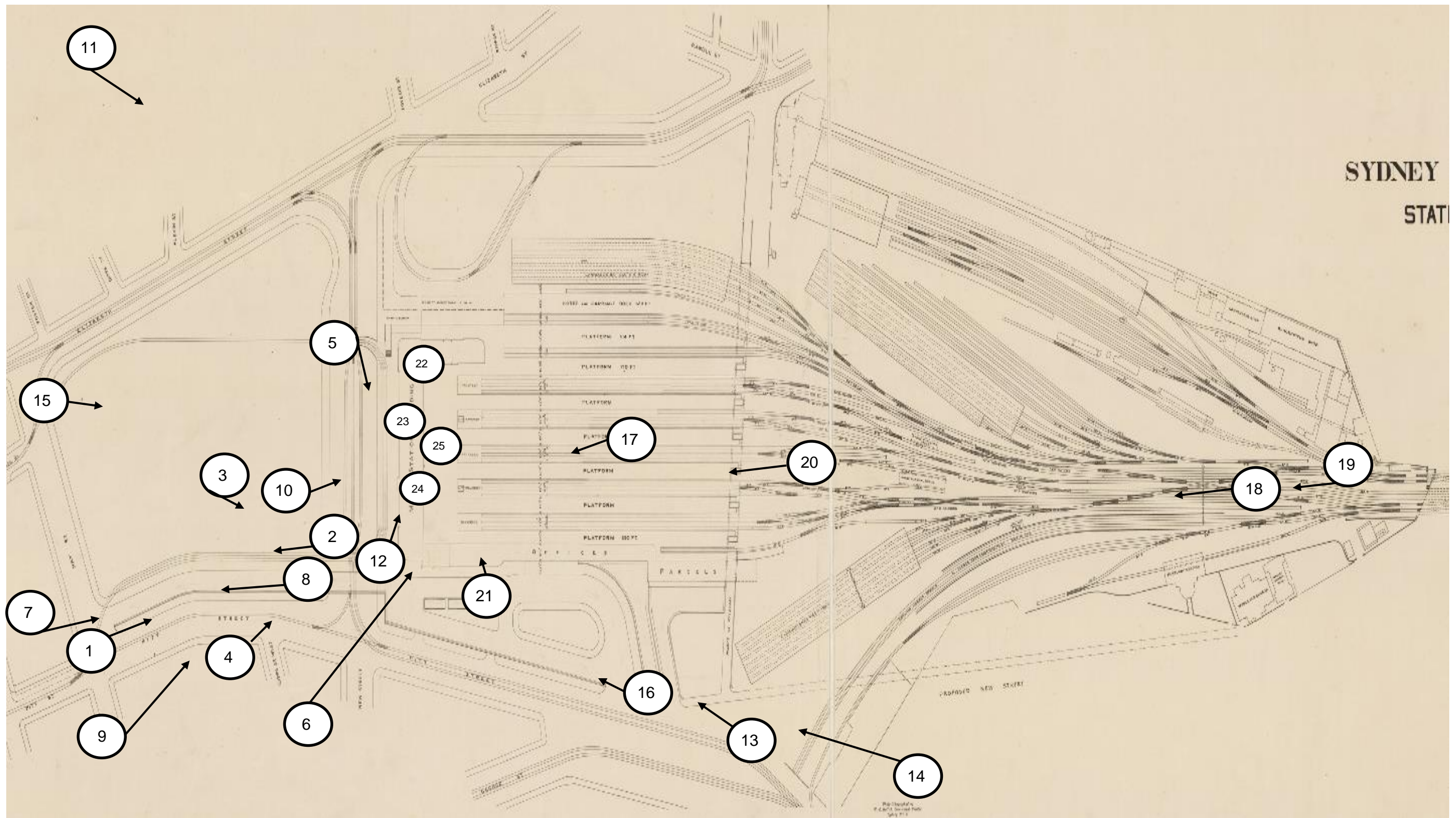
¹⁷⁶ SLNSW. Series 09: Sydney railways and tramways, ca. 1922-1927 / photographed by Arthur Ernest Foster. Box 45 525-537 City Railway, 1922-1927. FL394853

¹⁷⁷ SLNSW. Series 09: Sydney railways and tramways, ca. 1922-1927 / photographed by Arthur Ernest Foster. Box 45 525-537 City Railway, 1922-1927. FL395051

¹⁷⁸ SLNSW. Series 09: Sydney railways and tramways, ca. 1922-1927 / photographed by Arthur Ernest Foster. Box 45 525-537 City Railway, 1922-1927 FL395053

¹⁷⁹ SLNSW. Series 09: Sydney railways and tramways, ca. 1922-1927 / photographed by Arthur Ernest Foster. Box 45 525-537 City Railway, 1922-1927. FL395063

Figure 87: Photographic essay of the built environment during the development of the Third Sydney Station, c 1900 - 1910



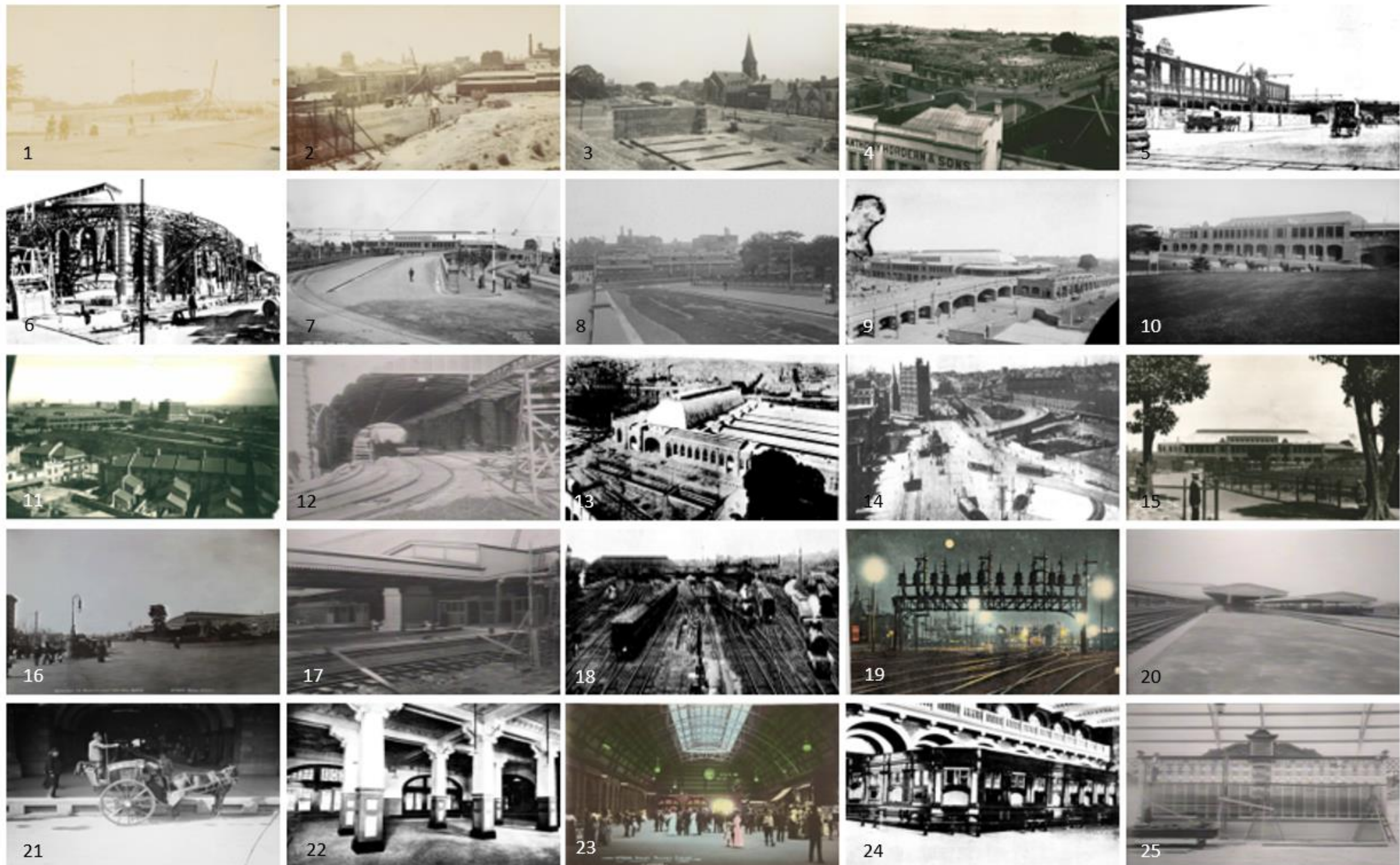


Table 6: Photographic essay of the built environment during the development of the Third Sydney Station, c1900-1910

Image No.	Description
1	View from Pitt Street of Central Station under construction, c. 1900
2	Central Station under construction, c. 1902
3	Central under construction with Christ Church in background, 1902
4	New Central Station being constructed, 1903
5	Station structure framework under construction along Eddy Avenue
6	The George & Gipps Streets entrance to Central Station, 1906
7	Corner of Pitt Street and Day Street showing the tram and vehicle ramp to the main terminus, c. 1900s
8	Pitt Street, c. 1900s
9	The main terminus and ramp to Central Station, 1905
10	Central Station viewed from Belmore Park, c. 1906
11	Central Station and Belmore Park viewed from housing to the north-east, c.1906
12	Construction of the porte-cochere to the north of the main terminus building, c.1906
13	Central Station, completed, c. 1906
14	Pitt Street trams, c. 1900s
15	Central Station viewed from corner of Elizabeth and Day Street, c. 1910
16	Central Station viewed from Pitt Street near Parcels Office
17	Platform and platform buildings to the south of the main terminus
18	Locomotives departing and arriving at Central
19	Railway infrastructure, c. 1910
20	Platform and passenger shelters
21	Wagon at Lee Street entrance to Parcels Office
22	Grand Concourse, c. 1910s
23	Grand Concourse, c. 1910s
24	Ticket booths in the Grand Concourse, c.1910s
25	Departures Board in Grand Concourse

Figure 88: Photographic essay of the built landscape during the development of the Third Sydney Station, c 1910 – 1930

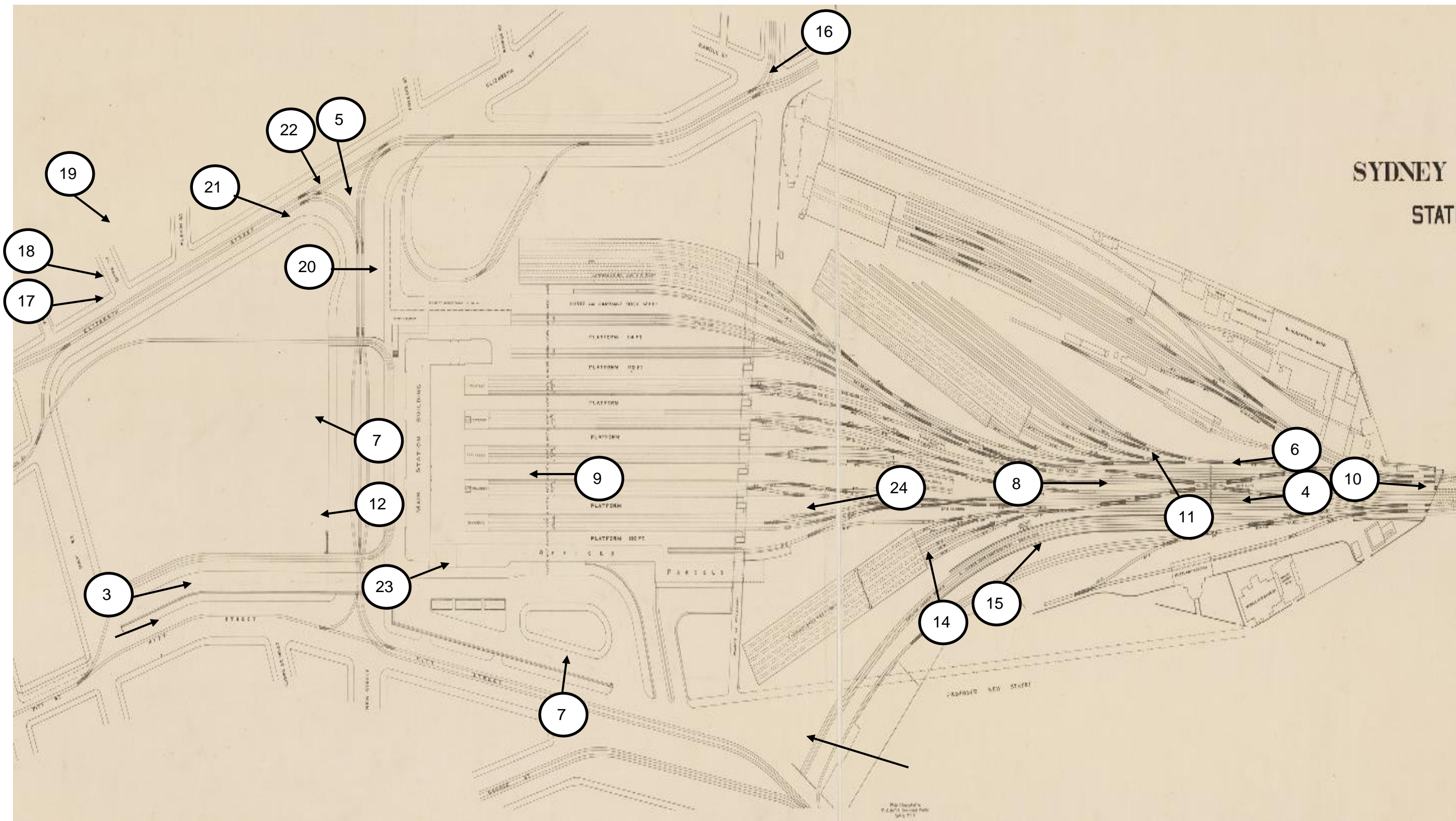




Table 7: Photographic essay of the built landscape during the development of the Third Sydney Station, c1910-1930

Image No.	Description
1	Central Station, construction on second storey and clock tower, c. 1910
2	View towards the construction of the Bradfield flyovers, c1920s
3	View of Central Station from Pitt Street
4	Construction of overbridge
5	View from Elizabeth Street towards the viaduct being constructed across Eddy Avenue
6	View towards finished Central Electric
7	Western Forecourt with plantings spelling "NSWR," pre-1911
8	Southern view of railway and locomotives
9	Train departing Central, c. 1940s
10	Southern view of railway and locomotives, showing the Cleveland Street signal box and overbridge
11	Sydney Yards
12	View of Belmore Park from the main terminal
13	View of the eastern side of Belmore Park from Eddy Avenue to the north-east of Central Station
14	Sydney Yard from the western side of Sydney Yard, showing the carriage sheds
15	Sydney Yard from the western side of Sydney Yard, showing the carriage shed and a signal box
16	View south from Goulburn Street, showing the electric railway lines between Central Station and Town Hall under construction, c.1925
17	View of station from Elizabeth Street, c. 1910s
18	View of Belmore Park and Central Station from Elizabeth Street, c. 1910s
19	Elizabeth Street tramway within Belmore Park
20	Construction of the suburban railway tracks to the north of Central Station, c.1925
21	Excavation for viaduct adjacent to Elizabeth St, 1922
22	Central Station and Eddy Avenue viaduct, 1948
23	Construction of Central Station clock tower, c. 1911
24	Train departing Central, c. 1940

7.5.1 Railway Square

Originally named Central Square due to the interconnecting transport use of the area, Railway Square was the site of the connecting tram services to the west of the station precinct. Tram stops centred around the streetscape which contained large department stores and a variety of hotels and public houses. By the time construction had finished on Central Station, the area was thriving as the city's modern retail district (Figure 89).¹⁸⁰ The area was and remains a visual and functional gateway to the city centre when entering from the west by both road and rail.

The Square would remain functioning as a tram stop until the 1950s when the tram system was closed.¹⁸¹ The Square was later developed into a three-platform bus terminal in the centre and further modified in the 1990s to accommodate the growing student needs of the local university. The area still functions as a main bus interchange terminal.

Figure 89: Railway Square c1914.¹⁸²



7.5.2 The Former Inwards Parcels Shed, parcels ramp and Parcels Post Office

Built in 1906, the Inwards Parcels Shed was designed by Government Architect Gorrie Blair.¹⁸³ The building is located over the original site of the Benevolent Asylum. Located along the western side of Platform 1, the building was purpose designed to house parcels which were arriving in the city from the countryside and was part of a larger postal complex, with the Outwards Parcels Shed located to the north of the shed on the corner of Pitt Street and Eddy Avenue.¹⁸⁴ The overall form of the building is consistent with a large, hipped roof rectangular building. Originally constructed as a timber framed structure, its façade was lined with corrugated iron and featured a loading dock and yard to the western side of the building.¹⁸⁵ Early inventory sheets for the building note that cast iron columns

¹⁸⁰ "Building Industry & Machinery," *Sun* (Sydney, NSW: 1910 - 1954), August 18, 1913.

¹⁸¹ "City Bus-Tram Plans and Transport Priorities," *Sydney Morning Herald* (NSW: 1842 - 1954), May 2, 1952.

¹⁸² City of Sydney Archives. *Railway Square, 1914*. Sydney Reference Collection (SRC) – Photographs. A-00033172

¹⁸³ Weir Phillips Heritage, *Conservation Management Strategy, Former Inwards Parcels Shed Railway Square Sydney* (2018).

¹⁸⁴ GML Heritage. *Inwards Parcel Shed, Sydney Terminal – Conservation Management Plan*. Report for Toga Building Company Pty Ltd (1999)

¹⁸⁵ *ibid*

were salvaged from the demolition of the earlier Sydney Terminal and reinstated to the south of the building to support a projecting canopy.¹⁸⁶ A 1906 image of the site depicts the new building to the north of the Second Sydney Terminal; hoarding to the forefront of the building shields the location of the soon to be constructed Parcels Post Office.

Figure 90: Image of the former inwards parcel shed towards the western façade. The second Central Station is still evident to the right of frame while the present Central Station is to the left of frame. The Parcels Post Office has not been constructed; however, the area has been boarded up around the site.¹⁸⁷



A ramp was constructed to the west of the building and provided vehicular access from the Shed level down to Lee Street.¹⁸⁸ The ramp retaining wall was constructed of red brick which was laid in English bond and featured a moulded brick string course. A single course of sandstone capping ran along the wall and ended at the siting of a circular sandstone pier which marked the entrance to Ambulance Avenue to the north.¹⁸⁹

Construction work began in 1910 for the introduction of a large Parcels Post office to the west of the parcels shed. The design is often credited to the Government Architect George McRae, although the initial design was prepared by the Parcel Shed architect Gorrie Blair, and large portions of the design were designed or approved by proceeding Government Architects, Walter Liberty Vernon and E.L. Drew.¹⁹⁰ Construction was slow, with the development halted by the need for substantial excavation of the area to construct the foundations for the building and the addition of an extra two storeys.¹⁹¹ The building was connected to the station through tunnels that ran under the Parcels Shed and were accessible through the large sandstone archway which was located along the eastern side of the parcel ramp retaining wall.¹⁹² The siting of these two buildings in such close proximity to the station were considered indicative of the importance of the railway to delivering post to the country.¹⁹³

When completed, the six storey Federation Academic Classical style building was a dominant element to the south of the station terminal building and a highly visible structure within Railway Square.

¹⁸⁶ *ibid*

¹⁸⁷ State Library of New South Wales. *Panorama of Sydney Railway Station, old and new, 4 August 1906 / photographer unknown*. 4 photographic prints (7 panels) - panorama, gelatin silver - 26.2 x 135 cm. SPF/3060

¹⁸⁸ *ibid*

¹⁸⁹ *ibid*

¹⁹⁰ DPIE, 2006. *Former Parcels Post Office Including Retaining Wall, Early Lamp Post and Building Interiors*. SHI Inventory database. Retrieved 07/04/21 from: environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424235

¹⁹¹ *ibid*

¹⁹² *ibid*

¹⁹³ *ibid*

The Parcels Post Office building would serve as the main parcels sorting office from 1913 to the 1960s when the service was relocated to Redfern.¹⁹⁴ The former Inward Parcels Shed was converted into the Railway Square YHA in 2004, with the Inwards Parcel Dock, Western Carriage Shed and dock awning demolished during the development of Henry Dean Plaza.

Figure 91: View from Railway Square towards Central Station and the Parcels Post Office.¹⁹⁵



7.5.3 Prince Alfred Sidings Substation

The Prince Alfred Substation is located to the northern end of what is referred to as the Prince Alfred Sidings (PAS) precinct. The area where the building is sited was part of the original railyards at the first Sydney Station. Throughout the 1850s and 1860s, the PAS area functioned as a storage yard for produce, with multiple goods sheds built on the site. Railway workshops were constructed within the southern portion of the area in the 1870s during construction for the second station.

Between 1925-1926 the three-storey electrical Prince Alfred Substation and two-storey annexe was constructed, requiring the demolition of the goods facilities within the sidings. Several brick buildings to the southern boundary of the sidings dating from the 1870s, including the Blacksmiths and Carpenters Workshops, the former District Engineers Office and former Draughtman's Office, were retained.

The substation was one of fifteen such structures built between 1926 and 1932 as part of the large-scale electrification of the railway lines. The Prince Alfred Substation was intended to supply tractive power to the railway network and linked to the substation at the Sydney Harbour Bridge.¹⁹⁶ It was one of three of John Bradfield's original designs; the other two being the substations at Marrickville and Hurstville. The building was designed in the Inter War Stripped Classical style, known for its simplicity and strong lines.

In the mid-twentieth century an ancillary switching station was constructed as a compressor house to supply air to the pneumatic points in the Central electric yard. The Blacksmiths and Carpenters

¹⁹⁴ *ibid*

¹⁹⁵ City of Sydney Archives. *Parcels Post Office and Central Railway Station, George Street Sydney, 1930s*. Sydney Reference Collection (SRC) – Photographs. A-00010568

¹⁹⁶ "Electrification of the Metropolitan Railways," *Sydney Mail (NSW: 1912 - 1938)*, February 27, 1924.

Workshops, located south of the substation, were demolished in the late 1990s to make way for construction of the Airport Rail Link. In 2016, an additional substation was constructed south-west of the substation. During the construction of the Central Business District and South East Light Rail, another substation was built between the Railway Institute Building and the Prince Alfred Substation.

Figure 92: The Prince Alfred Substation c.1928, showing the main substation on the left, switching house to the right and outdoor transformers in the centre.¹⁹⁷



7.5.4 Mid to Late - Twentieth Century Station Modifications

A number of renovations were made to Central Station after the completion of its primary facilities in 1926. The station originally featured 13 platforms, with Platform 1 being the main arrival and departure platform. Platform 1, located adjacent to the Inwards Parcels Shed, was extended in 1937, 1949, and 1960. In the 1950s and 1960s, while infrastructure within the Sydney Yard area was removed or upgraded as steam locomotives were replaced with diesel engines, resulting in the removal of coal storage sheds and water tanks in the Sydney Yard.

Changes to the interior of the terminal building occurred in 1951, when the Refreshment Room was converted into an interstate Booking Hall. The hall was similarly ornate, with murals on the walls and a terrazzo map of Australia installed on the floor.

With the rapid expansion of Sydney city, it became apparent that new ways of incorporating Central into the growing metropolis were required. The Eastern Suburbs platforms (24 and 25) were constructed in 1979, which involved deep excavation for new tunnels, with two double platforms constructed on top of each other. However, the lower platforms were never connected to railway lines and therefore were never used.

In the 1980s the Wran State Government allocated \$1 million for the restoration and upgrade of the Station, which included the replacement of the original train indicator board with a computer system. Restorations to the clock tower were also undertaken in 1984, and in 1986 the Devonshire Street

¹⁹⁷ AGE Archive, Prince Alfred 02.

Tunnel was upgraded with new lighting and murals. Though the station had been colloquially referred to as 'Central' for decades, the complex was only officially renamed Central Station in 1999.¹⁹⁸

Following the announcement in 1994 that Sydney would host the 2000 Summer Olympic Games, major infrastructure works were commenced to support the influx of tourists into the city, including a overhaul of the station precinct. This included works to facilitate the requirements for disability access to and from the station and train platforms. The passage system below the station and many of the platforms were modified, including the extension of the subway network to platforms 16 to 23. Lifts were converted for accessibility in the late 1990s.¹⁹⁹

The upgrades also included a new railway line to the airport from Platform 23, which required the introduction of new fly overs within the Central Yard. Additional works also took place within the Prince Alfred Sidings which saw the demolition of two of the 1870s workshops located within the southern portion of the sidings.

Not all work focused on the demolition of heritage fabric, with the NSW Government committing to restoration projects with the station, including the restoration and continued maintenance of the sandstone elements within the station, including the street arcades, the Terminus parapets, the sandstone viaducts and the clock tower.

Works undertaken during the 1990s and early 2000s included:²⁰⁰

- The demolition and reconstruction of the east deck, including new pavement and escalator access, and the opening of a brick colonnade at the Eddy Avenue entrance;
- The truncation and extension of platforms, the infill of light wells to the Devonshire Street tunnel, awning extensions along platforms and modifications to subway tunnels;
- The introduction of escalators from the north-western corner of the main concourse down to Pitt Street.
- The reactivation and conservation of the Eddy Avenue and Pitt Street shops and upgrades to the Eddy Avenue entrance;
- The introduction of seismic bracing to the Eddy Avenue Colonnade and the waterproofing and repointing of the western forecourt;
- Paving over the tram tracks along the ramps and in the porte-cochere. Introduction of new Light Rail tracks which altered the traffic flow of the tracks;
- New fit out and glazing of the main terminus building;
- New fit out of the Prince Alfred substation and switch house;
- General upgrades for maintenance and repair including updating the roof of the main terminus building;
- Closure of the men's toilets below the main concourse;
- Modifications to the booking hall and internal fitouts for retail spaces;
- Alterations to the Botany Road Sidings to form a main bus parking depot;

¹⁹⁸ Rappoport Pty Ltd and the NSW Government Architects Office, "Central Station Conservation Management Plan."

¹⁹⁹ *ibid*

²⁰⁰ *ibid*

- Adaptive reuse of the former Parcels Post Office and Inwards Parcel Shed for private hotel and hostel use;
- Redevelopment of the Henry Deane Plaza, including the introduction of concrete extensions to the Railway Overbridge;
- Construction of a new Devonshire Street Tunnel entrance along Chalmers Street;
- New interpretation elements including the wall murals along the east boundary wall and the remodelled Plaza Ibero American, both along Chalmers Street;
- Restoration works to the Mortuary Station;
- Maintenance works to the clock tower including the introduction of copper and lead flashing;
- Introduction of operational systems including new speaker and CCTV systems and indicators;
- Railway infrastructure was also introduced or replaced at this time.

7.6 21st Century Developments

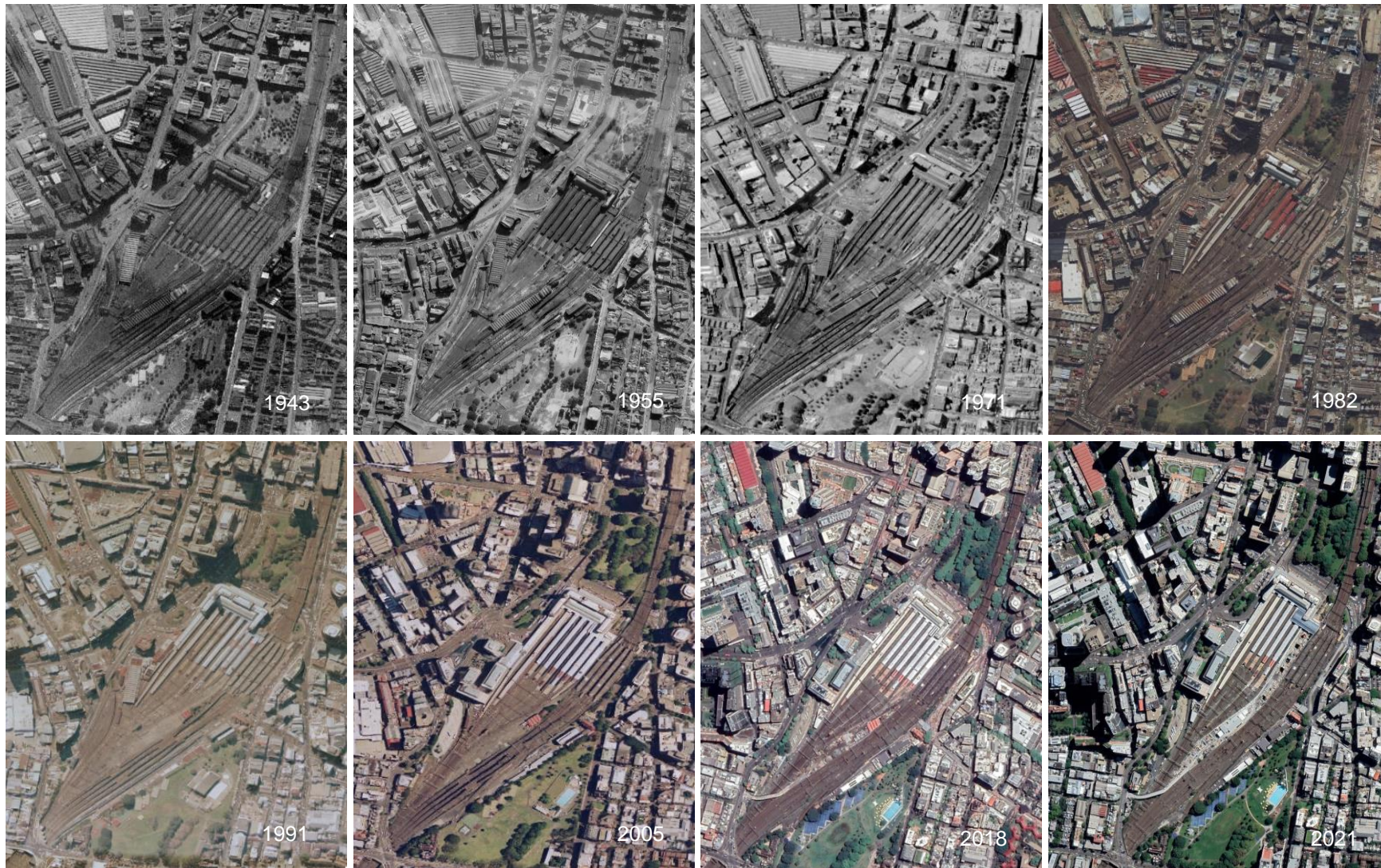
Since 2013, buildings, structures and elements within the study area have undergone various works, including:

- The introduction of the Light Rail services along Eddy Avenue and Chalmers Street;
- Introduction of the Sydney Yard Access Bridge (SYAB);
- Relocation of the shunter hut in the Sydney Yard;
- Demolition of the Sydney Yard buildings and features (garden, rolling stock officers building, cleaners' amenities, brick store);
- Upgrades to railway infrastructure and systems;
- Introduction of substations within the Prince Alfred Sidings and Lee Street;
- Extension of platforms;
- Excavations works for utilities, infrastructure, and testing
- Restoration works of the Mortuary Station

As of 2022, current works to the station and elements within the study area include:

- Demolition of platforms 13 to 15 and the construction of the underground Sydney Metro platforms;
- Escalators directly to suburban platforms 12 to 23;
- An upgraded northern concourse with transformed pedestrian thoroughfares and feature roof;
- Escalators directly to suburban platforms;
- A tunnel from Chalmers Street linking to new Sydney Metro platforms under Central;
- New access points to Sydney Trains platforms 16 to 23;
- Adaptive reuse of the former Parcels Post Office and Inwards Parcel Shed for commercial use

7.7 Aerial Timelapse



8.0 PHYSICAL DESCRIPTION AND SETTING

8.1 Precinct 1: The Western Yard

The Western Yard is located within the western portion of the study area. The area is bounded by Henry Deane Plaza to the north, the Sydney Yard to the east, the brick parapet wall of the Cleveland Street bridge to the south and Regent Street to the west. The precinct extends further north west to follow the Railway Square underbridge tunnel until it intercepts with the built forms along George Street.

The precinct includes elements of highly significant heritage fabric, including the State and locally listed Mortuary Station to the south of the yard and the Railway Square underbridge, which is also significant for its rarity as the only surviving element of the first Sydney Railway Station. Areas of modern construction include the bus parking facility to the north of the Mortuary Station and the modern commercial development of three 7 to 9 storey buildings adjacent to the modern Henry Deane Plaza retail hub. To the south of the commercial development lies the carpark entry to the development, which is flanked to the south by a short section of remnant sandstone fence with iron palisade dating from the early 20th century.

The disused Darling Harbour branch line runs from the northern side of the Cleveland Street Bridge towards the Darling Harbour dive/ Railway Square underbridge and through to the former Darling Harbour Goods Line, which has been adaptively reused for pedestrian access to the Ultimo area and surrounding University campus as well as forming part of the southern entry into the revitalised Goods Line park and pathway.

The most recent additions to the precinct include the Lee Street substation, a large concrete and steel structure located adjacent to the southern end of Platform 1 and SYAB which runs over the southern portion of the precinct. Recent upgrades to the precinct also includes new infrastructure, particularly to the east of Mortuary Station and the recent restoration and security upgrade works to the Cleveland Street brick parapet which included heritage interpretative elements including panels and contemporary artwork by Nadeena Dixon which depict salt grasses, shell middens and the Gadigal people within the new parapet security screens.

8.2 Precinct 2: Prince Alfred Sidings

The Prince Alfred Sidings precinct is located to the eastern perimeter of the Central Station study area, between the railway corridor to the west and Prince Alfred Park to the east. Much of the eastern boundary consists of a steep embankment and includes a number of mature trees which partially screen the rear of precinct from the park. The Railway Institute Building is located at the northern boundary of the precinct, while the southern perimeter contains the Airport Link railway line, which was completed in 2000.

The Prince Alfred Sidings precinct contains a number of prominent and substantial buildings. In the north-eastern corner of the precinct is the Railway Institute Building, an impressive red brick building with sandstone detailing in the Queen Anne Revival style, constructed in 1891. The modern Light Rail substation lies directly south of the Institute building. The large brick substation complex, known as the Prince Alfred Substation, is a prominent building within the northern portion of the precinct and is highly visible from the station and Sydney Yard. The brick switch house is located to the east of the substation and bounds Prince Alfred Park. A small brick annex building and modern Chalmers Street substation are sited to the south of the substation. Modern prefabricated buildings and a concrete car park make up the midsection of the precinct while the reduced southern end of the precinct contains the only two remaining brick buildings of the 1870s workshop complex: the former District Engineers

Office; and the former Draftsman's Office. Note that although the Railway Institute Building is contained within this precinct, it is no longer owned or managed by the Responsible Government Agency.

8.3 Precinct 3: Sydney Terminal

The precinct is located to the north of the study area and is bounded by Hay Street to the north and Pitt Street to the west. The precinct includes many of the significant elements and sandstone structures of the Central Station study area which are of exceptional heritage value. The northern boundary of the Sydney Terminal precinct includes the tram ramps along the eastern and western boundary of Belmore Park. They extend south towards and over Eddy Avenue before joining along the northern colonnade of the terminal building. The precinct then expands south towards the southern perimeter, which adjoins the northern boundary of Precinct 4 (Sydney Yard). The precinct extends west towards Railway Square and encompasses the Former Parcel Post Office, the Parcels Shed and the raised western concourse.

The terminal building is located to the north of the precinct and includes the main terminus building and clock tower, which are highly visible elements within the surrounding streetscape, particularly from Railway Square to the west of the station. Platforms 1-13 are also included within the precinct, as is the Devonshire Street Tunnel which runs underneath the platforms on an east to west axis. The precinct includes all levels of the terminus building and the retail and commercial spaces along Pitt Street and Eddy Avenue.

The former Parcel Post Office and parcel shed have been approved prior to the commissioning of this report for redevelopment which will include the construction of new commercial premises in and around the former postal service buildings. The former postal ramp to the post office building and shed as well as the former ambulance lane, both located to the north of the postal buildings are also located within the precinct. A sweeping drive is located directly north of the lane and runs along the western elevation of the terminus building. The roadway extends north towards the Pitt Street ramp where it declines towards Hay Street. Car parking and bus stops are located to the west of the concourse which is visually divided by three long square openings to the ground level of the ambulance laneway. A small landscaped park slopes from the concourse down towards the Railway Square intersection which has been in use as a recreational thoroughfare since its construction in the 1920s.

8.4 Precinct 4: Sydney Yards



The Sydney Yards precinct spans from the north of the Cleveland Street Bridge in the south to the edge of the station country platforms to the north. The precinct is enclosed by the Western Yard (Precinct 1) to the west and Central Electric (Precinct 5) to the east. Recent development for the Central Walk Metro development required the demolition of early 20th century brick structures, including the Cleaners Amenities building and the former Rolling Stock officers building. Small gardens were also removed for the development. The only remaining shunter hut within the study area was relocated for the development of the area, which now includes the eastern end of SYAB, and multiple prefabricated buildings. Security and safety screening has been erected to the eastern perimeter of the precinct. Existing structures identified in the 2013 CMP are limited to the extant 1960s Yard Controller building which is accessed by a concrete pathway from Platform 8 and 9. The 1850s Prince Alfred Sewer expands across the yard towards Mortuary Station and is located towards the south of the Yard Controller building.

8.5 Precinct 5: Central Electric

The Central Electric precinct is located between the Prince Alfred Sidings (Precinct 2) to the west and shares an eastern boundary to the eastern Precincts 3 (Sydney Terminal) and 4 (Sydney Yard). The northern perimeter of the precinct is located at the Goulburn Street car park dive site, where the six tracks enter the tunnel towards the city. The railway tracks expand south along the viaduct towards the station Terminal building. The Eddy Avenue forecourt and station entrance is found to the north of the precinct.

Platforms 16 to 23 are sited to the north of the precinct and are slightly elevated above the western Terminal concourse and platforms. The adjacent tracks run southwest are carried by the Bradfield designed flyovers towards the Cleveland Street bridge. The precinct contains the two main entrances to the station from the east; the Elizabeth Street corner entry, historically known as the Chalmers Street entry (now known as Exit 4: Elizabeth Street) and the modern entrance to the Devonshire Street tunnel, located in the middle of the precinct (now known as Exit 6: Chalmers Street). For the purpose of this CMP, the Chalmers Street Entrance refers to the exit known as Exit 4.

Precinct	Elements	Location
Precinct 1: The Western Yard	1.0: Overall Precinct 1.1: Ultimo Railway Overbridge & Darling Harbour Cut 1.2: Mortuary Station 1.3: Botany Road Sidings 1.4: Cleveland Street Bridge 1.5: Remnant Boundary Fence 1.6: Henry Deane Plaza 1.7 Lee Street Substation	
Precinct 2: Prince Alfred Sidings	2.0: Overall Precinct 2.1: Prince Alfred Substation 2.2 Chalmers Street Substation, Store and Office 2.4: Prince Alfred Workshops	
Precinct 3: Sydney Terminal	3.0: Overall Precinct 3.1: Main Terminus Facades and Roof 3.2: Eddy Avenue Colonnade, Arcade & 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 Building: Grand Concourse 3.9: Main Terminus Building: 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: YHA Railway Square (Former Inwards Parcel Shed) 3.19: Parcels Post Office	







Precinct	Elements	Location
Precinct 4: Sydney Yards	<ul style="list-style-type: none">4.0: Overall Precinct4.1: Prince Alfred Sewer4.2: Yard Controller Building4.3: Temporary Construction Structures4.3: Sydney Yard Access Bridge	
Precinct 5: Central Electric	<ul style="list-style-type: none">5.0: Overall Precinct5.1: Eddy Avenue Forecourt5.2: Central Electric Station5.3: North Concourse5.4: Above Ground Platforms5.5: Underground Platforms and Eastern Suburbs Line5.6: Central Electric Yard5.7: Eddy Avenue Underbridge and Elizabeth Street Viaduct5.8: Chalmers Street Entrance and Environs	


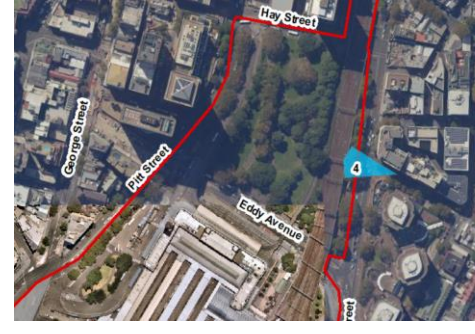

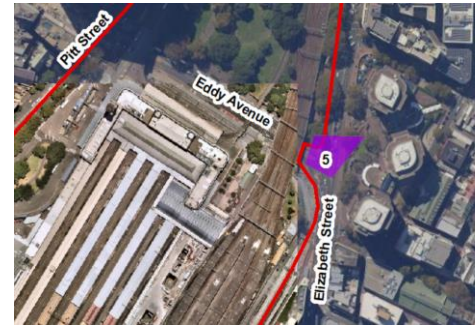

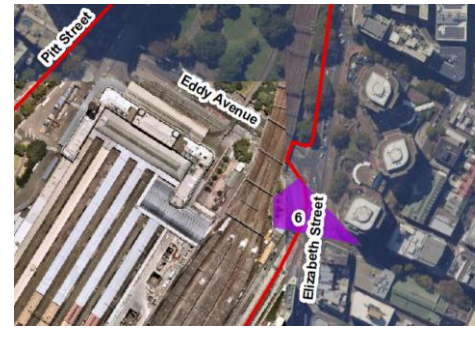
8.6 Key views within the study area


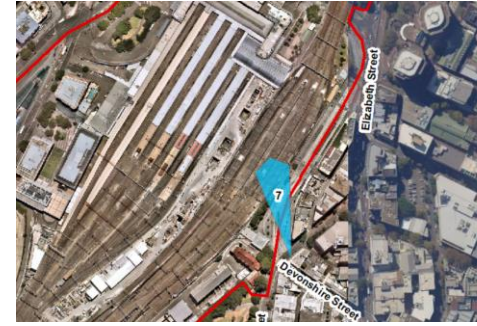



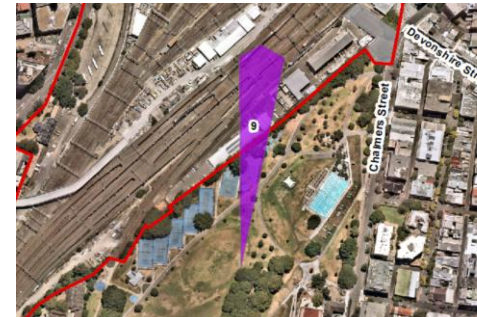
Views and vistas within the urban setting of the study area include views of the Sydney Terminus, Belmore Park and the viaducts, approaches and ramps within the station precinct. The streetscapes of Eddy Avenue Pitt Street and Elizabeth Street are also noted as elements of cultural significance. Significant views towards the clocktower are also provided from the streetscapes surrounding the station. However, recent works within the surrounding area including the introduction of the Chalmers Street Substations and Sydney Metro line have impacted upon view lines. The below table outlines the identified view lines established in the draft 2013 Central Station Conservation Management Plan and additional view lines found in the 2018 Central Precinct Renewal Project Heritage Framework.²⁰¹ Additional view lines have also been identified in this assessment. Figure 93 depicts the location and visual catchment of the views described below.






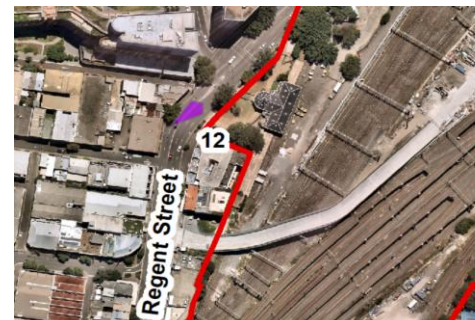
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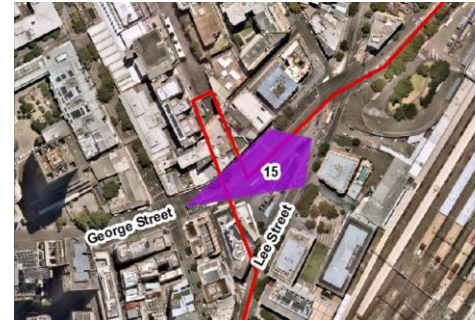
Table 8: Identified views and vistas of Central Station


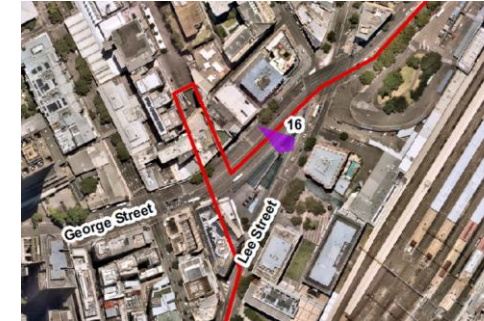




View	Location and visual catchment	Image	Location
1	<p>Wentworth Avenue <i>Primary View</i></p> <p>The view encompasses an uninterrupted view of the clock tower. The alignment of the streetscape, coupled with the setbacks of the surrounding buildings frame the view towards the distant tower and promotes the tower as an identifiable landmark within its surroundings.</p>		
2	<p>Foster Street <i>Secondary View</i></p> <p>This view towards the sandstone wall of the Elizabeth Street viaduct defines the north-eastern curtilage of the station precinct. The western view is framed by the tall surrounds and the sandstone wall acts as a visual barrier to distant views towards the trees within Belmore Park.</p>		
3	<p>Reservoir Street <i>Secondary View</i></p> <p>The view line towards the Elizabeth Street sandstone viaduct wall from a distance along Reservoir Street. is significant for its distinctive backdrop and is a defining element that outlines the eastern curtilage of the station.</p>		


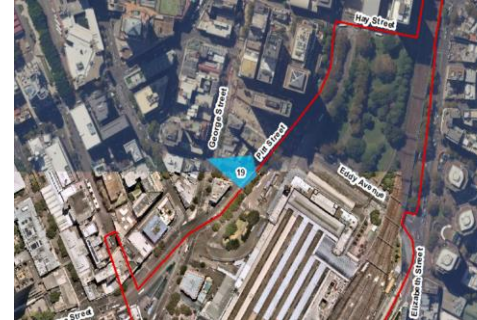




View Location and visual catchment	Image	Location
<p>4 Albion Street <i>Secondary View</i></p> <p>The vista towards the Elizabeth Street sandstone viaduct along Albion Street is significant for its distinctive backdrop and as a defining element outlining the eastern curtilage of the station. The texture of the sandstone and the prominent detailing of the structural piers is often shielded by mature trees along the Elizabeth Street; however, its materiality and form are in key contrast to the modern glazed development that frames the structure from the vantage point.</p>		
<p>5 Elizabeth Street <i>Primary View</i></p> <p>Views and vistas towards the Chalmers Street entrance, eastern façade of the Terminus building and the clock tower are found along Elizabeth Street. The sandstone viaducts and the open space above the station precinct are also captured from this vantage point.</p>		
<p>6 Foveaux Street <i>Primary View</i></p> <p>This vista demonstrates the importance of an open view towards the station and its setting to the south of the CBD. The classical portico of the Chalmers Street entrance is a central feature within the area and the surrounding street alignments coupled with the landscape and its siting push its corner landmark appeal to the forefront. The low-scale development of the entrance and adjacent train overbridge elevates an expansive open view of the sky. Filtered views towards the clock tower are also found from this vantage point</p>		







View Location and visual catchment	Image	Location
<p>7 View from Devonshire Street towards the clock tower <i>Secondary View</i></p> <p>The view line towards the clock tower is slightly obstructed by new infrastructure along Chalmers Street however its imposing landmark qualities are identifiable and framed by the height of the tall trees that surround it. Views towards the rest of the precinct are obstructed by the modern Devonshire Street Tunnel entry however the Central Electric and the modern rooftop of Central Walk are distantly visible.</p>		
<p>8 Prince Alfred Park <i>Secondary View</i></p> <p>Views from the adjacent locally heritage listed Prince Alfred Park towards Central Station. Views towards the station are found when moving through the parkland, however are often filtered by the mature trees. Views from this vantage point reveal the expansive skyline above the station with parts of the station precinct visible through the tree line.</p>		
<p>9 Prince Alfred Park <i>Primary View</i></p> <p>Views towards the station clock tower are unobstructed, however they are often overshadowed by the high-rise development of the CBD.</p>		


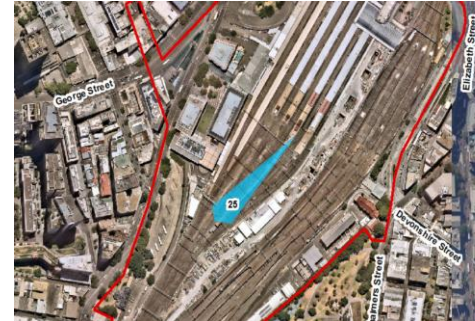



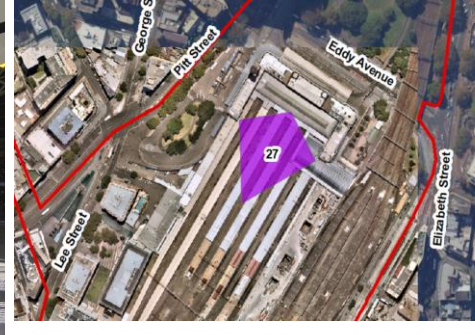
View	Location and visual catchment	Image	Location
10	<p>Prince Alfred Park <i>Secondary View</i></p> <p>From this vantage point, the clock tower is framed by the mature trees in the surrounding parkland setting of the station. These views are retained and enhanced as one moves through the park from this pathway.</p>		
11	<p>Cleveland Street bridge <i>Primary View</i></p> <p>Cleveland Street bridge is located approximately 800m to the southeast of the Central station clock tower. From this vantage point the tower and clock faces are a visible feature within the visual composition of the city skyline, despite the security screening along the bridge parapet and the towering buildings of the CBD beyond.</p>		
12	<p>Regent Street <i>Primary View</i></p> <p>Views towards the western and southern elevations of Mortuary Station are found along the southern end of Regent Street. The view encapsulates the structure and western landscape elements as well as the sandstone and iron palisade fencing and provides the viewer with a key view of the building's visual relationship to the surrounding streetscape.</p>		


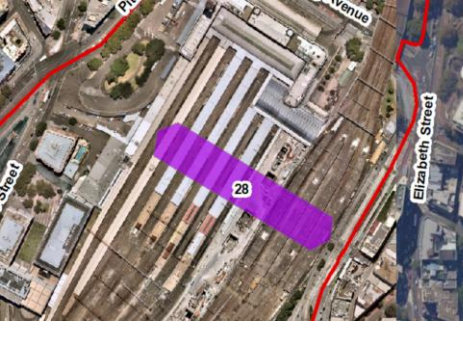
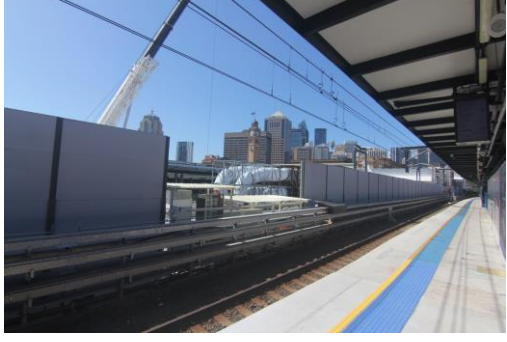


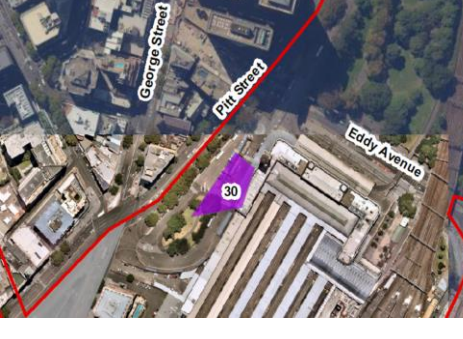
View Location and visual catchment	Image	Location
<p>13 Regent and Wellington Streets <i>Primary View</i></p> <p>The views towards the main (western) façade of the structure come from the intersection of Regent and Wellington Streets. The view comprises of the building and the open space beyond; it is framed by two large mature trees along Regent Street which (along not an original element within the streetscape) contributes to the visual aesthetics of the station structure.</p>		
<p>14 Regent Street <i>Primary View</i></p> <p>From this vantage point, views have been established towards the northern elevation of the station and landscape elements fronting Regent Street. Open space is visible beyond the station, contributing to the overall visual setting of the item.</p>		
<p>15 Railway Square <i>Primary View</i></p> <p>Purposely composed to enhance the setting of the station through the intersection of various streets, the clock tower becomes a landmark within the streetscape. The alignment of the surrounding streetscapes, coupled with the low-density development surrounding the western boundary of the station promotes the visual aesthetics of the clock tower and the associated former parcels office and elevates the surrounding open view of the skyline.</p>		

View Location and visual catchment	Image	Location
<p>16 Railway Square towards the former Parcels Post Office <i>Primary View</i></p> <p>Views towards the western façade of the former Parcel Post Office are made from this vantage point. The view encapsulates the rare design of the building within the streetscape while also enhancing the visual relationship between the building and its surrounds, particularly the open space between the post office and the clock tower to the left of frame. This vantage point also provides the viewer with a glimpse of the western extension of the Terminus building while the main structure is still shrouded by mature landscaping.</p>		
<p>17 Pitt Street <i>Primary View</i></p> <p>Views towards the study area are found from the main intersection of Pitt, George and Lee Streets. From the vantage point, the clock tower extends above the tree canopy while the low -levelled western extension of the Terminus building extends to the south. Open space above the tree canopy contributes to the visual setting of the station from this vantage point.</p>		
<p>18 George Street <i>Primary View</i></p> <p>Views and vistas towards the southern extension of the station Terminus building, the former Parcels Post Office and the former Inwards Parcel Shed are found from this vantage point. Open space above and to the north of the former Parcel Post Office contributes to the visual setting of this part of the study area.</p>		

View Location and visual catchment	Image	Location
<p>19 Christ Church St Laurence and Central Clock Tower <i>Secondary View</i></p> <p>The station clock tower is partially visible from Pitt Street due to the low scale development to the south of the St Laurence spire. However, the view corridor to the tower is often diminished by the surrounding mature trees during seasonal changes.</p>		
<p>20 Pitt Street/ Rawson Place Intersection <i>Primary View</i></p> <p>Views towards the station from this vantage point encompasses various features of the station precinct including the clock tower, Terminus Building, viaducts and Eddy Avenue arcade. The station dominates the corner site and remains the visual focal point within its surrounding streetscapes.</p>		
<p>21 Pitt Street <i>Primary View</i></p> <p>Due to the topography of the streetscape, the clock tower and the terminal building are visible from the vantage point along Pitt Street at the intersection of Pitt and Campbell Streets. The clock tower is a visible landmark within the streetscape while the development along the western side of Pitt Street highlights the open space to the east of the tower and enhances the views to the sky.</p>		

View Location and visual catchment	Image	Location
<p>22 View from Belmore Park <i>Primary View</i></p> <p>Views are found within and along the Eddy Avenue boundary of Belmore Park. A primary view line which defines the park enclosure by the mature trees aligning Elizabeth and Pitt Streets and highlights the clock tower to the south. The station terminal building is visible through filtered views between the parkland trees.</p>		
<p>23 View West from Upper Station Concourse to Christ Church St Laurence <i>Secondary View</i></p> <p>An internal view from the station towards the state heritage listed St Laurence spire (SHR #00123) Only partially visible from this vantage point, the view is also mentioned within the CMP for the heritage item although it is often diminished by mature trees along Pitt Street.</p>		
<p>24 View from Terminus Building towards Mortuary Station <i>Primary View</i></p> <p>The view between the station and the Mortuary site was considered to be significant and its view line to be conserved. This view line has been obstructed over the last twenty years by further development in the yard, yet it still remains the only vantage point that promotes a full view of the above ground rail network at Central Station.</p>		

View Location and visual catchment	Image	Location
<p>25 Views south from the ‘through’ platforms and Terminus platforms <i>Secodnary View</i></p> <p>The view towards the state heritage listed Cathedral of the Annunciation of Our Lady (SHR# 01881) has been partially obstructed by the development of the Sydney Yard Access Bridge. Views towards the Cleveland Street Bridge are found along the through and terminus platforms.</p>		
<p>26 View from Platforms and Central Yards to Railway Institute Building <i>Secondary View</i></p> <p>Views to and from the Railway Institute Building from the Central Station platforms. The vantage point was identified as a significant view and should be conserved. However current works and modern infrastructure including overhead electrical lines and the temporary obstructions made by passing trains often diminishes or obstructs the views.</p>		
<p>27 View from Country and Interstate platforms to Clocktower and Main Terminus Building <i>Primary View</i></p> <p>Internal views from the Country and Interstate platforms to the Clocktower and Main Terminus Building are key significant historic views which have been visible since the opening of the Terminus and platforms in 1906. Maintenance of these historic and significant view lines is necessary to retain the visual connection between the elements at Central.</p>		

View Location and visual catchment	Image	Location
<p>28 View between Country and Interstate platforms and Above Ground platforms (Central Electric) <i>Primary View</i></p> <p>Internal views across the platforms between the Country and Interstate platforms and the Central Electric Above Ground platforms have been historically accessed since 1926. These views remain relatively unaltered to this day, however new development relating to the Central Metro works are encroaching on these significant view lines.</p>		
<p>29 View from the Above Ground platforms (Central Electric) and the Main Terminus Building and Clocktower <i>Primary View</i></p> <p>Internal views from the Above Ground Platforms to the upper storeys of the Main Terminus Building and the Clocktower. These views have been historically significant since 1926 and remain relatively unaltered to this day. New development relating to the Central Metro works are encroaching and blocking some of these significant view lines at the northern end of the platforms.</p>		
<p>30 View from the Western Forecourt up to the Main Terminus Building and Clocktower <i>Primary View</i></p> <p>Internal view from the landscaped setting of the Western Forecourt to the Main Terminus Building, Clocktower and the West Wing Extension. This is a significant historic vista which has been in place since 1906. The landscaped ramped Western Forecourt is an important aspect of the setting for Central Station and frames views to the buildings.</p>		







View Location and visual catchment	Image	Location
<p>31 View from the Porte-Cochere and Tramp ramps to Belmore Park <i>Secondary View</i></p> <p>An important visual connection and vistas from the Porte-Cochere and Tram ramps to the landscaped surrounds of Eddy Avenue and Belmore Park have been afforded since 1906. The immediate view to the park remains relatively unchanged, with increasingly mature vegetation. The surrounding urban context has been changed substantially with towering high rise buildings.</p>		
<p>32 View looking north along Elizabeth Street and viaduct <i>Secondary View</i></p> <p>Elizabeth Street has been curtailed by the rusticated and ashlar finished sandstone wall of the Elizabeth Street viaduct since 1926. This wall has created a hard edge to the eastern end of the station and divided the southern end of the city. This view has an imposing wall, which has large arched openings to connect to the western edge at the intersection of roads.</p>		
<p>33 View looking south along Pitt Street tram ramps and arcades <i>Secondary View</i></p> <p>Pitt Street has been curtailed by the rusticated sandstone wall and arches which support the outbound tram ramp from the Porte-Cochere. This wall has been a defining feature to the western edge of Belmore Park and the station precinct.</p>		

Figure 93: Primary key views and vistas within and surrounding Central Station



Figure 94: Secondary key views and vistas within and surrounding Central Station



8.7 Movable Heritage

8.7.1 Introduction

Transport Heritage NSW manage the NSW Government's Movable Heritage Transport Collection, a collection of movable heritage items associated with the social, industrial and engineering history of public transport in NSW. The Movable Heritage Transport Collection has traditionally focused on the railways and contains a number of large and small artefacts associated with the study area. These items are stored onsite, and at various TfNSW storage sites across Sydney.

8.7.2 Movable Heritage Principles

Sydney Trains Heritage Asset Management Strategy, 2018/2019 (HAMS) was prepared in accordance with the requirements of the NSW Heritage Council State Agency Heritage Guide (SAHG) and the NSW *Heritage Act 1977*. The HAMS aimed to identify the heritage strategies and programs to be implemented in order to manage and conserve movable heritage items, minimise impacts to items and achieve an integrated and sustainable heritage asset management approach.

The HAMS approach was outlined as a five-stage process in accordance with the SAHG and *NSW Treasury Heritage Assessment Management Guideline* (2005).

Table 9: HAMS five stage approach

Stage	Description
Identify	<p><i>Identification of all heritage assets through an up to-date S170 Heritage Register is the key aspect to successful asset management. This includes ongoing review and annual updates to reflect changes, acquisitions, disposals and new information about heritage sites.</i></p> <p><i>Understanding the heritage values of each place and allowing a comparative overview of similar heritage assets is critical to informing strategic and detailed planning of the asset portfolio.</i></p>
Strategic Planning	<p><i>Sydney Trains' HAMS forms the key component of strategic heritage planning and provides the framework to establishing a sustainable heritage management model. Other strategic planning documents that address specific conservation requirements for classes of assets will also form part of a forward strategic planning approach to heritage conservation.</i></p>
Manage	<p><i>The aim of heritage management is to maintain and conserve heritage significance throughout the lifecycle of an asset. Effective heritage asset management can be achieved through delivery of appropriate AMPs, regular condition reporting and routine maintenance works.</i></p> <p><i>Minimising impacts on the built and natural environment when proposing changes to a heritage item is part of good management practice.</i></p> <p><i>Establishing procedures and best-practice guidelines, assessing and understanding heritage impacts as part of project planning, and ensuring qualified heritage practitioners are used to guide change are all components of heritage asset management.</i></p> <p><i>In addition to physical conservation works and project delivery, heritage management should also provide opportunities to interpret and share heritage with the community.</i></p>
Implement	<p><i>Implementation of heritage asset management initiatives should be undertaken in a staged approach - recognising a balance between adopting best-practice methods for heritage conservation, meeting legislative requirements, and achieving primary service responsibilities.</i></p>
Monitor and Report	<p><i>The strategic framework of an agency should continue to be updated periodically to reflect achievements, changes to business delivery or as emerging priorities arise.</i></p>

8.7.3 NSW Heritage movable heritage principles

Heritage NSW (then the NSW Heritage Office) prepared principles for the effective management of movable heritage items in 2000.²⁰² A discussion of these principles and how they should be applied to any future project is discussed in Table 10.

Table 10: Heritage NSW Movable Heritage Principles

Adaptation Principles	Guidelines
1. Movable heritage relates to places and people.	<i>Movable heritage exists in a variety of contexts in addition to museum, library and archive collections. It may be associated with places, regions, people and communities. It is often best to care for items and collections in this context.</i>
2. Educating the community about how to identify and manage movable heritage assists in conserving items and collections.	<i>Community education is an effective way to protect movable heritage in the long term. Private owners and community custodians have information and knowledge about movable heritage and why it is important. Communities need to be involved in managing and interpreting their cultural material.</i>
3. Assess the heritage significance of movable items and collections before making decisions on managing them.	<i>Decisions on managing movable heritage, including acquisition, should be based on their significance, including their relationships to places and people. The wishes of private owners and community custodians should also guide decisions.</i> <i>Where relevant, conservation management plans should include policies that integrate the management of heritage places and their significant items.</i>
4. Recognise the significance of indigenous movable heritage to indigenous communities and its unique role in cultural maintenance, cultural renewal and community esteem.	<i>It is important to respect indigenous intellectual property rights and the cultural traditions of indigenous people, including cultural restrictions. Consult with the relevant indigenous community and key indigenous bodies and use their advice to guide decisions on identifying and managing movable heritage, including access and interpretation.</i>
5. Retain movable heritage within its relationship to places and people, unless there is no prudent or feasible alternative to its removal.	<i>Movable heritage often derives significance from its relationship to a region, building or site. Removing items from a place can diminish or damage the significance of both the items and the place. Explore opportunities for conserving movable heritage in its context where this is possible.</i>
6. Remove movable heritage from its relationship to places and people only when the items and collections are under threat and this is the only means of safeguarding or investigating significance.	<i>Moving items and collections may alter and diminish significance and cause damage. However, it may not always be possible, practical or desirable to retain movable heritage in its context. It may be necessary for the cultural custodian to relocate the items and collections for cultural reasons or to remove them for research. It may be necessary to remove them temporarily for conservation treatment, exhibition or during works to a building or site. Removing items may be the only means of ensuring their security and may be necessary for health and safety or to protect the place. Minimise the impact on heritage significance if moving items. Where possible and culturally appropriate, keep movable heritage in another location at the place.</i>

²⁰² NSW Heritage Office. 'Movable Heritage Principles'. NSW Government., 2000.

Adaptation Principles	Guidelines
7. Provide community access to movable heritage and encourage interpretation.	<i>Community access to movable heritage is important because it helps people to understand and maintain cultural traditions and practices. It also encourages the conservation of significant movable items. Interpret movable heritage and places and educate people to understand uses, functions, community history and cultural practices.</i>
8. Document movable heritage.	<i>Documentation includes researching history, assessing significance, recording provenance, physical context, associations with a building, site, region or community and the history of conservation and exhibition. Documenting items and collections can assist in exploring conservation options to return or reinstate movable heritage to places or people should circumstances change. Keep systematic records of the subsequent location of items both with the site or building records and with the items and collections themselves.</i>
9. Acquire movable heritage where there is no alternative to removal, where this serves clearly defined collecting policies.	<i>Organisations acquiring items and collections should identify their collecting intentions in cooperation with other bodies in their region. Where possible, movable heritage should form part of a collection that can be interpreted to promote an understanding of its significant place and community associations</i>
10. Reinstate or return items and collections to places and people when circumstances change.	<i>It is important to understand the heritage significance of items and collections before making decisions about moving, relocating, disposing or giving them away. If possible, and if culturally appropriate, reinstate or return the items and collections to their significant context. Relevant community and cultural groups should inform such decisions.</i>

8.7.4 Movable heritage elements

Heritage specialists at TfNSW have presented three items as 'iconic' pieces of the TfNSW movable heritage collection associated with Central Station:

- The wheelbarrow from the turning of the first sod at Central Station
- The shovel from the turning of the first sod at Central Station
- Rustic benches from Platform 1 (possibly also from the Second Sydney Station).

There are also a number of artefacts no longer within the study area. Some items were accessioned by the Museum of Applied Arts and Sciences (most significantly the mechanically operated indicator board installed at the terminal in 1906). Others were relocated, including a pair of gateposts from the Devonshire Street Cemetery which were re-sited within the Camperdown Cemetery in Newtown.

8.7.5 Archaeological material

Excavations from within the study area have uncovered a wealth of artefacts. If removed from their in situ locations, these items were cleaned, sorted, catalogue and conserved in appropriate storage settings.

These artefacts show the range of activities that have been undertaken within the study area, including its use as a burial ground in the 1800s and the site of various institutional buildings. Many artefacts from everyday life have also been identified, from smoking pipes of the 1800s to modern

mobile phones from the 2000s. Artefacts associated with the railway include rails, building foundations, ashpits and wagon turntables.

These items are significant for their ability to provide an understanding of the history of the study area; the buildings, uses and lives of the people that interacted with the study area over 170 years (and counting). These artefacts should be considered for current and future heritage interpretation within the study area.

8.7.6 Built elements

Thousands of movable heritage items are located within the buildings and spaces of the study area. The catalogue of the Movable Heritage Transport Collection contains the majority of items found, however due to the size of the study area and the various buildings located within, it is assumed that many items would remain uncatalogued, removed or disposed of without being recorded. Movable heritage items within the study area are not limited to handheld objects but also machinery, desks, tables, chairs, lampposts and railway mechanisms. Any future development within the study area should consider the movable heritage collection which should be assessed, and appropriate artefacts nominated for possible future interpretation at the Central Station Terminal Building or other areas within the study area.

9.0 HERITAGE INTERPRETATION

9.1 Existing Heritage Interpretation

There are currently over 60 different interpretive media and dedication devices in the study area. Their diverse messaging, style and locations reflect the nature of their installation over time for differing purposes. These elements include:

- Plaques
- Small sculptures and busts
- Murals
- Panels
- Artworks
- Murals
- Digital displays
- Tours (in person and digitally).

Some examples are shown below, and a full list of the existing interpretive media is provided in Appendix A.

Figure 95: Chalmers Street murals, celebrating 150 years of railway workers



Figure 96: Sydney – Perth Rail Link plaque



Figure 97: Devonshire Street Cemetery plaque



9.2 Historical Themes

To successfully interpret a site, the contextual background should be presented in a way that is clear, concise, informative and engaging. Successful interpretation is best achieved by structuring the interpretive approach around key themes or stories directly associated with the site to provide a strong context for understanding the heritage values of the site.

The Heritage Council of NSW (2001) has established thirty-two NSW Historical Themes to connect local issues with the broader history of NSW and the nation. Historical themes provide a context within which the heritage significance of an item can be understood, assessed and compared. Themes help to explain why an item exists, how it was changed and how it relates to other items linked to the theme.

The historical themes which relate to the Central Precinct are listed in Table 11. In addition, NSW TAHE have identified a series of historic themes, particularly relevant to rail history, which are also included in the table below.

Table 11: Central Station Precinct thematic framework

Australian Theme	New South Wales Theme	RailCorp Themes	Site Specific Theme
Tracing the natural evolution of Australia	<p><i>Environment – naturally evolved</i></p> <p>Activities associated with the physical surroundings that support human life and influence or shape human cultures</p>		<p>Central Station Terminal as a significant infrastructure project</p> <p>Underground platforms and large-scale building works changing the topography of the land</p> <p>An open space for people to meet and gather</p>

Australian Theme	New South Wales Theme	RailCorp Themes	Site Specific Theme
Peopling Australia	<i>Aboriginal cultures and interactions with other cultures</i>		
	Activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identifies and practices, past and present.	Railway impacts on Aboriginal cultures Employment of Aboriginal people	Aboriginal connection to Country; lifeways pre-colonisation and interactions post-colonisation Cleveland Paddocks as a camping ground both pre- and post-colonisation
Peopling Australia	<i>Migration</i>		
	Activities and processes associated with the resettling of people from one place to another (international, interstate, intrastate) and the impacts of such movements	Migrants as railway promoters and managers Using migrant labour for railway construction Moving migrants inland	Central Station Terminal as the arrival point and 'gateway' for new migrants to NSW and Australia Central Station Terminal as the departure point for migrants travelling outside Sydney, inland
Developing local, regional and national economies	<i>Transport</i>		
	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building the railway network Making railway journeys Maintaining the railway network Transport of goods	Development in the area as a response to the railway - the emergence of Railway Square, Haymarket and Surry Hills as key commercial and public spaces following the construction of the station Importance of rail transport in NSW Administering the railway system – people, and goods Central Station Terminal as the centre of rail and light rail transport in the state
Developing local, regional and national economies	<i>Industry</i>		
	Activities associated with the manufacture, production and distribution of goods	Railway workshops	Central Station workshops and freight services The manufacture and maintenance of railway infrastructure onsite Role of the railway in transporting goods around the state
Developing local, regional and national economies	<i>Technology</i>		
	Activities and processes associated with the knowledge or use of mechanical arts and applied sciences		The evolution of railway technology from steam to electricity - Bradfield 'Flying Junctions', electricity sub-stations Innovation in railway architecture; Central Station Main Terminus Building and platforms. Mortuary Station

Australian Theme	New South Wales Theme	RailCorp Themes	Site Specific Theme
Developing local, regional and national economies	<p><i>Communication</i></p> <p>Activities relating to the creation and conveyance of information</p>		<p>Journeys of packages, goods and messages across the state; mail trains and parcels services, railway telegraph services, former parcel dock and parcels office, signalling systems</p> <p>Central Station Main Terminus Building administration offices</p>
Developing local, regional and national economies	<p><i>Events</i></p> <p>Activities and processes that mark the consequences of natural and cultural occurrences</p>	Railway celebrations and commemorations	Major events at Central Station
Building settlements, towns and cities	<p><i>Towns, suburbs and villages</i></p> <p>Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages</p>	<p>Shaping inland settlements</p> <p>Impacts of railways on urban form</p>	<p>Central Station Terminal suburban rail lines</p> <p>Creating landmark structures and places in urban settings - Central Station Main Terminus Building. Mortuary Station</p> <p>Gatherings of people into settlements, attracted by the proximity and ease of the railway line to Central Station</p>
Building settlements, towns and cities	<p><i>Utilities</i></p> <p>Activities associated with the provision of services, especially on a communal basis</p>		<p>Prince Alfred Substation</p> <p>Bradfield 'Flying Junctions'</p> <p>Provision of electricity to new railway lines</p> <p>Railways to inland settlements</p>
Building settlements, towns and cities	<p><i>Accommodation</i></p> <p>Activities associated with the provision of accommodation, and particular types of accommodation</p>	<p>Servicing and accommodating railway employees</p> <p>Servicing and accommodating passengers</p>	<p>The Railway Institute</p> <p>Central Station Terminal building offices</p> <p>Central Station Terminal building refreshment and waiting rooms, train carriages</p>
Working	<p><i>Labour</i></p> <p>Activities associated with work practises and organised and unorganised labour</p>	<p>Railway operations workers</p> <p>Railway work culture</p> <p>Operational health and safety</p> <p>Rail heritage volunteers</p>	Working practices at mills, workshops, substations and Gasworks associated with the site

Australian Theme	New South Wales Theme	RailCorp Themes	Site Specific Theme
Governing	<p><i>Government and Administration</i></p> <p>Activities associate with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes both principled and corrupt activities</p>	<p>Railway administration</p> <p>Federation and railways</p> <p>Railway time</p>	<p>Building and operating public infrastructure/rail networks</p> <p>Central Station Terminal building as a landmark site of public architecture</p> <p>Central Station's clocktower as the 'working man's watch'</p> <p>Central Station Main Terminus Building as a showpiece for New South Wales following Federation</p>
Governing	<p><i>Defence</i></p> <p>Activities associated with defending places from hostile takeover and occupation</p>	<p>Transporting troops and equipment</p> <p>Remembering the fallen</p>	<p>Troops departing to/arriving from war</p>
Developing Australia's cultural life	<p><i>Leisure</i></p> <p>Activities associated with recreation and relaxation</p>	<p>Moving people to sporting events and leisure activities</p> <p>Railway tourism</p>	<p>Moving people to events and leisure activities</p> <p>Central Station Main Terminus Building as the terminus for suburban and interstate lines</p>
Developing Australia's cultural life	<p><i>Creative endeavour</i></p> <p>Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities</p>	<p>Evolution of design in railway engineering and architecture</p> <p>Railway art, folklore and music</p>	<p>Evolution of design in railway engineering and architecture</p> <p>Central Station Main Terminus Building as a constantly changing, evolving, and improving station, both architecturally and technologically</p> <p>Prince Alfred Substation</p>
Marking the phases of life	<p><i>Persons</i></p> <p>Activities of, and associations with, identifiable individuals, families and communal groups</p>	<p>Significant railway identities</p>	<p>Central Station Main Terminus Building associated with a number of Government Architects, Ministers, Railway Commissioners and Railway Chief Engineers</p> <p>Associations with Walter Liberty Vernon, John Bradfield, John Whitton, James Barnet, Edward Eddy, Edward O'Sullivan, Henry Deane and other historical figures</p>

Australian Theme	New South Wales Theme	RailCorp Themes	Site Specific Theme
Marking the phases of life	<p><i>Birth and Death</i></p> <p>Activities associated with the initial stages of human life and the bearing of children, and with the final stages of human life and disposal of the dead</p>	Funerary trains	<p>Site of the former Devonshire Street Cemetery, the mass exhumation and continuing archaeological investigation of the cemetery, and recent archaeological investigations</p> <p>Mortuary Station/funerary trains and journeys</p>

9.3 Key Themes

Key themes for heritage interpretation are a vehicle for structuring information to convey the layered history of a site and its cultural landscape. They are informed by an analysis of the historic themes outlined above, historical research and by feedback from community consultations.

In order to simplify the interpretive structure and to provide some major anchor-points, two key themes emerge that encompass the majority of the identified historic themes and can be applied across both Aboriginal and non-Aboriginal heritage values.

The two key themes for interpretation of Central Precinct, as outlined in the Central Precinct Heritage Interpretation Strategy²⁰³, are:

- **Journeys** – the site as the beginning and ending point of journeys of all kinds; ancient journeys through the landscape; rail journeys forging connections between the country, suburbs and city; delivering Australian soldiers to/from war and transporting Aboriginal children of the Stolen Generations; developmental journeys of railway engineering and industrial development; and journeys at the end of life.
- **Gatherings** – the site as a gathering place for people as they start, end or pause on their journeys; gatherings in the resource-rich landscape; the growth of the city; gatherings for work/drawing people to the city; civic history gatherings; end of life gatherings.

These themes provide an anchor point for selection of interpretive narratives, and development of interpretive media in the public domain spaces (plazas, parks, pathways, streets) and within specific built forms (adaptively reused heritage buildings, new buildings/structures).

From these overarching interpretive themes, specific site stories can be developed which allow the specific meanings and associations of buildings and spaces to be explored.

²⁰³ Artefact, 2022. Central Precinct Heritage Interpretation Strategy

9.4 Interpretive media opportunities.

The Central Precinct Heritage Interpretation Strategy²⁰⁴ outlined a range of possible interpretive media that could be utilised to convey the key heritage themes and site specific stories. These include:

- Architectural integration within new built forms
- Adaptive re-use of building elements and spaces
- Re-use of salvaged materials
- Movable heritage and artefact displays
- Landscape geometry
- Seating and gathering spaces
- Design features in public spaces
- Ground plane elements
- Plantings
- Play spaces
- Lighting
- Interpretive panels
- Wall elements/canopies
- Oral histories
- Public art
- Naming/use of language
- Tours and trails
- Programming.
- Digital engagement – off-site and on-site
- Documentaries
- Publications
- Education programs
- Temporary hoardings

²⁰⁴ Artefact, 2022. Central Precinct Heritage Interpretation Strategy

10.0 ARCHAEOLOGY

The Central Station study area has been subject to various levels of development since the early nineteenth century. Prior to the construction of the current Station, the site was occupied by the Sandhills Cemetery or the Devonshire Street Cemetery, consecrated in 1820, and various institutional and residential buildings as well as a parsonage. All these structures and associated occupation deposits have left some level of archaeological signature.

Subsequent phases of rail infrastructure construction and demolition at the Station and Sydney Yard have resulted in the destruction but also in preservation of a range of archaeological remains as the site levels were raised to create the new station. Some of the surviving items include the Locomotive Workshops, Devonshire Street Cemetery and the Christ Church Parsonage.

There have been several archaeological investigations undertaken within the Central Station study area to date that resulted in a large amount of historical archaeological material recovered. Some of these resources have been preserved in situ and some salvaged after thorough recording.

The study area therefore still has potential to contain historical archaeological resources from all phases of historical development including:

- Phase 1: Early British Land Use (1788 – 1805)
- Phase 2: Macquarie's Governorship and the Early 19th Century (c.1819-1850)
- Phase 3: First and Second Railway Stations (1855 – 1900)
- Phase 4: Land Resumption and Constructing Central Station (1901 – 1932)
- Phase 5: Modern (1930s – present)

Most of the known and potential historical resources have been assessed to be significant at both the local and state significance due to their ability to provide information of the former uses of the site and their occupants, as well as building techniques and other technical achievements,

The substantial development that took place across the study area over the last 200 years caused significant disturbance and loss of Aboriginal material evidence. The potential for evidence of Aboriginal occupation is generally low with an exception of a single registered Aboriginal site (AHIMS ID 45-6-3654) located within the study area.

The study area has been assessed to be of Aboriginal cultural significance with a number of key cultural values identified.

A detailed description of the study area's archaeological resources, their significance and management recommendations are provided in the attached ASP.

11.0 COMPARATIVE ANALYSIS

11.1 Introduction

Towards the end of the 19th century, the city of Sydney was rapidly expanding, requiring a more extensive public transport network and facilities which would not only modernise the city but also connect it to its outlying suburbs. The idea of creating the new terminus at Central Station was first proposed by the Minister for Works, Mr Edward William O'Sullivan in the late 1890s and came to fruition due to a number of social, political and environmental factors.

The design of the station underwent various iterations during its planning and construction. As it stands today, the design of the Central Station main terminus building is attributed to the then NSW Government Architect, Walter Liberty Vernon. However, while Vernon was responsible for overseeing the design, it was also heavily influenced by the Engineer-in-Chief of the NSW Railways, Henry Deane, and architect Gorrie McLeash Blair. As each of these men contributed to the design of the Main Terminus, it depicts an amalgamation of their various architectural styles and preferences. Examination of the terminus, through comparison to both international and national examples, reveals the influences on its form, decoration and structure and provide insight into why the Central Terminus is a fine example of early 20th century railway station building design.

11.2 Main Terminus Buildings in Other Australian Capital Cities

11.2.1 Comparison to Australian Main Terminus Buildings dating from 1900-1910

While rail termini of international stations were primarily built by various rival railway companies, the railway network in Australia was constructed by a single Government Authority. As such, the major Australian cities tend to only have one major rail terminus, with majority of the lines and accompanying stations being completed by 1890. This has resulted in only a few examples of railway termini that date to the turn of the century.²⁰⁵ These are outlined in Table 12 below:

²⁰⁵ Rappoport Pty Ltd and the NSW Government Architects Office, "Central Station Conservation Management Plan."

Table 12. Australian Main Terminus Buildings dating from 1900-1910

Emerald Station, Queensland

Address	Clermont Street (Capricorn Highway), Emerald
Date Established	Line established in 1879, current station building dates to 1900-1901
Architect	Henrik Hansen, Queensland Railways architect
Architectural Style	Classicism
Construction material	Timber with corrugated metal sheet roof cladding
Heritage Listing	Queensland State Heritage Register (600490)
Image Source	Queensland Government ²⁰⁶



Port Pirie Station, South Australia

Address	73-77 Ellen Street, Port Pirie.
Date Established	Line established in 1875, current station building dates to 1902 ²⁰⁷
Architect	-
Architectural Style	Victorian Pavilion style
Construction material	Stone and brick
Heritage Listing	South Australian State Heritage Register (13529)
Image Source	National Trust ²⁰⁸



²⁰⁶ QLD Government, "Emerald Railway Station Complex."

²⁰⁷ Australian Government, "Railway Station (Former), 73 -77 Ellen St, Port Pirie, SA, Australia."

²⁰⁸ National Trust South Australia, "Port Pirie Railway Station."

Fremantle Station, Western Australia

Address	Phillimore St, Fremantle
Date Established	1907
Architect	William Dartnall, Chief Engineer
Architectural Style	Federation Free Classical
Construction material	Donnybrook Sandstone and red brickwork
Heritage Listing	State Register of Heritage Places, Western Australia (00974) ²⁰⁹
Image Source	Trip Advisor ²¹⁰



Flinders Street Station, Victoria

Address	207-361 Flinders Street, Melbourne
Date Established	1910
Architect	Victorian Railways Department: architect James Fawcett and engineer H.P.C. Ashworth
Architectural Style	Edwardian Free Style (French Renaissance)
Construction material	Brick on bluestone foundations
Heritage Listing	Victorian Heritage Register (H1083) ²¹¹
Image Source	Archdaily ²¹²



11.2.2 Comparison to extant Central Stations in other Capital Cities

The individuality of Sydney's Central Station is further emphasised through comparison to the extant central stations in other Australian capital cities. While the central stations in Canberra and Darwin were constructed after the 1950s, those in Brisbane and Perth date before 1900 and Adelaide station dates to the late 1920s. The passenger railway system in Tasmania was withdrawn in 1978 and while the majority of the railway infrastructure has been removed, the sandstone terminus building of Hobart Railway Station is extant and has been adaptively reused.²¹³ The most comparable extant central station to Sydney's Central is Flinders Street in Melbourne. A comparison between these two

²⁰⁹ Government of Western Australia, "Fremantle Railway Station."

²¹⁰ Transperth, *Fremantle Railway Station*.

²¹¹ Heritage Council of Victoria, "Flinders Street Railway Station Complex."

²¹² Victorian Coalition Government, *Flinders Street Station and Flinders Street*.

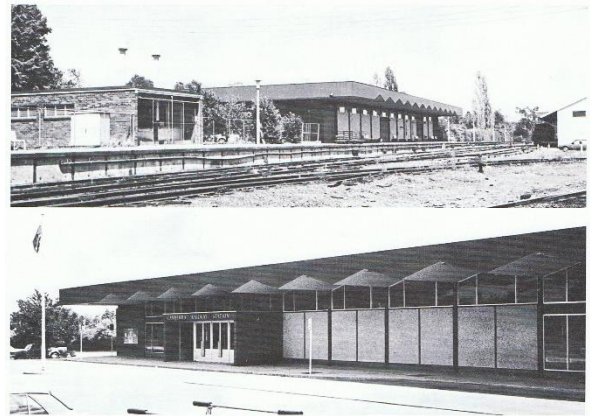
²¹³ Launceston Visitor Information Centre, "Railways of Tasmania: Hobart's Lost Railways."

stations is provided in section 11.2.3 and a description of the other extant Central Stations is provided in Table 9 below.

Table 13. Extant Central Stations of Australian capital cities

Canberra (ACT): Canberra Railway Station

Address	Wentworth Avenue, Burke Cres, Kingston ACT 2604
Date Established	1966
Architect	Commonwealth Railways
Architectural Style	Mid-Century
Construction material	Brick
Heritage Listing	None
Image Source	Engineers Australia ²¹⁴



Darwin (NT): Darwin Railway Station (Berrimah Terminal)

Address	Saloo Street, East Arm, Northern Territory
Date Established	2004
Architect	-
Architectural Style	Contemporary
Construction material	-
Heritage Listing	None
Image Source	Wikipedia ²¹⁵



²¹⁴ L.J. Wrigley, *Canberra's Engineering Heritage*.

²¹⁵ Unknown, *Darwin Railway Station*.

Brisbane (QLD): Central Railway Station

Address	270 Ann Street, Brisbane City
Date Established	1889
Architect	Chief Engineer for Railways Office
Architectural Style	Federation Free Style
Construction material	Stone and brick
Heritage Listing	Queensland State Heritage Register (600073)
Image Source	Flickr ²¹⁶



Brisbane (QLD): Roma Street Railway Station

Address	15 Countess Street, Brisbane City
Date Established	1875
Architect	Francis Drummond Greville Stanley (architect) and John Petrie (builder)
Architectural Style	Classical (Italian Gothic)
Construction material	Masonry and red brick
Heritage Listing	Queensland State Heritage Register (601208)
Image Source	Architectus ²¹⁷



Adelaide (SA): Adelaide Railway Station

Address	North Terrace, Adelaide
Date Established	1928
Architect	William Alfred Webb, Herbert Louis Jackman, Sydney Jackman
Architectural Style	Neo-Classical
Construction material	Sandstone
Heritage Listing	South Australian State Heritage Register (10844)
Image Source	Tech-Dry ²¹⁸



²¹⁶ Rafael Wagner, *Brisbane Central*.

²¹⁷ Architectus, *Roma Street Station*.

²¹⁸ Tech-Dry, *Adelaide Railway Station, North Terrace*.

Perth (WA): Perth Railway Station

Address	Wellington St Perth
Date Established	1894
Architect	Western Australian Government Architect and Engineers
Architectural Style	Victorian Free Classical
Construction material	Red brick
Heritage Listing	State Register of Heritage Places, Western Australia (02133)
Image Source	Travel Club ²¹⁹



11.2.3 Comparison to Flinders Street Station, Melbourne

Of those listed above, Sydney's Central Station is most comparable to Melbourne's Flinders Street Station in terms of scale, monumentality and historical impact. While Flinders Street Station was established in the 1850s, expansion of railway operations towards the turn of the century resulted in the demolition of the original terminus building and the erection of the current structure. The current station building was designed by James Fawcett and HPC Ashworth of the Railways Department c.1910. Its construction was overseen by Charles Ernest Norman, who acted as the engineer of the existing lines from 1893 up until his appointment as a Victorian Railways commissioner in 1909.²²⁰ Norman was also a member of the advisory board established by the NSW Minister for Public Works, Edward William O'Sullivan, which oversaw the design of the third and current Sydney Central Terminus. As such, Norman provided a link between the design and construction of both Flinders Street Station and Sydney's Central Station.²²¹ This suggests that design ideas were shared between both stations, with each station building intended to be large, monumental and landmark structures in their respective cities.

While the design of Flinders Street Station looked to the past and aimed to encapsulate the elegance of the Victorian era, that of Sydney's Central Station looked towards the future and aimed to express the optimism of the new century through a formal classical design.²²² Ashworth and Fawcett described the design of the Flinders Street Main Terminus building as being "French Renaissance in a free manner".²²³ Free style is used to define a design that is not constrained by a set of rules and therefore features a mix of different architectural styles and elements.²²⁴ While the design of the Flinders Street Main Terminus was "strongly influenced by French public architecture of the 1900s" and features characteristics such as a symmetrical composition, broad arches and the use of giant order, it also features Art Nouveau motifs in its the leadlight windows, pressed metal ceilings and decorative ironwork.²²⁵ This eclectic mix of architectural styles contributes to the aesthetic significance of Flinders Street Station and allows it to be distinguishable from other Railway Terminus buildings in Australia, including Central Station. Central Station was designed in the Federation Academic

²¹⁹ Unknown, *Perth: Then and Now*.

²²⁰ Unknown, "Charles Ernest Norman."

²²¹ McKillop, Ellsmore, and Oakes, *A Century of Central*, 27.

²²² McKillop, Ellsmore, and Oakes, 27.

²²³ Heritage Council of Victoria, "Flinders Street Railway Station Complex."

²²⁴ Apperly et al., *Identifying Australian Architecture*, 139.

²²⁵ Heritage Council of Victoria, "Flinders Street Railway Station Complex."

Classical Style, which “respects the basic disciplines of classical architecture” and “has no precedents in antiquity or the Renaissance”.²²⁶ Typical of this style, the building features sandstone construction, a dominant clocktower, symmetry and nationalistic motifs. Although both stations were designed at the turn of the century, it is evident that their different architectural styles and design intents have resulted in them being vastly different structures.

Although Flinders Street Station in Melbourne and Central Station in Sydney are similar in scale, they vary in architectural arrangement, setting and form. The U-Shaped terminus of Central Station opposes the elongated form of Flinders Street, which is only one room wide and spans the length of more than a block (Figure 98 and Figure 99). The form of Flinders Street Station was determined by its setting, as it is located on a narrow plot of land that is bounded by the Yarra River to the south and Flinders Street to the north (Figure 100). As such, the terminus building creates a ‘wall’ along Flinders Street that conceals the train yards beyond.²²⁷ Sydney’s Central Station has three street frontages which wrap around the Grand Concourse space. It is located on a large city block, with two tram ramps that wrap around the adjacent Belmore Park to create a grand, formal entrance (Figure 101). Its primary elevation is the northern façade, which features a sandstone colonnade, tram porte-cochere and clocktower.

Although both stations feature a clocktower, the Central Station tower is considered a “Sydney Landmark”,²²⁸ while the Flinders Street clocktower signifies the end of the station building and provides an “orientation point in Melbourne’s grid”.²²⁹ The main entrance of Flinders Street Station is located south of the intersection between Flinders Street and St Kilda Road. It sits on a splayed corner, with stairs leading into the concourse area beyond. This entrance, which features a large art-deco stained-glass window, copper-clad dome and row of clocks, is the landmark feature of Flinders Street Station. It is a prominent meeting place, with the phrase “under the clocks”²³⁰ highlighting its ongoing social significance.

²²⁶ Apperly et al., *Identifying Australian Architecture*, 100.

²²⁷ Heritage Council of Victoria, “Flinders Street Railway Station Complex.”

²²⁸ David Burdon, “Happy 100th Birthday Central Station Clock Tower – a Landmark under Threat.”

²²⁹ Unknown, “Flinders Street Station (National Trust Listing).”

²³⁰ Unknown. “Flinders Street Station (National Trust Listing).”

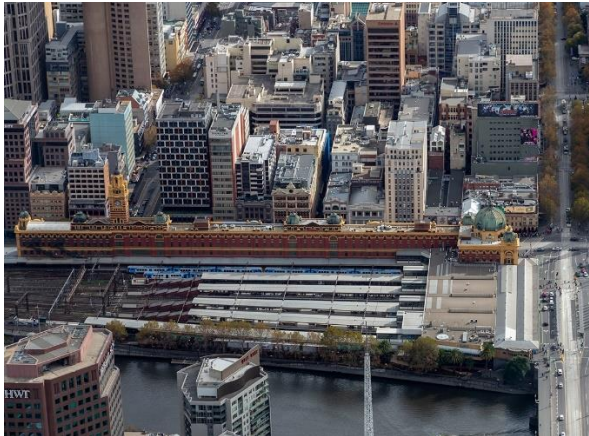


Figure 98. Aerial of the elongated Main Terminus Building of Flinders Street Station, Melbourne. (Source: Behance²³¹)



Figure 99. Aerial of the U-Shaped Main Terminus Building of Central Station, Sydney. (Source: The Dictionary of Sydney²³²)



Figure 100. Context aerial of Flinders Street Station, Melbourne, looking south-west. (Source: Behance²³³)



Figure 101. Context aerial of Central Station, Sydney, looking south. (Source: NSW State Archives²³⁴)

11.3 19th and 20th Century Station Buildings in NSW

The first NSW railway line between Sydney and Parramatta officially opened on 26 September 1855. It began at (the first) Central Station and stopped at Newtown, Ashfield, Burwood and Homebush before terminating at Parramatta Junction (Granville).²³⁵ John Whitton was appointed the Engineer-in-Chief of the NSW Railways in 1856. He held this position up until 1899, during which time he oversaw the expansion of the railway network to the north, south and west. In addition to determining the railway routes, Whitton also provided designs for several station buildings, as well as bridges, viaducts and railway yards.²³⁶ Between 1858 and 1874, Whitton employed a design policy that was used in the construction of new terminus buildings. This dictated the use of two distinct design styles, Georgian designs reserved for important locations, whilst smaller regional stations would embrace a

²³¹ Ewan Arnolda, *Discover Melbourne from Above: Aerial*.

²³² Airview, *Central Station Aerial*.

²³³ Ewan Arnolda, *Discover Melbourne from Above: Context Aerial*.

²³⁴ Unknown, *Aerial View of Central Railway Station, Sydney (NSW)*.

²³⁵ State Archives & Records NSW, "On This Day: 26 Sep 1855 - First Railway Line Opened."

²³⁶ Monument Australia, "John Whitton."

functional design which combined offices and residences for the Station Masters.²³⁷ The economic prosperity of the early 1880s saw the design of stations change, separating offices and residences, resulting in the development of the Station Masters' Residence and large brick station buildings. However, the economic pressure of the late 1880s necessitated the development and implementation of standard designs for railway buildings, waiting sheds, goods sheds and residences. This manifested into a series of building types, which were adapted into standardised plans in 1899 and then again in 1913. Such standardisation was employed up until the 1970s, at which time station buildings ceased to be designed by the Government Railway Department.²³⁸

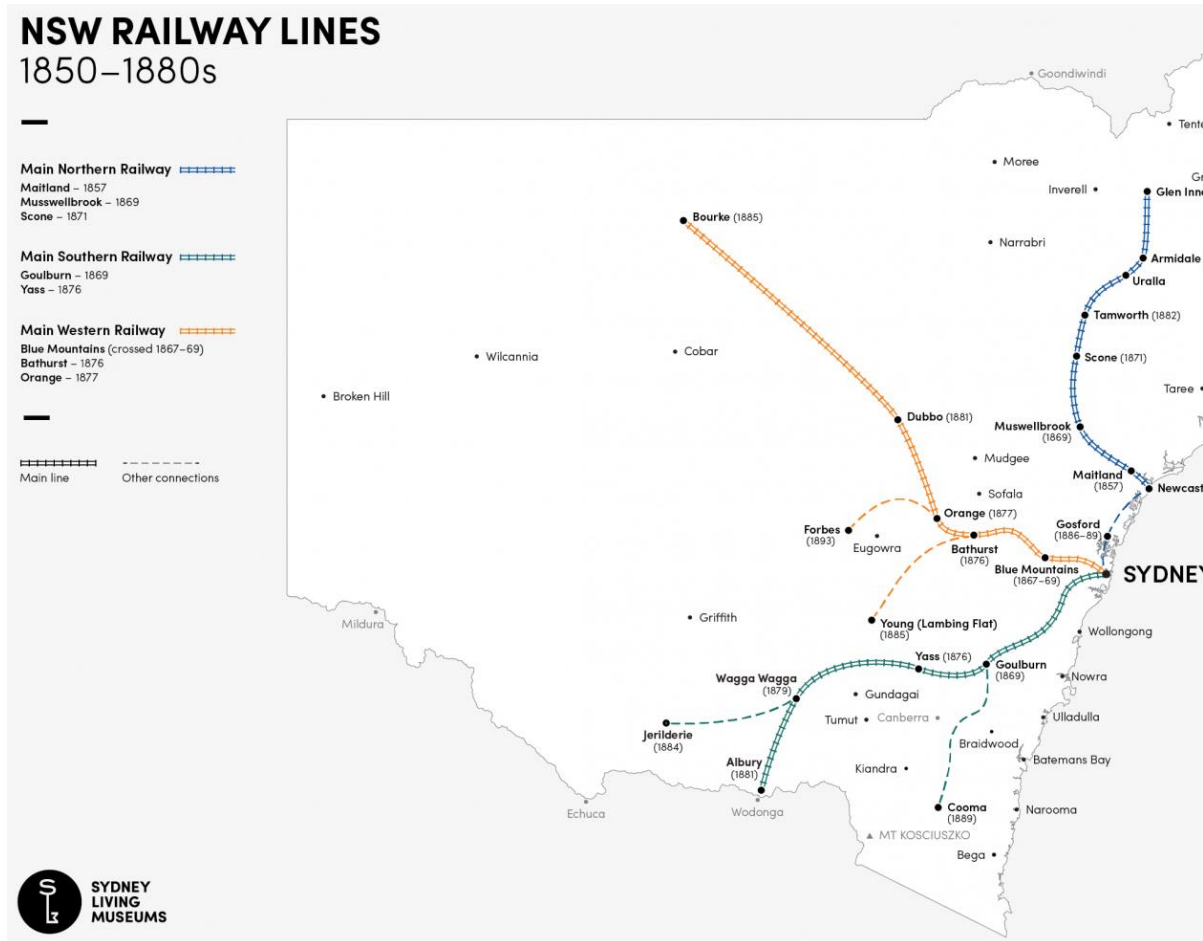


Figure 102. Map illustrating the development of the three main NSW Railway Lines from 1850-1880s.²³⁹

11.3.1 Types of Railway Station Buildings in NSW

A Total of 19 types and subtypes of Station Buildings were developed in NSW.²⁴⁰ The three main types which emerged after the Whitton era are the first class, second class and third class station buildings. A summary of these is provided in Table 14 below,²⁴¹ illustrating how station design was used to reflect the wealth, population size and importance of each town or suburb:

²³⁷ Stuart Sharp, "Ashfield Railway Station: A History."



²³⁸ Office of Rail Heritage, "Overview of Railway Stations Buildings (1856-2009) for S170."

²³⁹ Sydney Living Museums, *NSW Railway Lines 1850 - 1880s*.

²⁴⁰ Stuart Sharp, "A Survey of Railway Structures."



²⁴¹ Office of Rail Heritage, "Overview of Railway Stations Buildings (1856-2009) for S170."

Table 14. Types of Railway Station Buildings in NSW

Type	Description	Rarity	Example	Photo of example
Type 1: Combined residences/ offices ²⁴²	Whitton era, date from 1856-1889. Contain both office and residential accommodation.	28 planned in NSW, 15 extant in 2009	Fairfield Station (1856)	
Type 3: Second Class Station Buildings ²⁴³	Date from 1859-1890. Mostly in metropolitan locations. Features large central brick building with hip and valley roof, multiple brick chimneys, symmetrical floorplan and an awning with timber or cast-iron columns.	66 planned in NSW, 22 extant in 2009	Stanmore Station (1885) Platform 1/ 2 Building and Platform 3 Building	

²⁴² Images, Sydney Trains, *Fairfield Station: 1920s vs Today*.

²⁴³ Images, Artefact Heritage, 2021

Type	Description	Rarity	Example	Photo of example
Type 4: Third Class Station Buildings ²⁴⁴	<p>Date from 1857-1894.</p> <p>In metropolitan (brick construction) or regional (timber construction) locations.</p> <p>Features a symmetrical floorplan, gable roof (common) and awning supported on timber or metal posts.</p>	138 planned in NSW, 17 extant in 2009	Ourimbah Station (1887) Platform 2 Building	
Type 5: First Class Station Buildings ²⁴⁵	<p>Date to 1880s.</p> <p>Mostly at regional centres.</p> <p>Large, brick station buildings.</p> <p>Feature a complicated roof, more than six internal rooms, symmetrical floorplan and awning with timber or metal post support.</p>	24 planned in NSW, 2 extant in 2009	Albury Station (1882)	

The above comparison of the most common types of railway station buildings in NSW highlights the individuality of Central Station. While the majority of the platform buildings were designed using standardised plans, Central Station was bespoke and aimed to rival the monumental station buildings of Europe and America. As it cannot be categorised using Sharp's system,²⁴⁶ it exists as its own railway building type. This highlights the ongoing importance of Central Station as a significant structure of the NSW Railway network.

²⁴⁴ Image, Geoff Ward, Sydney Trains, "Ourimbah Railway Station Group and Residence."

²⁴⁵ Image, Geoff Ward, Sydney Trains, "Albury Railway Precinct."

²⁴⁶ Stuart Sharp, "A Survey of Railway Structures."

11.3.2 Architectural Styles of Railway Station Buildings in NSW

An approximate timeline of architectural styles used in railway station building design in Australia follows:²⁴⁷

- Colonial/ Georgian: 1850s – 1870s
- Victorian: 1870s – 1880s
- Arts and Crafts/ Federation: 1890s – 1910s
- Inter-war Functionalist/ Art Deco: 1920s – 1940s
- Modern: 1950s – Present

Shifts in design trends throughout the 19th and 20th centuries resulted in the emergence of different architectural styles. Although standard railway station buildings were rolled out across NSW, architectural style allowed the buildings to embrace an individual character. For example, Picton Station (1863) and Windsor Station (1883) are both Type 3, Second Class railway stations, but the former is in the Georgian Style (Figure 103) and the latter is in the Victorian Style (Figure 104). While the buildings have similar forms, the Victorian Style of Windsor Station is more decorative than Picton, with the structure featuring a pedimented portico entrance, dentil eave mouldings and segmented lintels.

Such comparisons can be drawn between station buildings throughout the NSW Railway network, highlighting that the Federation Academic Classical style is unique to the Central Station Main Terminus Building.



Figure 103. Picton Railway Station²⁴⁸



Figure 104. Windsor Railway Station²⁴⁹

11.3.2.1 Architectural Style of the Main Terminus Building at Central Station

The Central Station Main Terminus building is designed in the Federation Academic Classical Style. This style “encompasses buildings which respect the basic disciplines of classical architecture, even if they sometimes feature elements such as dominant towers”.²⁵⁰ In Australia, the Federation period occurred between the late 1880s and mid-1910s. It is characterised as a “nationalistic building style”,²⁵¹ that represents the country's determination to establish a national identity. As the style is an “amalgamation of overseas stylistic influences”,²⁵² including the English Queen Anne, Art Nouveau and the English Arts and Crafts, it is also broken into various sub-categories. These include Federation Academic Classical, Federation Free Classical and Federation Free Style.²⁵³ While each of these are in the ‘Federation’ style, they also feature their own unique properties. Those of the

²⁴⁷ Office of Rail Heritage, “Overview of Railway Stations Buildings (1856-2009) for S170.”

²⁴⁸ Sydney Trains, *Picton Railway Station*.

²⁴⁹ Phil Buckley, “Windsor Railway Station.”

²⁵⁰ Apperly et al., *Identifying Australian Architecture*, 100.

²⁵¹ Evans, *The Federation House*.

²⁵² Evans.

²⁵³ Apperly et al., *Identifying Australian Architecture*.

Federation Academic Classical style are indicated in Figure 105 and include: (1) Parapet concealing roof (2) Conventional classical order of architecture (3) Astylar façade expressing bearing-wall construction (4) Frontispiece (5) Monumental approach steps and (6) a String course.²⁵⁴ Today, Central Station remains the only railway station in the state that was designed in the Federation Academic Classical Style (Figure 106).²⁵⁵

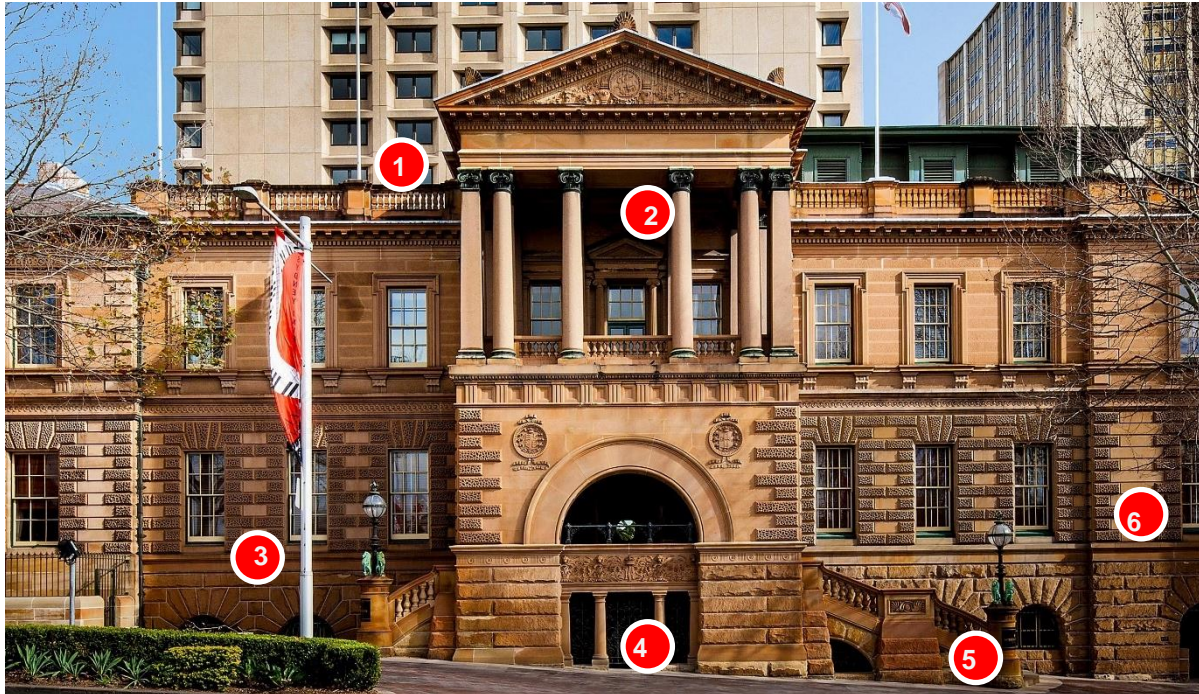


Figure 105. Primary façade of the Former Premier's Office, now the Intercontinental Hotel. Key features of the Federation Academic Classical style are highlighted. ²⁵⁶



Figure 106. Primary façade of the Central Station Main Terminus Building, designed in the Federation Academic Classical Style. ²⁵⁷

²⁵⁴ Apperly et al., 102.

²⁵⁵ Apperly et al., 100.

²⁵⁶ Image: The Intercontinental Hotel Group, *The Intercontinental Hotel, Sydney*; Text: Apperly et al., *Identifying Australian Architecture*.

²⁵⁷ Artefact Heritage, 2021

As previously determined, the Main Terminus Building of Central Station is its own building type. However, its architectural style of Federation Academic Classical is also distinct to that of any other station building on the NSW railway network, further contributing to the rarity and significance of Central Station.

11.4 The Architects and Engineers: Walter Liberty Vernon, Gorrie McLeash Blair and Henry Deane

11.4.1 Walter Liberty Vernon: NSW Government Architect

As the project architect, Walter Liberty Vernon was assigned the task of establishing a suitable architectural style for the Central Terminus. Born in Buckinghamshire, England in 1846, Vernon was “brought up in the Queen Anne (or Arts and Crafts) style of architecture, which shared common characteristics with the Federation style then emerging in Australia”.²⁵⁸ During his studies, Vernon attended sketching trips through Holland, Belgium and Germany, which exposed him to the emerging architectural styles and trends in Europe.²⁵⁹ The development of his practice was influenced by fellow British architects George Devey and Richard Norman Shaw. Although neither of these men designed railway stations, they were both instrumental in the early development of the Arts and Crafts movement that Vernon adopted.²⁶⁰

Upon moving to Australia in 1882, Vernon continued to work as an architect in private practice before being appointed the NSW Government Architect for the Department of Public Works in 1890. He held this position up until his retirement in 1911. The Government Architects Branch (GAB) was initially responsible for designing buildings for colonial administration and justice, including courthouses, police stations and post offices. However, after Vernon convinced the Minister for Public Works to switch from a competition to in-house design system, it later expanded to design a range of buildings, including tourist facilities, public housing, university facilities, schools, fire stations and other government buildings in both metropolitan and rural NSW.²⁶¹ As a requirement of the position, Vernon undertook an architecture tour of England, Scotland, France and Scandinavia in 1898. While this allowed the office to gauge international design trends and construction methods, it also encouraged Vernon to adapt his architectural style to suit the culture, style and climate of Australia.²⁶²

Although capable of designing in other styles, Vernon is widely regarded as a Federation Architect.²⁶³ This is due to the number of high-profile, public spaces he designed in this style. The Federation Academic Classic Style was used by Vernon in works both before and after Central Station, including the Former Premier’s Office and Treasury Building on Macquarie Street, Sydney (1896), the Art Gallery of NSW (1909) and the Newcastle Post Office (1903). Many of the later post offices, court houses and fire stations designed by Vernon were in the Federation Free Style. This includes Darlinghurst Fire Station (1912), which was the last building designed by Vernon before his retirement.²⁶⁴ The structures listed above are outlined in Table 15.

Vernon’s legacy is celebrated by the volume, quality and status of public buildings that were designed by the NSW Government Architects Office under his supervision. The Central Station Main Terminus Building contributes to his legacy not only due to its monumentality, but also its elegant appearance and landmark status. While Colonial Architect, James Barnet, had designed Mortuary Stations at both

²⁵⁸ McKillop, Ellsmore, and Oakes, *A Century of Central*, 24.

²⁵⁹ Peter Reynolds, “Vernon, Walter Liberty (1846–1914).”

²⁶⁰ North Sydney Council, “Walter Liberty Vernon.”

²⁶¹ Dr Noni Boyd, “Designing Public Buildings for Regional NSW.”

²⁶² Evans, *The Federation House*.

²⁶³ Evans.

²⁶⁴ NSW Government, “Darlinghurst Fire Station.”

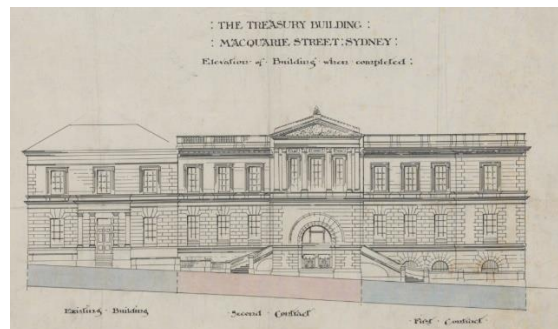
Central and Rockwood in 1869, the Government Architects Office had not otherwise been involved in railway station design.²⁶⁵ This was the responsibility of the New South Wales Government Railways and as such, Vernon did not have the opportunity to design any other railway buildings. Hence, the Main Terminus Building is the only piece of railway infrastructure designed by Vernon.

In comparison to his other projects, the Main Terminus Building is an exemplary example of Vernon's work. Not only is it rare in typology, but also encapsulates the beauty and monumentality of the Federation Academic Classic Style in which he practiced.

Table 15. Notable buildings designed by Walter Liberty Vernon

Former Treasury Building and Premier's Office

Address	117-119 Macquarie Street, Sydney, NSW 2000
Construction Date	1849 - 1919
Architect	Mortimer Lewis: Original Treasury Building, 1849 - 1851 Walter Liberty Vernon: Strong Room & Link Building, 1896 - 1899 George McRae: Western Wing, 1916 - 1919
Architectural Style	Federation Academic Classical
Construction material	Sandstone
Heritage Listing	NSW State Heritage Register (00355) ²⁶⁶ Sydney LEP 2012 (I1871)
Current Use	InterContinental Hotel
Image Source	1: InterContinental Hotel ²⁶⁷ 2: NSW State Archives ²⁶⁸



Art Gallery of NSW

Address	2B Art Gallery Road, Sydney, NSW 2000
Construction Date	1895-1909
Architect	Walter Liberty Vernon

²⁶⁵ Century of central pg 23

²⁶⁶ NSW Government, "Intercontinental Hotel Former Treasury Building."

²⁶⁷ Image: The Intercontinental Hotel Group, *The Intercontinental Hotel, Sydney*; Text: Apperly et al., *Identifying Australian Architecture*.

²⁶⁸ W.L. Vernon, *Sydney Treasury Buildings. Elevation of Building When Completed*.

Architectural Style	Federation Academic Classical
Construction material	Sandstone
Heritage Listing	Sydney LEP 2012 (I1665) ²⁶⁹
Current Use	Art Gallery of NSW
Image Source	Art Gallery of NSW ²⁷⁰



Newcastle Post Office

Address	96 Hunter Street, Newcastle, NSW 2300
Construction Date	1900-1903
Architect	Walter Liberty Vernon
Architectural Style	Federation Academic Classical
Construction material	Ashlar block and sandstone
Heritage Listing	NSW State Heritage Register (01442) ²⁷¹ Newcastle LEP 2012 (I360)
Current Use	Not in use ²⁷²
Image Source	University of Newcastle ²⁷³



Darlinghurst Fire Station

Address	Darlinghurst Road, Darlinghurst, NSW 2010
Construction Date	1912
Architect	Walter Liberty Vernon
Architectural Style	Federation Free style
Construction material	Red brick with stone dressing

²⁶⁹ NSW Government, "Art Gallery of NSW Including Interiors (Many Parts)."

²⁷⁰ Walter Liberty Vernon, *Architectural Plan of the Front Elevation of the Proposed Completed Building of the National Art Gallery of New South Wales*.

²⁷¹ NSW Government, "Newcastle Post Office."

²⁷² Shivé Prema, "Abandoned Newcastle Post Office Is Derelict and Pigeon Infested in Video Tour."

²⁷³ Unknown, *Newcastle Post Office, Newcastle, NSW, Australia*.

Heritage Listing	S170 NSW agency register Sydney LEP 2012 (I278) ²⁷⁴
Current Use	Fire Station
Image Source	Sydney Living Museums ²⁷⁵



11.4.2 Gorrie McLeash Blair: Architect for the NSW Government Architect's Office

Born in Scotland in 1862, Gorrie McLeash Blair arrived in Sydney in 1891 before joining the Government Architects Office in 1895. Here he worked as an architectural draughtsman under the direction of Walter Liberty Vernon, who was NSW Government Architect from 1890-1911. In 1912, George McRae, was appointed the position of Government Architect and by 1916, Blair had been promoted to Principle Designing Architect. Upon McRae's death in 1923, Blair was appointed the Acting Government Architect.²⁷⁶ He was promoted to the NSW Government Architect role in 1926, the same year in which he retired from the office.²⁷⁷

In 1901, both Blair and another assistant architect from the Government Architects Office, John Barr, completed competing designs for the new Central Station Terminus Building. Blair's Italian Baroque Style design was chosen over Barr's French Renaissance design and as such, was adopted into the final design of the Central terminus. This style was later classified as the Federation Academic Classical, which was used widely in Vernon's work and in projects completed by Blair under his direction. An example of this work is the Parcels Post Office (1912). This structure is located within the Central Station Precinct and along with the Inwards Parcel Shed (1906), was purpose designed by Vernon and Blair to serve mail parcel and sorting operations for the NSW railway network. These buildings are outlined in Table 16.

For the majority of his career, Blair worked under the supervision of the Government Architect and as such, majority of his works are cited in conjunction with either Vernon or McRae. However, during his short tenure as Government Architect (3 years), Blair did provide independent designs for several projects. These include courthouses at Kyogle (1925) and Young (1925), and the John Storey Memorial Dispensary (1926). The purpose built and designed dispensary is located adjacent to Central Station Precinct, between the Parcels Post Office and Mortuary Station. Each of these buildings were designed in the Interwar Style and are outlined in Table 17.

The Main Terminus Building is a fine example of the works by Blair under the guidance of Vernon at the NSW Government Architects Office. It is the only railway station building that Blair contributed to and is more prestigious in comparison to the works completed during his position as Government Architect. It also highlights his versatility as an architect and his competence in designing buildings in a range of architectural styles.

²⁷⁴ NSW Government, "Darlinghurst Fire Station."

²⁷⁵ Sydney Living Museums, *Darlinghurst Fire Station. Zero.*

²⁷⁶ Public Works Department, "Gorrie McLeish Blair."

²⁷⁷ Unknown, "Obituary: Mr. Gorrie M. Blair."

Table 16. Works attributed to Walter Liberty Vernon and Gorrie McLeash Blair

Parcels Post Office

Address	Railway Square, Haymarket, NSW 2000
Construction Date	1912
Architect	Walter Liberty Vernon, Gorrie McLeash Blair, George McRae
Architectural Style	Federation Academic Classical
Construction material	Sandstone, face brick
Heritage Listing	NSW State Heritage Register (01255) Sydney LEP 2012 (I855) ²⁷⁸
Current Use	Adina Apartment Hotel
Image Source	Artefact Heritage, 2021



Inwards Parcels Shed

Address	Henry Deane Plaza, 8-10 Lee St, NSW 2000
Construction Date	1906
Architect	Walter Liberty Vernon, Gorrie McLeash Blair
Architectural Style	Industrial Rail Vernacular
Construction material	Corrugated iron cladding on timber frame
Heritage Listing	NSW State Heritage Register (01255) NSW TAHE s170 Register (4801296) Sydney LEP 2012 (I824)
Current Use	Youth Hostel (YHA Australia)
Image Source	Artefact Heritage, 2020



Table 17. Notable buildings designed by Gorrie McLeash Blair

Kyogle Courthouse

Address	Geneva Street, Kyogle, NSW 2474
Construction Date	1925

²⁷⁸ NSW Government, "Former Parcels Post Office Including Retaining Wall, Early Lamp Post and Building."

Architect	Gorrie McLeash Blair
Architectural Style	Interwar Georgian Revival
Construction material	Brick, tiles
Heritage Listing	S170 NSW agency register Kyogle LEP 2012 (I033)
Current Use	Courthouse
Image Source	Kyogle Council ²⁷⁹



Young Courthouse

Address	68 – 70 Lynch Street, Young, NSW 2594
Construction Date	1925-1928
Architect	Gorrie McLeash Blair
Architectural Style	Inter-War
Construction material	Brick, tiles, render
Heritage Listing	S170 NSW agency register ²⁸⁰ Young LEP 2010 (I101)
Current Use	Courthouse
Image Source	Young Shire Council ²⁸¹



John Storey Memorial Dispensary

Address	36 Regent Street, Chippendale, NSW 2008
Construction Date	1926
Architect	Gorrie McLeash Blair
Architectural Style	Inter-War Gothic
Construction material	Face brick, sandstone
Heritage Listing	Sydney LEP 2012 (I193) ²⁸²

²⁷⁹ NSW Government, "Kyogle Court House."

²⁸⁰ NSW Government, "Young Courthouse."

²⁸¹ NSW Government, "Young Court House."

²⁸² NSW Government, "Former 'John Storey Memorial Dispensary' Including Interior."

Current Use	Clinic 36 (Private Opioid Pharmacotherapy Centre)
Image Source	Artefact Heritage, 2021



11.4.3 Henry Deane: Engineer-in-Chief of the NSW Railways

Henry Deane was born in London in 1847 and immigrated to Australia in 1880. Here he began working for the New South Wales Railways as a railway surveyor, operating under the guidance of the Engineer-in-Chief of the NSW Railways, John Whitton. Deane was promoted to district engineer in 1881. In this role he oversaw the extension of the railway from Gunnedah – Narrabri, before he was promoted again to inspecting engineer in 1886 and became responsible for the construction of the Homebush to Hawkesbury River line. Following Whitton's retirement as Engineer-in-Chief in 1890, Deane acquired the role in 1891. From 1899, Deane was responsible for the tramways in addition to railway construction. The railway construction branch was abolished in 1905 and Henry Deane retired from the position of Engineer-in-Chief in the following year. While he briefly worked as the Engineer-in-Chief for the new Commonwealth railways construction branch between 1912-1914, majority of his time after the NSW Railways was dedicated to private consulting. Deane passed away in 1924 at the age of 77.²⁸³

11.4.3.1 Henry Deane: Notable Works

The Whitton and Deane eras were vastly different in terms of railway design and government policy. While Whitton's design was heavily English inspired and emphasised the requirement to use local materials such as stone and timber,²⁸⁴ Deane was heavily influenced by the railway techniques utilised in North America. This was due not only to cost cutting, but also Deane's recognition of the similarities between the climate of NSW and the USA.²⁸⁵ As such, Deane introduced new designs for station buildings, as well as those for Station Master's Residences, overbridges and underbridges.²⁸⁶ Many of these developed into the standardised 'types' of railway structures that were constructed by the NSW Railway Department in the late 19th and early 20th centuries (see section 11.3.1).

The most significant railway station building developed by Deane is the Type 17: Pioneer Building. Although this type is Australian in style, it also represents the shift towards the use of American construction methods.²⁸⁷ It is best represented in Finley Station (1898), which was based on a modified version of Deane's 1879 design for Warren Station. The Pioneer Building type was utilised in

²⁸³ J. D. Walker and National Centre of Biography, Australian National University, "Deane, Henry."

²⁸⁴ Unknown, "Gundagai Rail Bridge over Murrumbidgee River."

²⁸⁵ Robert F. McKillop, "Section 3: Developing Local, Regional and National Economies."

²⁸⁶ Stuart Sharp, "Wahroonga and Waitara Railway Stations," 5.



²⁸⁷ Office of Rail Heritage, "Overview of Railway Stations Buildings (1856-2009) for S170."

the terminus design of country branches across the network. Other examples designed by Deane remain extant at Old Casino, Inverell and Grenfell.²⁸⁸

While Deane's American influence is often attributed to his 1894 tour of North America and Europe, his previous works suggest that this existed earlier in his career. For example, the Yass Town Rail Bridge (1892) was the first on the railway network to be constructed from an American steel truss system. This structure was designed by the Railway Construction Branch under Henry Deane. In the Whitton era previous, metal bridges with heavy wrought iron lattice trusses were fully imported from England.²⁸⁹

During his time at the department, Deane drafted, approved and oversaw the construction of numerous station buildings, station master's residences and bridges across the NSW railway network.²⁹⁰ These each contribute to his legacy and role in the development and expansion of the NSW Railway and Tramway network. The examples mentioned above are outlined in Table 18 below:

Table 18. Notable works by Henry Deane

Finley Railway Station		
Address	Narrandera-Tocumwal railway, Finley, NSW 2713	1. Finley Station
Construction Date	1898	
Architect	Henry Deane	
Architectural Style	Federation style 'Pioneer' railway building (type 17)	
Construction material	Timber weatherboard	
Heritage Listing	NSW State Heritage Register (01144) S170 NSW agency register Berrigan LEP 2013 (I24)	
Current Use	Museum	2. Warren Station
Image Source	1. Visit NSW ²⁹¹ 2. Warren Shire Library ²⁹²	

Berry Stationmasters Residence

Address	34 Station Road BERRY NSW 2535
Construction Date	1893

²⁸⁸ Unknown, "Old Casino Railway Station."

²⁸⁹ Unknown, "Yass Town Rail Bridge over Yass River."

²⁹⁰ Unknown, "Mr. Henry Deane."

²⁹¹ Destination NSW, "Finley Railway Museum: Overview."

²⁹² Unknown, *Warren Railway Station*.

Architect	Railway Construction Branch (under Henry Deane)
Architectural Style	Victorian Georgian
Construction material	Weatherboard
Heritage Listing	NSW State Heritage Register (01084) ²⁹³ S170 NSW agency register Shoalhaven LEP 2014 (94)
Current Use	Unoccupied
Image Source	The Conservation Committee for The Berry Railway Station & Yard Precinct ²⁹⁴



Yass Town Rail Bridge

Address	Yass Town Tramway YASS NSW 2582
Construction Date	1892
Architect/ Engineer	Railway Construction Branch (under Henry Deane)
Style	American Style
Construction material	Steel Pratt truss on brick piers with timber beam
Heritage Listing	NSW State Heritage Register (01292) S170 NSW agency register Yass Valley LEP 2013 (I198)
Current Use	Out of service
Image Source	State Rail Authority ²⁹⁵



11.4.3.2 Henry Deane and Central Station: International Precedents

Deane's practice was heavily influenced by the trends and construction practices of both Europe and America. This was inspired by two overseas trips he took during his time in the NSW Railway Department, the first in 1894 and the other in 1904. The purpose of these Government funded trips was to investigate progress in railway and tramway construction that was occurring abroad.²⁹⁶ Deane

²⁹³ NSW Government, "Berry Railway Station Group."

²⁹⁴ Christine P., "RailCorp: Save the Station Master's Residence."

²⁹⁵ NSW Government, "Yass Town Rail Bridge over Yass River."


²⁹⁶ Grace's Guide, "Henry Deane."

implemented his acquired knowledge into his designs, yet also modified them to adapt to the NSW climate.²⁹⁷


The design of Central Station was informed upon by that of several international precedents. These were presented in a lecture at the University of Sydney in 1902, which explained the findings from his first overseas trip.²⁹⁸ Several of the overseas examples of railway termini referred to by Deane in the lecture are outlined in Table 19 below.

Table 19. International precedents of railway termini noted by Henry Deane

Broad Street Station, Philadelphia (North America)	
Address	15 th & Market Streets
Construction Date	1881 (Expanded in 1893, demolished in 1953)
Architect	Wilson Brothers Company (1881) and Frank Furness (1893)
Architectural Style	Gothic
Construction material	Brick
Note	1893 extension made it the largest passenger terminal in the world ²⁹⁹
Current Use	Demolished
Image Source	1. British Library ³⁰⁰ 2. Free Library of Philadelphia ³⁰¹



1. Broad Street Station exterior (1881)



2. Broad Street Station train shed (1903)

South Station, Boston (North America)

Address	700 Atlantic Avenue Boston, Massachusetts
Construction Date	1899. Train shed demolished in the 1930s.

²⁹⁷ Robert F. McKillop, "Section 3: Developing Local, Regional and National Economies."

²⁹⁸ Henry Deane, *The Central Railway Station, Sydney: A Lecture Delivered before the Sydney University Engineering Society, on the 19th December 1902.*

²⁹⁹ Unknown, *Broad Street Station, Pennsylvania Railroad.*

³⁰⁰ Unknown, *Philadelphia [Photographs.].*

³⁰¹ Unknown, *Interior of Train Shed at Broad Street Station.*

Architect	Shepley, Rutan and Coolidge
Architectural Style	Neo-classical revival
Construction material	Stone (granite)
Note	South Station quickly became the busiest train station in the world, handling about 38 million passengers in 1913 ³⁰²
Current Use	Train station
Image Source	1.South Station ³⁰³ 2.South Station ³⁰⁴



1. South Station exterior (1899)



2.Current Station

Waverley Station, Edinburgh (UK)

Address	Princes St, Edinburgh EH1 1BB, United Kingdom
Construction Date	1868 (Extended throughout the late 1800s)
Architect/ Engineer	Herbert Waller Raithby (of Blyth and Westland) – Booking hall and offices
Style	Free Renaissance
Construction material	Sandstone ashlar
Note	Was the flagship station for the North British Railway when it first opened ³⁰⁵ The station building and platforms are located within a valley and sit below level. ³⁰⁶
Current Use	Railway Station



1.Waverley Station (mid-late 19th Century)



2.Current Station

³⁰² Unknown, "South Station Train Terminal."

³⁰³ Unknown, "History of South Station Terminal and Boston Rail."

³⁰⁴ Unknown.

³⁰⁵ Network Rail, "The History of Edinburgh Waverley Station."

³⁰⁶ Historic Environment Scotland, "WAVERLEY STATION (4 WAVERLEY BRIDGE), FORMER PARCELS OFFICE (17 WAVERLEY BRIDGE), AND WAVERLEY BRIDGE, (EXCLUDING WAVERLEY STEPS), EDINBURGH."

Image Source 1.National Library of Scotland³⁰⁷
2.Hotels.com³⁰⁸
3.British Listed Buildings³⁰⁹

Note the location of the Sir Walter Scott Memorial (1844) to the left of both images



3.Entry to the station, beneath the train shed roof

York Station, York (UK)

Address	Station Rd, York YO24 1AB, United Kingdom
Construction Date	1877
Architect/ Engineer	Thomas Prosser
Style	Victorian
Construction material	Brick
Note	It took three years to constructed and was the largest station in Britain upon its opening. ³¹⁰
Current Use	Railway Station
Image Source	1.The Railway Hub ³¹¹ 2.The Victorian Web ³¹²



1.York Station train shed in 1903



2.Current Station

Liverpool Street Station, London (UK)

Address	Liverpool St, London EC2M 7PY, UK
Construction Date	1874. Eight additional platforms and roof constructed 1892-4.
Architect/ Engineer	Edward Wilson (Great Eastern Railway)
Style	Gothic Revival
Construction material	Train Shed (wrought iron and glass). Stone and brickwork.



1. Liverpool Street Exterior (1896)

³⁰⁷ Unknown, *Waverley Station and John Knox's House*.

³⁰⁸ Unknown, *Edinburgh Waverley Train Station*.

³⁰⁹ Kim Traynor, *Inside Waverley Station*.

³¹⁰ Unknown, "York Railway Station."

³¹¹ Unknown, *York Railway Station in 1903*.

³¹² Rita Wood, Jacqueline Banerjee, *Railway Station, York*.

Notes The stations, whose platforms are located below street level, was designed to integrate with the London Underground network.³¹³

It was enlarged in 1891 and following this, was the most extensive station in London. It remained so until 1908 when Victoria Station was enlarged.³¹⁴



2.Current Station

Current Use Railway Station

Image Source 1. Historic England³¹⁵
2. Workspace³¹⁶
3. Silver Door Apartments³¹⁷



3.Liverpool Street Tram Shed (2015)

These examples are monumental in comparison to the works previously completed by Deane and highlight the intention for Central Station to rival the grand stations of Europe and America. Upon their opening, each of the stations were the largest and quickly became the busiest of their associated railway network. While their architectural styles differ, several similarities can be drawn between them. These include:

- A head-house form
- The use of fine materials
- A train shed
- Split level design

Such features were present in the first design iteration of the Central Station Main Terminus Building that was drafted by Deane and carried into the final 1906 design that was completed by Deane, Vernon and McLeish Blair. Architectural style was the primary difference between both iterations and as such, both had their own specific international precedents. These are outlined below.

11.4.3.3 Henry Deane and Central Station: The first design iteration

In the late 19th century, the first design iteration of Central Station was completed by the Railway Construction Branch of the Public Works Department. This department was overseen by Edward William O'Sullivan, who was the Minister for Public Works and headed by Deane, who was Engineer-in-Chief of the NSW Railways. The most prominent features of the iteration were the Châteauesque style and a head-house form. These elements are described below:

³¹³ Network Rail, "The History of London Liverpool Street Station."

³¹⁴ Unknown, "Liverpool Street Station."

³¹⁵ York And Son, *The Exterior of the Station Showing the Entrance for Cabs and Passengers and with People in the Foreground. The Station Itself Is below Ground Level.*

³¹⁶ Unknown, *Liverpool Street Station.*

³¹⁷ Unknown, *Liverpool Street Area Guide.*

11.4.3.3.1 Châteauesque Style: The Place Viger, Canada

Deane's initial design for Central Station had a strong European influence. It was inspired by French Renaissance Chateaux design and included features such as "brick-and-sandstone construction with pavilions and a train shed roof".³¹⁸ At this time, Châteauesque/ Château style architecture was gaining popularity around the globe. The style was modelled on the 16th century French châteaux, with the buildings featuring a masonry façade, hipped roof, asymmetrical floorplan and vertical pilasters.³¹⁹

The most popular and widespread use of the Châteauesque style throughout the late 19th and early 20th centuries was in Canada, as the Canadian Pacific Railway (CPR) adopted the style to construct an array of Grand Railway Hotels across the country.³²⁰ This included the 1898 Place Viger in Montreal, which is the earliest example of a CPR Châteauesque Style building that was used as both a Railway Hotel and a Railway Station (Figure 107).

The Place Viger was designed by architect, Bruce Price. It was arranged "according to the traditional layout of all British railway hotels" with a head-house form in which "trains would arrive directly in the hotel lobby to maximize convenience for travellers" (Figure 108).³²¹ Although a similar head-house form was incorporated into the final design for Central Station, the Châteauesque Style was abandoned in its second design iteration. However, Deane's interest in this design style highlights the intent for the Sydney terminus to be a monumental structure that would rival the world's finest railway stations.



Figure 107. The primary façade of the Place Viger Main Terminus Building in 1937. Note the Châteauesque Style detailing.³²²



Figure 108. Historic aerial illustrating the head-house form of the Place Viger Railway Station. Note the scale of the main terminus building, shown at the centre of the image.³²³

11.4.3.3.2 Head-house form: Gare de l'Est, France

Deane's initial design for Central encompassed the 'head-house' form that was used in station design throughout Europe and America. While some stations, such as the Place Viger (Figure 107) combined a rail shed with a hotel, Deane's proposal saw the combination of a train shed and a head building that would instead provide "extensive office accommodation for railway officials".³²⁴

³¹⁸ McKillop, Ellsmore, and Oakes, *A Century of Central*, 22.

³¹⁹ Harris, *Dictionary of Architecture & Construction*, 200.

³²⁰ Waldek, "Canada's Grand Railway Hotels."

³²¹ Unknown, "Gare Viger."

³²² Conrad Poirier, *Railroad. Place Viger Station*.

³²³ Canadian Post Card Co., *An Aeroplane View of Place Viger, Hotel & RR Station, Montreal, PQ*.

³²⁴ McKillop, Ellsmore, and Oakes, *A Century of Central*, 22.

Such combination was used at the “model head station”³²⁵ of the Gare de l'Est in Paris. Opened in 1852, this neoclassical station was designed by French architect, François-Alexandre Duquesney. In “the most significant innovation for the railway station type”³²⁶, the building featured a large arched window to its front façade, which provided light to the train shed integrated behind it (Figure 109 and Figure 110).

Although the ‘head-house’ design had been used worldwide during in the 19th and early 20th centuries, Deane’s proposal for Central Station represented the first use of the form in Australia.³²⁷ Hence, this was retained in the final design of the Main Terminus Building and remains one of the most prominent features of the station.



Figure 109. Image of the Gare de l'Est headhouse in 1900.³²⁸



Figure 110. Interior of the Gare de l'Est, taken from the train shed / platform area. Looking towards the main concourse area which is located beyond the internal archways.³²⁹

11.4.3.4 Henry Deane and Central Station: The second design iteration

In 1901, a station advisory board was established to complete a design for Central Station that was larger and more monumental than the previous iteration. While Deane suggested the board be created, it was established by O’Sullivan. Vernon was also a member of the board and was tasked the responsibility of coming up with a suitable architectural style for the Main Terminus Building. It was decided that while it was to be monumental, it was also intended to be “unmistakably Australian”.³³⁰

Deane once again drew upon international precedents to establish a suitable design. He also expanded on the ideas of the split-level design and of the train shed that were present in the first iteration. Comparison between the precedents and the extant Central Station is provided below:

³²⁵ Richards, *The Railway Station: A Social History*, 21.

³²⁶ Unknown, “Gare de l'Est.”

³²⁷ Richards, *The Railway Station: A Social History*, 21.

³²⁸ Eastern Railway Company, *Paris: East Station*.

³²⁹ Elijah Kagan, *Railwaymen at the Station of the East When to Strike*.

³³⁰ Century of central pg 23

11.4.3.4.1 Split-level design: St Pancras Railway Station, England

A notable feature of Sydney's Central Station is its split-level design. This feature was introduced in Deane's first design iteration for the Main Terminus Building as a method of separating pedestrian, tram and vehicle traffic.³³¹ However, Deane expanded this in the second iteration to split commuter and operational activity. As such, the platforms are located above ground level and a subway system is situated beneath it to facilitate the movement of baggage and mail.³³²

While the design of Sydney's Central Station was implemented to enhance the functionality of the station, other stations with split-level designs were predominantly designed in response to either an obstacle such as a canal or river, or areas of high urban development. In these instances, viaducts may have been required to carry the railway tracks.³³³

St Pancras Railway Station in London provides an example of a 19th century railway station that features a split-level design. Opening in 1852, the Victorian-Gothic style station was designed in a head-house form, combining a hotel and a train shed. While the Midland Hotel was designed by architect George Gilbert Scott, the train shed was designed by engineer William Henry Barlow and built by the Midland Railway Company.

Two primary reasons have been cited for the "two-level solution" that was implemented at St Pancras. The first was due to engineering difficulties and the second was due to architectural preference. Engineering difficulties occurred due to landscape features that caused varying gradients of the approach lines to the station. Such features included the Regent's Canal, which obstructed the northern approach and the Fleet Sewer, which was located to the south of the proposed site. Situating the platforms above ground-level was an architectural advantage, as it allowed for the flexible use of space and the erection of a single-span roof to the train shed. The train shed was elevated on a platform to be located at upper level. As such, it was decided that the space located underneath it, which was directly accessed from the adjacent roads, would be used for commercial purposes. While the majority of the space was used for the storage of beer from Burton Breweries, the frontage of the lower floor was fitted out with an arcade row of shopfronts.³³⁴

Additional to the buildings outlined in Table 19, St Pancras Railway Station was cited by Deane as a precedent for Central Station in his 1902 Sydney University lecture.³³⁵ Two of the other stations mentioned by Deane also have a split-level design; Waverley Station in Scotland (1868) and Liverpool Street Station in England (1874). However, in comparison to these examples, there is a striking resemblance between St Pancras and Sydney's Central Station. This is not only due to the scale and monumentality of both structures, but also the row of arcaded shops and archways that line the street at ground level (Figure 111 to Figure 113).

Other examples of 19th century railway stations that feature a split-level form like Central Station include Dresden Station in Germany (c.1898) (Figure 114) and London Bridge Station in England (c.1865) (Figure 115 and Figure 116). In both these examples, the railway lines approaching the station are supported by a viaduct, with shopfront arcades on the ground floor pedestrian level. This form resembles the western underbridge at Central Station, which runs the length of Belmore Park

³³¹ McKillop, Ellsmore, and Oakes, *A Century of Central*, 22.

³³² McKillop, Ellsmore, and Oakes, 26.

³³³ Rappoport Pty Ltd and the NSW Government Architects Office, "Central Station Conservation Management Plan."

³³⁴ Gilbert Herbert, "ST. PANCRAS RECONSIDERED: A CASE STUDY IN THE INTERFACE OF ARCHITECTURE AND ENGINEERING."

³³⁵ Henry Deane, *The Central Railway Station, Sydney: A Lecture Delivered before the Sydney University Engineering Society, on the 19th December 1902.*

and spans over Eddy Avenue to connect to the concourse level of the Main Terminus Building.
Photographic comparison of the mentioned structures is provided below:



Figure 111. St Pancras Station. Train shed with arcade to the right. ³³⁶



Figure 112. Arcade to the side walls of the train shed at St Pancras. ³³⁷



Figure 113. Street-level arcade of Central Station, Sydney ³³⁸



Figure 114. Dresden Station. Note the street-level arcade beneath the viaduct, comparable to that of St Pancras in London and Central Station in Sydney. ³³⁹

³³⁶ in "St Pancras at 150: London station survived shutdown bid to become major international travel hub" by the Evening Standard, *The Midland Grand Hotel and St Pancras Station, Designed by George Gilbert Scott, at King's Cross in London, circa 1880.*

³³⁷ Gilbert Herbert, *Side Walls of Train Shed, St Pancras.*

³³⁸ Unknown, *Central Railway Station, Eddy Avenue Sydney, 1920s.*

³³⁹ Römmeler & Jonas Dresden, *Dresden: The Main Train Station.*



Figure 115. c2012 photo of the St Thomas Street Viaduct at London Bridge Station, prior to its 2018 refurbishment. ³⁴⁰



Figure 116. Approach to London Bridge Station, noting the split-level design. c.1958³⁴¹

11.4.3.4.2 Train Shed: Union Station, America

The initial floor plans of the Main Terminus Building were drafted by the Railway Construction branch under Deane's supervision. The train shed of this design was colossal, with a central span of 198 feet and two side spans of 78 feet. It is suggested that the design of the Central Station train shed is modelled on that of St Louis Grand Central (Union) Station in America, of which Deane had visited on an 1894 tour of America.³⁴²

Opening in 1894, Union Station was designed by German-born architect, Theodore C. Link. It was designed in a Romanesque-style architecture, featuring sweeping archways, gold-leaf detailing, mosaics, and scagliola surfaces. At the time of its construction, the train shed was the largest single-span train shed ever constructed. It spanned over 11.5 acres and covered 32 train tracks, more than any other station in America (Figure 117 and Figure 118).³⁴³

Influenced by this structure, Deane designed a Train Shed for Sydney's Central Terminus that "intended to rival the grand 19th century stations of Europe and North America".³⁴⁴ While this intent was realised in the initial design for Central Station, it was eventually scaled down in 1903 due to budget constraints. Instead of a train shed, the platforms at Central Station feature individual awnings, a design which is modest in comparison to that of Union Station (Figure 119 and Figure 120).

³⁴⁰ Andy Hebden, *St Thomas Street, London Bridge*.

³⁴¹ Unknown, *THE NEW LONDON AND THE OLD: In the City, Marked Progress Is Being Made on the Erection of Vast New Buildings*.

³⁴² McKillop, Ellsmore, and Oakes, *A Century of Central*, 24.

³⁴³ Online Highways, "St. Louis Union Station."

³⁴⁴ McKillop, Ellsmore, and Oakes, *A Century of Central*.



Figure 117. c.1930 aerial image highlighting the colossal size of the Union Station Train Shed³⁴⁵

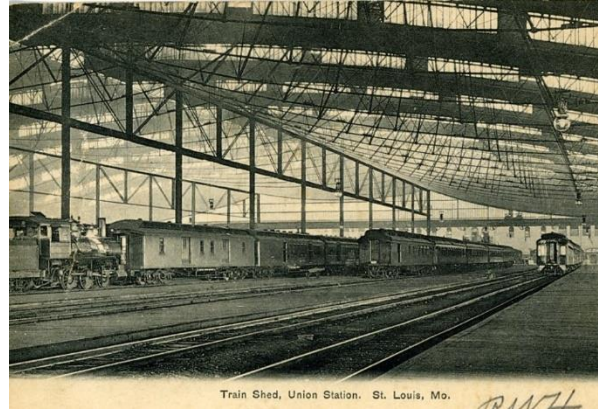


Figure 118. c.1906 postcard illustrating the interior of the Union Station Train Shed. ³⁴⁶



Figure 119. Union Station closed in 1978. The train shed now houses a hotel, aquarium, restaurant, and lake. Image shows the daily fire and light show. ³⁴⁷



Figure 120. Instead of a train shed, the platforms at Central Station are covered by awnings, with a small transition space between the concourse and platform area. ³⁴⁸

11.4.3.4.3 Main Concourse: Pennsylvania Station, America

It is suggested that the design of the Grand Concourse was modelled on that of Pennsylvania Station (Penn Station) in New York.³⁴⁹ Opening in 1910, Penn Station was a monumental Beaux-Arts style building. It was designed by architects McKim, Mead & White and occupied two city blocks within Pennsylvania, New York. The building was “physically massive”,³⁵⁰ containing an arcade, waiting room, concourse and carriageways, with its beauty was exemplified through the use of grand materials such as travertine and granite. Typical of the Beau-Arts style, the building featured classical details, such as Doric columns and boasted porte-cocheres to the external entrances of the elaborately detailed façades (Figure 121). Like Central Station, the building also featured a solid masonry and highly detailed booking hall, with a lightweight roof structure to the concourse behind it (Figure 122).³⁵¹

³⁴⁵ Unknown, *Aerial View Overlooking Union Station, 18th and 21st Bridges and Mill Creek Railyards*.

³⁴⁶ Unknown, *Train Shed, Union Station*.

³⁴⁷ Unknown, *Fire and Light Show*.

³⁴⁸ Artefact Heritage, 2021.

³⁴⁹ Rappoport Pty Ltd and the NSW Government Architects Office, “Central Station Conservation Management Plan.”

³⁵⁰ The New York Preservation Archive Project, “Pennsylvania Station.”

³⁵¹ Rappoport Pty Ltd and the NSW Government Architects Office, “Central Station Conservation Management Plan,” 76.

Penn Station was one of the first stations to be designed with two concourses. The Main Concourse, which was monumental in scale, material, and beauty, was dedicated to outgoing traffic, while a second concourse was for use by incoming traffic. This secondary concourse was located between the Main Concourse above and the train platforms below. Stairways connected the platforms to both concourses (Figure 123).³⁵²

Similar to Central Station, Penn Station had a subway baggage system in order to separate pedestrian and operational activity. Baggage could be dropped off at the baggage room and then delivered to the tracks below through a lift and motor truck system. This system improved the comfort of passengers at concourse level (Figure 124).³⁵³

Although the Central Station Grand Concourse may have been modelled on Penn Station, photographic comparison highlights the completed structure resembles Union Station (11.4.3.4.2). The concourse areas of both stations are similar in scale, construction, and material. Each also feature roofs that connect the head-house station building to the train shed beyond and contain a skylight to allow in an abundance of light. The spaces also serve the same functionality as a place for waiting, shopping and passage for commuters. As highlighted by the photographic comparison below, the primary difference is that the Union Station roof is flat while Central Stations roof is curved (Figure 125 and Figure 126).



Figure 121. c1910. Birds eye view of Penn Station³⁵⁴



Figure 122. c1910. View of the Main Concourse of Penn Station. ³⁵⁵

³⁵² John Albert Droege, *Passenger Terminals and Trains*, 153.

³⁵³ John Albert Droege, 153.

³⁵⁴ De W. C. Ward, *Pennsylvania Station: Birdseye View*.

³⁵⁵ De W. C. Ward, *Pennsylvania Station: Main Concourse - General View*.



Figure 123. c1905-1915. Stairs to the Main Concourse (upper) and Exit Concourse (mid) at The Penn.³⁵⁶



Figure 124. c1910s. Luggage Cart with Pennsylvania Station branding.³⁵⁷



Figure 125. c1905. Midway of Union Station, St Louis. Train shed on left and entrances to head-house on right.³⁵⁸



Figure 126. c1908. Grand Concourse of Central Station, Sydney. Train shed on right and entrances to head-house on left.³⁵⁹

11.4.3.5 Henry Deane: Conclusion

In comparison to his other notable works, the Central Station Main Terminus Building is the most prominent and elaborate structure designed by Deane. This is due to the engineering and planning decisions by Deane and the NSW Railways department. The intelligence of its design is reflected in elements such as the underground baggage tunnel system and the Main Concourse roof. Not only were these major technological achievements, but they also improved the efficiency, operations, and beauty of the Main Terminus building.

The international tours that Deane undertook during his position as the Engineer-in-Chief of the NSW railways allowed him to collect knowledge and draw inspiration from the design and construction of the grand railway stations of both Europe and Northern America. Although the first design iteration of

³⁵⁶ Detroit Publishing Co., *Track Level, Main and Exits, Concourses, Penna. [Pennsylvania] Station, New York, N.Y. Digital File from Original.*

³⁵⁷ Unknown, *Luggage Cart At Train Station, 1910s.*

³⁵⁸ Emil Boehl, *UNION STATION. EIGHTEENTH STREET AND MARKET STREET. VIEW OF MIDWAY. TRAIN SHED ON RIGHT AND ENTRANCES TO HEAD HOUSE ON LEFT.*

³⁵⁹ Unknown, *Central Station Grand Concourse, Eddy Avenue Sydney, 1908.*

the Main Terminus Building featured grand elements that could rival those abroad, its design was scaled down in the second iteration due to budget constraints. Regardless, it is evident that Central Station is more comparable to these large international precedents rather than those in NSW (Section 11.3) and Australia (Section 11.2). The intention to design a station that was monumental on an international scale can be attributed to Deane, as not only did he tour these stations, but he also adapted knowledge and principles from their design into that of the Main Terminus Building.

11.4.4 Conclusion

Through analysis of the notable works designed by Vernon, Blair and Deane, it has been revealed that the Central Station Main Terminus Building is one of the most impactful buildings that they worked on. It is a fine example of the works of both Vernon and Blair, and the most monumental structure within the repertoires of both Blair and Deane. Not only does it reflect the design skills of the individual men, but also their respective departments, the NSW Government Architects and the NSW Railways. As such, the Main Terminus Building is also reflective of the time when the NSW Government was responsible for designing, constructing and expanding the NSW Railway network and important public buildings within the City Centre and beyond.

11.5 Station Buildings in International Cities

Main Terminus Buildings of the mid-19th to early-20th century typically follow a similar form, style and arrangement. This includes the provision for railway management offices, a concourse level entry, the use of a basement for railway operations, a truss system to provide weather protection to the platforms and urban features, such a forecourt.³⁶⁰

Due to the monumentality of these structures, they were predominantly designed by renowned railway engineers and architects. While the railway network in Australia was constructed by a single Government Authority, those in international cities were primarily built by various rival railway companies. This encouraged the competition to create grand and elaborate Terminus Buildings.³⁶¹

As previously determined, Central Station is one of the oldest extant Main Terminus Buildings in all the Australian capital cities (Section 11.2). It is also the busiest railway station in Australia.³⁶²

The busiest and largest Railway Stations of America, Europe and other colonial cities are outlined in Table 20 below:

³⁶⁰ Rappoport Pty Ltd and the NSW Government Architects Office, "Central Station Conservation Management Plan."

³⁶¹ Rappoport Pty Ltd and the NSW Government Architects Office.

³⁶² Anthony Morris, "All Aboard: Take a Ride on Australia's Busiest Railway in 'Inside Central Station.'"

Table 20. Busiest stations of international cities.

Grand Central Terminal, America

Address	89 E 42nd St, New York, NY 10017, United States
Construction Date	1903-1913
Architect	Reed and Stem, Warren and Wetmore
Architectural Style	Beaux-Arts style
Construction material	Indiana limestone (upper portion) and stony creek granite (shopfront level) ³⁶³
Note	It is the largest station in the world by number of platforms. ³⁶⁴ It is second to Penn Station, New York in terms of Americas busiest railway station. ³⁶⁵ Approximately 750,000 commuters pass through Grand Central each day. ³⁶⁶
Current Use	Railway Station
Image Source	1.CQ Hotels ³⁶⁷ 2. Library of Congress ³⁶⁸



1.Terminal c2020s



2.Terminus c1919

London Waterloo Station, England

Address	Waterloo Rd, London SE1 8SW, United Kingdom
Construction Date	First established in 1848. Construction on the extant building began in 1899 and it was completed by 1922. ³⁶⁹
Architect	London & South Western Railway. Chief Engineer was J W Jacomb-Hood.
Architectural Style	Imperial Baroque Style
Construction material	Portland Stone, stained glass



1.Terminus in 2017

³⁶³ Unknown, "Monument of the Month: Grand Central Stones."

³⁶⁴ Unknown, "Grand Central Terminal."

³⁶⁵ Benjamin Elisha Sawe, "Busiest Train Stations In The United States."

³⁶⁶ Andrea Salcedo, "How BTS Filmed a 'top Secret' Video in Grand Central Terminal."

³⁶⁷ CQ Hotels, *New York City, Grand Central*.

³⁶⁸ Unknown, *Grand Central Terminal, at Vanderbilt Ave and 42nd St*.

³⁶⁹ Unknown, "Waterloo Railway Terminus."

Note	Prior to the COVID-19 pandemic it was the busiest station in Britain, recording 86.9 million entries and exits between 2019-2020. This is approximately 250,000 passengers daily. ³⁷⁰
Current Use	Railway Station
Image Source	<ol style="list-style-type: none"> 1. The Historical Association³⁷¹ 2. Topical Press Agency/ Getty Images³⁷²



2.Termins c1922

Gare du Nord, France

Address	18 Rue de Dunkerque, 75010 Paris, France
Construction Date	Completed in 1865.
Architect/ Engineer	Financed by the Compagnie des chemins de fer du Nord (The Northern railway Company). Design developed by Jacques-Ignace Hittorff. ³⁷³
Style	Beaux-Arts (neoclassical)
Construction material	Façade: Stone slabs with cast iron beams. Train shed: Glass and iron
Note	Busiest station in Europe and the third largest and busiest in the world. Handles 700,000 passengers and 2,200 train movements a day. ³⁷⁴
Current Use	Railway Station
Image Source	<ol style="list-style-type: none"> 1. Paris Daily Photo³⁷⁵ 2. SNCF Archives³⁷⁶



1.Terminus in 2012



2.Terminus c1900

³⁷⁰ Office of Rail and Road, "Busiest Stations in Britain."

³⁷¹ Nigel Watt, *My Favourite History Place: Waterloo Station*.

³⁷² Topical Press Agency, *Waterloo Station*.

³⁷³ Fondation Napoléon, "GARE DU NORD STATION."

³⁷⁴ Unknown, "Gare Du Nord, Paris."

³⁷⁵ Unknown, *Gare Du Nord (North Station)*.

³⁷⁶ Unknown, *PARIS: GARE DU NORD, CONSTRUITE EN 1863 PAR NITTORF*.

Union Station, Canada

Address	65 Front St. W, Toronto, ON M5J 1E6
Construction Date	1914. Opened 1927.
Architect/ Engineer	Designed by architecture firm G.A. Ross and R.H. MacDonald, as well as Hugh Jones of the CPR and John M. Lyle of Toronto. Constructed by the Canadian Pacific Railway and Grand Trunk Railway.
Style	École des Beaux-Arts
Construction material	Exterior: Indiana and Queenston limestone. Interior: Zumbro Stone walls, Tennessee marble floors ³⁷⁷
Note	Busiest multi-modal passenger transportation hub in Canada. More than a quarter-million people use it daily.
Current Use	Railway Station
Image Source	1.iHeart Radio ³⁷⁸ 2.Toronto Public Library ³⁷⁹



1.Terminus in 2020



2.Terminus c1920

Chhatrapati Shivaji Terminus (formerly Victoria Terminus), India

Address	Fort, Mumbai, Maharashtra, 400001
Construction Date	1878. Opened in 1888.
Architect/ Engineer	Frederick William Stevens (English Architectural Engineer. Worked for the British Colonial Government in India)
Style	Victorian Gothic Revival
Construction material	Sandstone and Limestone
Notes	Used by more than three million commuters daily. ³⁸⁰
Current Use	Railway Station.



1.Terminus in 2011

³⁷⁷ Unknown, "History of Union Station."

³⁷⁸ istock/JHVEPhoto, *Union Station*.

³⁷⁹ Unknown, *Union Station (Opened 1927), Front Street West, South Side, between Bay & York Streets*.

³⁸⁰ Unknown, "Chhatrapati Shivaji Terminus (Formerly Victoria Terminus)."

Image Source

1. Flickr³⁸¹
2. The Met³⁸²



2. Terminus c1870s

Interestingly, while the examples above are some of the busiest and largest in the world, they all date between the mid-19th and early 20th centuries. Despite some of the stations being modified and expanded to suit modern day requirements, each still retain their original character. This is consistent with Sydney's Central Station, which continues to perform its function as a main transport hub.

When compared to the international examples, the Australian character of Central Station is also highlighted. The American, French and Canadian examples outlined in Table 20 are each in the Beaux-Art style. This style from Paris dates from the mid to late 19th century, where it was employed as the academic architectural style of the École des Beaux-Arts art school. Buildings constructed in this style feature classical Greek and Roman elements such as symmetry, highly decorative surfaces and figures embedded within the façade. It was predominantly employed in the design of public and government institutions, as the buildings “conveyed a sense of heaviness and honoured the history of ancient ideals”.³⁸³ Although Sydney's Central Station Main Terminus Building is occasionally referred to as a Beaux Arts building,³⁸⁴ comparison to other international examples highlights that it is best classified as Federation Academic Classical style. This style is unique to the federation period of Australia and the historical context and climate that informed its development. As such, not only was the goal of creating a railway terminus that was “unmistakably Australian”³⁸⁵ achieved, but so was the intention to create a structure that rivalled the grand stations of both Europe and America (Figure 127).

³⁸¹ UrbanWanderer, *MumbaiScapes - Victoria Terminus*.

³⁸² Unknown, [*Victoria Terminus Building, Mumbai*].

³⁸³ Chicago Architecture Center, “Beaux-Arts.”

³⁸⁴ Linda Cheng, “Woods Bagot, John McAslan and Partners to Upgrade Sydney's Central Station.”

³⁸⁵ McKillop, Ellsmore, and Oakes, *A Century of Central*, 23.

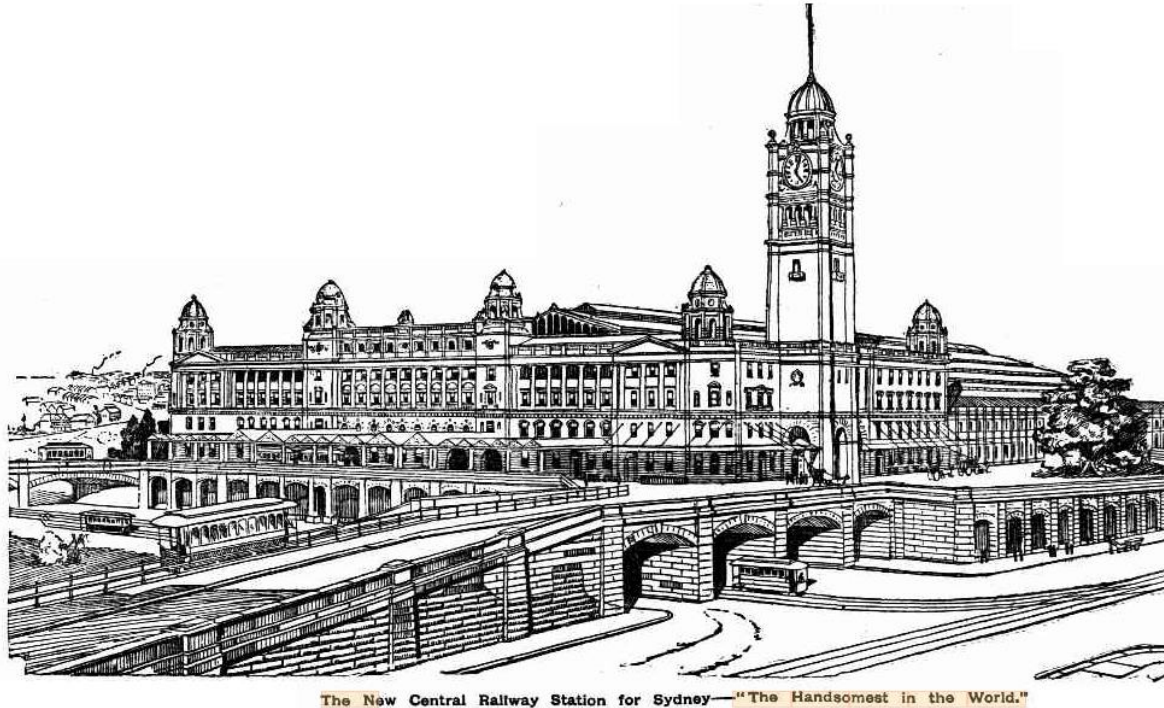


Figure 127. c1902. Proposed design for the third Central Station Terminus, intended to be “the handsomest in the world”.³⁸⁶

11.6 Conclusion

The Central Station Main Terminus Building is an outstanding example of an early 20th century railway building. In comparison to other Main Terminus buildings in Australia and NSW, it is one of the oldest, busiest and most monumental stations. It is a fine example of the works of NSW Government Architect, Walter Liberty Vernon, and is the grandest structure designed by both Gorrie McLeash Blair, architect of the NSW Government Architects Office and Henry Deane, Engineer-in-chief of the NSW Railways. Importantly, the Main Terminus is uniquely Australian in comparison to other grand station buildings across Europe, America and other colonial countries. This contributes not only to its significance within Australia, but also its ability to illustrate how railway station design developed across the globe. Overall, it is considered that the Central Station Main Terminus Building is of national heritage significance.

³⁸⁶ Unknown, *The New Central Railway Station*.

12.0 ASSESSMENT OF HERITAGE SIGNIFICANCE

12.1 Built heritage items within the study area³⁸⁷

The following Table 21 identifies the heritage items that are located within the study area.

Table 21: Heritage items within the study area

Item (and location)	Listing Description	Significance	Listing
Central Station	Sydney Terminal and Central Railway Stations Group	State	SHR (Item No. 01255)
	Central Railway Station and Sydney Terminal Group	State	TAHE s170 (Item No. 4801296)
	Central Railway Station group including buildings, station yard, viaducts and building interiors	Local	SLEP 2012 (Item No. I824)
Mortuary Railway Station	Mortuary Railway Station and Site	State	SHR (Item No. 00157)
	Mortuary Railway Station and Gardens	State	TAHE s170 (Item No. 4803219)
	Former Mortuary Railway Station including interior, grounds, fence and railway platforms	Local	Sydney LEP 2012 (Item No. I194)
Railway Overbridge	Railway Square Road Overbridge	State	SHR (Item No. 01232)
	Ultimo (Railway Square) Railway Overbridge	State	TAHE s170 (Item No. 4801079)
	Railway Square road overbridge	Local	Sydney LEP 2012 (Item No. I180)

³⁸⁷ The Railway Institute Building is within the study area but is not under the assessment of this report

Item (and location)	Listing Description	Significance	Listing
Railway Institute Building	Railway Institute Building	State	SHR (Item No.01257)
	Former "Railways Institute" building, including fence and interior,	Local	Sydney LEP 2012 (Item No. I1472)
Former Parcels Post Office	Former Parcels Post Office, including retaining wall, early lamp post and building interior	Local	Sydney LEP 2012 (Item No. I855)

Figure 128: Heritage items within the study area



12.2 Assessment of Heritage Significance

12.2.1 Introduction

The following assessment of heritage significance has been developed and amended from the 2013 CMP. The assessment has been rearranged and includes additional information to produce a concise assessment which is underpinned by three Statements of Significance: the overall study area, Central Station, and associated structures.

The assessment of heritage significance contained in this section should be read in conjunction with detailed assessments of significance of site components and elements as outlined in Appendix A: Central Station Sub-Precinct inventories.

12.2.2 Assessing heritage significance

Significance assessment criteria

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the Burra Charter of Australia ICOMOS.³⁸⁸ The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the NSW Heritage Manual, the Archaeological Assessment Guidelines and the 2009 Assessing Significance for Historical Archaeological Sites and 'Relics'.

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of local or state significance.

'*State heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

'*Local heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

Table 22: NSW heritage assessment criteria

Criteria	Description
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.
B – Associative Significance	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.
C – Aesthetic or Technical Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.

³⁸⁸ Australia ICOMOS 2013. *The Burra Charter: The Australia ICOMOS Charter for places of cultural significance*. Australia ICOMOS, Burwood.

Criteria	Description
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.
G - Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

12.2.3 Criterion A – Historical Significance

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

Overall Study Area

The overall study area has a high level of historical significance associated with its early government and institutional uses, and as the site of Sydney's second major burial ground, the Devonshire Street cemetery.

Three successive Sydney stations, as well as Mortuary Station and Central Electric, have been constructed within the overall study area, which has been central to rail transportation in Sydney and throughout NSW since the mid-19th century. The site is part of the first major metropolitan rail station to be constructed in NSW, making it the oldest and the longest continuously operated yard in Australia. It has also served as the nexus of the State transport system, providing passengers with access to metropolitan, NSW country and interstate rail, tram and bus links from the adjacent Railway Square.

The construction of the first and second stations, together with the design for the third station, was remarkable for the collaboration of design skills of two different branches of the Department of Public Works, the Railway and Tramway Construction Branch as well as the Government Architects Branch (the Colonial Architects Branch until 1890).

The overall study area contains extant 19th and 20th century fabric, spaces, elements, and non-Aboriginal archaeological potential which demonstrate evidence of the three Sydney stations and the evolution of changes railways and rail technology in NSW over the past 170 years.

Central Station

The construction of the third Sydney Station (Central Station) and related infrastructure at the beginning of the 20th century demonstrates the largest planned urban redevelopment undertaken in Sydney prior to World War I, which was on a scale not seen before in NSW.

The deliberate design of the station, tram approaches and separation of transport modes vertically were innovative for the time. The Devonshire Street subway, which demarcates the original line of Devonshire Street and the northern boundary of the original Sydney Yard, was the first major

pedestrian subway in NSW and demonstrates adoption of an urban form more common in the major European and American cities of the time.

The predominant use of sandstone for the facades of the Main Terminus Building and Central Electric, use of brick with sandstone dressings on the less prominent eastern façade, and other buildings within the Central Station site, exemplifies the distinctive and predominant use of sandstone for important public buildings as well as the hierarchy of building materials which had evolved by the early 20th century. This was a departure in public architecture from the early preference for sandstone and corrugated iron, followed by polychromatic brickwork post 1870 until the early 20th century in the construction of significant public buildings.

Central Electric was the first suburban electrification and underground railway system in NSW which commenced operation in 1926. The precinct includes the associated flyovers in the Central Electric yard which were the largest collection of flyovers in the world on completion.

Associated structures

Mortuary Station, Railway Institute Building and the former Parcels Post Office Building demonstrate additions made to the study area over time to serve railway workers and the wider community. Mortuary Station is one of the oldest surviving stations in Australia and is associated with the expansion of the Sydney yards, the Rookwood Necropolis, one of the largest cemeteries in NSW and the historic connection between the locations for the transportation of funeral processions.

The Railway Institute Building is significant as the first institute of its type in Australia based on the idea of continuing to educate employees through evening classes. Providing a social venue for workers too, this building demonstrates 19th century initiatives to provide railway workers educational and recreational facilities.

The former Parcels Post Office Building and associated parcels shed and docks, demonstrates the historical importance of the railway in delivering postal services in NSW.

The Prince Alfred Sidings contain the only remaining examples of workshop buildings dating from the era of John Whitton's second Sydney Station of the 1870s, namely, the former Draftsman's Office and the former District Engineers Office. Also within the sidings is the Prince Alfred Substation complex (1926) which was part of the 1926 electrification works designed by John Job Crew Bradfield.

The Western Yard has been in continuous use since 1855 and contains the 1855 Darling Harbour Dive which is the earliest extant branch line, cutting and overbridge system in NSW. The Darling Harbour branch line also demonstrates the early connection of the railway to the port demonstrating the strong historical association of the Central Station site with freight transport facilities.

The southern boundary of the overall study area is demarcated by and includes the northern portion of the Cleveland Street overbridge (1891). Although greatly reconfigured it marks the general location of the early overbridge system which predates it.

The Central Station Precinct meets the threshold for state heritage significance for this criterion.

12.2.4 Criterion B – Associative Significance

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

Overall Study Area

The development of the Benevolent Asylum and Carters barracks in the western half of the current Sydney Terminal precinct were associated with Lachlan Macquarie's Governorship (1810-1821) and his city improvements.

The development of the first station including the Darling Harbour branch line is associated with the earliest pioneers of the NSW railways, James Wallace and William Randle who together designed and built the first railway from Sydney to Parramatta. Later in the nineteenth century Chief Engineer John Whitton was associated with the development of the second Sydney Station and Commissioner Edward MG Eddy proposed the development of the main Terminus building of the current station

Mortuary Station, the Main Terminus Building, and the Parcels Post Office Building were the only designs undertaken for the NSW Railways by the Colonial Architect (Mortuary Station) and the Government Architect, the remaining structures being designed by the railway engineers.

Central Station

Central Station is associated with many of New South Wales's finest 19th and early 20th century architects and engineers. The current Station is the result of a collaboration of engineers and architects who worked for different branches of the Department of Public Works.

Various notable architects and engineers worked on the 1906 Sydney Central Terminus, its approaches and landscape design. Henry Deane, Engineer-in-Chief of the Public Works Department, was responsible for the overall design of Central Station with grand ramped approaches and service tunnels beneath the main concourse and platform level. Henry Deane Plaza, south of the former Parcels Post Office Building, is named after him.

Walter Liberty Vernon, the first NSW Government Architect, assisted by Gorrie McLeish Blair (who later became the Government Architect) and John Barr, were responsible for the architectural quality of the design. Vernon's successor George McRae completed it.

Associated structures

Central Electric Station and its innovative system of flyovers, the Elizabeth Street viaduct and the Hay Street, Campbell Street and Eddy Avenue underbridges are all associated with engineer Dr John Job Crew Bradfield who oversaw their design and construction.

Mortuary Station was designed by the last serving Colonial Architect, James Barnet.

The Prince Alfred substation was part of the 1926 electrification program and is one of three substations designed by Bradfield.

The former Parcels Post Office Building is associated with Vernon, Blair and McRae.

The Central Station Precinct meets the threshold for state heritage significance for this criterion.

12.2.5 Criterion C— Aesthetic Significance

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

Overall Study Area

The quality materials and highly skilled workmanship undertaken in the construction of the Main Terminus Building and other buildings in the study area, underpins Central Station's status as an important public space intended to impress visitors and citizens alike.

The monumental form of the Main Terminus Building with its dominant use of sandstone, detailed facades, colonnades, columns and arcades, and its grand 85.6-metre-tall clock tower, is one of the largest major public structures in Sydney and a well-known landmark. Further, the impressive forms of the Central Electric station, the former Parcels Post Office Building and the Railway Institute have together occupied a prominent position in the northern part of the Central Station study area since the early 20th century marking the importance of the railway to both the city and the State.

Mortuary Station, Railway Institute and former Parcels Post Office Building demonstrate distinctive aesthetic attributes in their design and are prominent buildings with landmark qualities in their own right.

The early sandstone masonry and engineering of the largely intact c 1855 portion of the Ultimo Railway Overbridge is of high quality and was technically innovative for its era. The Darling Harbour Dive provides evidence of the advanced engineering works required in the establishment of the first Sydney Station.

Visual Setting

The creative innovation of the design for the third Sydney Terminus extended beyond the building itself. The 'garden' setting between Belmore Park and Prince Alfred Park was designed to ensure that the station was easily visible and provided views to and from the main structures. Additional plantings of London Plane trees on the Elizabeth and Pitt Street sides of Belmore Park (located outside of the study area) were introduced to accentuate the views towards the northern part of the station complex.

The streetscape development that surrounds the study area predominantly reflects the elements of sandstone and masonry used within the rest of the station precinct. Modern development, general upkeep and adaptive reuse of surrounding buildings often conflict with the visual setting of the study area, particularly from the Railway Square surrounds.

Views and vistas towards the station have been altered through surrounding development (including within the study area) however many of the primary view lines towards the Main Terminus Building, clock tower, Mortuary station, Railway Institute Building and the former Parcels Post Office Building have been maintained. Internal view lines and vistas from within the station precinct are often temporarily impacted by transport movement although views towards the Prince Alfred Sidings, Mortuary Station and Railway Institute can be found along the western platforms.

Central Station

The overall design for the site and Central Station in 1906 was technically innovative at the time, separating access to the Main Terminus Building on two levels, through ramped approaches to an above ground concourse. This allowed the separation of passenger movements on the concourse/platform level from the transport of luggage, mail and other items in the extensive underground system of tunnels and subways below. This plan also provided separate entrances and exits for pedestrians, trains, trams and vehicles.

The Main Terminus Building façade is aesthetically and technically distinctive for the design and workmanship utilised in its construction including:

- Large scale sandstone edifices of the main buildings presenting to Eddy Avenue and Pitt Streets which include Neo-classical detailed facades containing colonnades, columns and arcades; and the fine-grain urban fabric of the Pitt Street and Eddy Avenue arcades and associated boulevard streetscapes which include London Plane trees;

- The sandstone clock-tower; its size and height allowing it to be seen from many vantage points in the city as a primary urban icon;
- The Neo-classical Chalmers Street Entrance in Maroubra sandstone with Ionic columns, reminiscent of classical Greek and Roman architecture, and the most elaborate of the City Circle station entrances;
- The Neo-classical northern façade of Central Electric façade at the Eddy Avenue Forecourt;
- The sandstone walling of the massive Elizabeth Street viaduct and the Hay Street, Campbell Street and Eddy Avenue underbridges it contains, which provide a visual continuation of the Main Terminus Building and are local landmarks in the vicinity of Central Station;
- Voluminous internal spaces such as the Grand Concourse, the Booking Hall and the offices and clocktower stair foyers;
- The east, west and northern arched passageways of the upper concourse which contain sandstone arch details, coffered plaster ceilings and marble panelling.

There is an architectural transition from the Neo-classical sandstone external features of the Main Terminus Building to the internal brickwork and sandstone detailing of the facades of the Grand Concourse and associated areas. Other internal attributes of aesthetic and technical significance include:

- Carved cedar joinery;
- Acid etched glazing;
- Coloured lead-light glazing;
- Copper and lead-work for flashing and clocktower cupola;
- Metalwork balustrades;
- Terrazzo - expressed in the main concourse flooring and some of its related spaces
- Highly carved console brackets in the booking office;
- Marble work and terrazzo spaces of the central stairs of the main terminus and the clocktower stairwell;
- Highly carved timber balustrades in the main terminus building and
- Wrought ironwork and metal gates and fences throughout the entire complex.

Safety was a feature of Henry Deane's pioneering design for the station and it also displayed technical excellence in ground-breaking features including: the design of the eastern tram approach steel underbridge with riveted steel plate girder; the western approach sandstone underbridge with its elliptical arch construction; the three pin truss roof of the tram Porte-Cochère; the Devonshire Street subway; the underground men's toilets beneath the Grand Concourse; and the early mail, parcels and luggage subway system.

Associated structures

Central Electric

Central Electric's use of reinforced concrete was pioneering, and is demonstrated in its largely intact concrete awnings over the above ground platforms. The Elizabeth Street Viaduct, leading to the Central Electric Station contains underbridges spanning Eddy Avenue, Hay and Campbell Streets that

were constructed using a combination of 5-span continuous reinforced concrete beams with variable depths to create the impression of arch construction. Their elliptical arch construction is innovative, and the Eddy Avenue underbridge (viaduct) has skewed elliptical arches all of which was the result of an innovative use of reinforced concrete in railway bridge design.

The Central Electric flyovers or 'flying junctions' built-in association with the electrification of the suburban lines in c 1926 are a technically innovative and complex group of raised lines to allow Up line and Down line trains to pass each other and cross to their required platforms and suburban lines without the need for a complicated switching and point system. Apart from the introduction of the Airport Line they retain their original fabric and structure.

Mortuary Station

The Mortuary Station is considered to be one of Colonial Architect James Barnet's finest designs. The station, of Gothic Revival architectural style, is one of the most elaborate railway stations in Australia. With its Porte-Cochère spire and dome, Mortuary Station used to be more prominent and a landmark site, clearly visible from Prince Alfred Park, the Cleveland Street Bridge, Sydney University and from the railway corridor. However, within its immediate environs it continues to make a positive contribution to the streetscape and retains some prominence on approach from the north along Regent Street and from trains coming in and out of Central Station.

Railway Institute

The Railway Institute Building is a fine example of the Federation Anglo-Dutch architectural style demonstrating a high degree of architectural quality and detail. This is expressed particularly on its exterior, which contains repeated curvilinear Anglo-Dutch gable-dormers, moulded brickwork and the first use of Marseilles tiles on a public building in Australia. It is one of the few known examples of the work of architect Henry Robinson and is prominent with some landmark quality when viewed from the railway yards and Chalmers Street. The building is prominent and has landmark qualities within the visual catchment of the surrounding streets and at the busy entrance to the Devonshire Street Subway, which lies between it and the plaza.

Parcels Post Office

The exterior facades of the former Parcels Post Office Building are largely intact, while the mansard roof is a contemporary modification. The exterior of the building displays fine Neo-classical architectural details and the building has prominence in its position adjacent to the western forecourt and Railway Square. This prominence has not been significantly reduced by its close proximity to the Henry Deane Plaza.

The former Parcels Post Office Building is significant for its technical innovation as an early example of the use of a concrete and steel frame construction. The use of a partial steel framework, encased in concrete, maximised internal floor space.

Prince Alfred Sidings

To the south, the Prince Alfred Sidings and the significant substation and workshops sites within remain isolated within the site. The views to and from the Darling Harbour Dive have been reduced by the Henry Deane Plaza development.

The Central Station Precinct meets the threshold for state heritage significance for this criterion.

12.2.6 Criterion D – Social Significance

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

Overall Study Area

The study area has social significance as the site has contained the three major train termini for Sydney and NSW since 1855, and it also serves as the main transport interchange. As well as providing commuters with a sense of place, Central Station has employed and continues to employ a large work force who also identify with it.

Central Station

Central Station creates a sense of place in its environs, enhanced by its proximity to Belmore Park and Prince Alfred Park, experienced by local residents, commuters and railway workers alike.

Into the 21st century Central Station has continued to fulfill the city's need for a meeting place and a place to pause along a journey. This aspect of the station is reflected in its continued colourful history of retail and refreshment opportunities offered to travellers, tourists, and passers-by, from ice cream parlours and silver service dining rooms to a bar and take-away venues with significant heritage fabric.

The upper concourse area demonstrates through its planning and aesthetics the attitudes and customs of the early 20th century. The imposing Booking Hall, which was experienced by passengers buying tickets as well as passers-by on the Grand Concourse, was one such space. The sense of romance associated with travel continues to be heightened by the sequential experience created by the main terminal building and its approaches.

The overall site is appreciated by those members of the community with a passion for transport technology or those whose forbears or heroes may have had a historic relationship with the site. Many elements recall an era when a large workforce was needed at Central Station to run the railways and multiple members of a family might work on the site or for the railways in different roles.

Associated structures and spaces

The Railway Institute Building is socially significant for the role it has played in the social life of railway employees, as well as the general public. It was in use for over a century not only as a social venue for railway workers containing leisure and some sporting facilities, but the facility also provided an important role in their education.

The Ibero-American Plaza has social significance as a focal point for Spanish and Portuguese speaking Australians. It has been used as a meeting point, seen for example in the rally protesting against the coup in Honduras in 2010.

The Central Station Precinct meets the threshold for state heritage significance for this criterion.

12.2.7 Criterion E – Research and Technical Significance

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

Overall study area

The key archaeological research value of the overall study area is associated with the sites of the former Devonshire Street Cemetery, the first and second railway stations and the former surrounding charitable institutions and government buildings. These archaeological remains have potential State heritage significance under this criterion.

Central Station

The extant remains of the Darling Harbour branch line cut which leads to the Ultimo Railway Overbridge has the potential to yield technical as well as archaeological information relating to early railway construction methods and the extent of mid-19th century civil engineering works required in the first phase of construction of the first Station. The approach to the Ultimo Railway Overbridge from the Western Yard has the potential to provide evidence of changing embankment and retaining wall techniques.

Associated Structures

The site has further technical research potential related to early 19th century masonry construction techniques seen in:

- The elliptical arches of the western approach underbridge;
- The complex masonry elliptical arches of the three Elizabeth Street Viaduct underbridges at Eddy Avenue (which is 'skewed' elliptical), Hay Street and Campbell Street;
- The western approach ramp underbridge the three-pin truss roof of the Porte- Cochère
- The Devonshire Street Tunnel
- The early mail, parcels and luggage subway system
- The unique brick arched construction of the Central Electric yard flying junctions.

The Central Station Precinct meets the threshold for state heritage significance for this criterion.

12.2.8 Criterion F – Rarity

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

Central Station

The construction of the Main Terminus Building on the site of the Devonshire Street Cemetery was one of the largest planned interventions into the urban fabric of Sydney. It represents a rare example of a design that incorporated not only the formal buildings but also the surrounding parkland and roadways, which were widened to form avenues and create vistas, and involved the separation and multi-layering of the various transport and pedestrian accesses. It is the largest example of a railway complex in NSW.

It is unique in NSW not only in extent, but also for the high standard of design of the terminus and associated buildings. Elements of the site demonstrate a rare collaboration of the design skills of two different branches of the Department of Public Works, the Railway and Tramway Construction Branch as well as the Government Architects Branch (the Colonial Architects Branch until 1890).

The eastern tram ramp underbridge contains extant decorative ironwork balustrades and a riveted steel plate girder which is a rare piece of the original fabric of the Central Station tramway and now used for the Sydney light rail system at Central Station.

Associated structures

The remnant Sydney Yards, the Western Yard and the Prince Alfred Sidings are the oldest railway yards in NSW. The Western Yard contains the oldest extant railway infrastructure in New South Wales, the 1855 Ultimo Railway Overbridge and the associated Darling Harbour branch line. It is the only known extant example of railway infrastructure built by the original Sydney Railway Company.

The flyovers constructed for Central Electric in the Central Electric Yard represent a unique and complex approach to train-running management and may remain the largest collections of flyovers of this type in the world

Mortuary Station is the only in situ example of a mortuary station in NSW and contains unusually accurate evidence of the practices of the funerary railway services which left from the station. It is a rare example of the utilisation of the Gothic Revival architectural style by James Barnet, the last NSW Colonial Architect, and of a style more usually adopted in the period for educational or ecclesiastical buildings. It is one of the oldest extant stations in NSW.

The Railway Institute Building is a rare example of a 19th century Railway Institute building on a grand scale. It was built in the Federation Anglo-Dutch architectural style and was the first example of a public building that used Marseilles tiles for its roof in NSW.

The Central Station Precinct meets the threshold for state heritage significance for this criterion.

12.2.9 Criterion G – Representative

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

Central Station

The Sydney Terminus complex at Central Station is a fine example of a terminus, with grand sandstone approaches and a clock tower that enhance its landmark qualities. The Sydney Terminus complex is representative of an international style used for public rail transport at the end of the 19th and beginning of the 20th centuries.

The site as a whole is a representative collection of the three phases of construction, documenting changing railway and railway technologies since 1855, from steam to diesel and electric. The layout of the westernmost tracks and platforms is almost unchanged since 1906

The elliptical arch construction of the three underbridges along the Elizabeth Street Viaduct (Eddy Avenue, Hay Street and Campbell Street) as well as the Eddy Avenue underbridge on the western tram approach, are an exceptional representation of their design technique.

The Hay Street, Campbell Street and Eddy Avenue under bridges, all built in 1923, are good examples of concrete arch bridges from the era of the creation of the suburban electric network.

Associated structures

The Prince Alfred substation building is relatively intact and is a good representative example of the three 'Bradfield Designed' substations built for the electrification of the suburban rail lines in Sydney.

The Prince Alfred workshops, although they may not be highly intact, represent the layout of the Prince Alfred Sidings during the Victorian period of the second Sydney Station and represent workshop practices of that era.

The Railway Institute Building is representative of the late 19th century trend towards workers' education. It demonstrates the responsible, albeit paternalistic, attitude taken by railway management towards their employees in the late 19th century.

The Central Station Precinct meets the threshold for local heritage significance for this criterion.

12.2.10 Statement of Heritage Significance

Overall study area

The site contains the original Sydney Railway Company grant on which the first Sydney Station and yards were opened, making it the oldest and the longest continuously operated yard in Australia.

The Central Station Precinct has a high level of historic significance associated with its early government and institutional uses, as well as 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

The Central Station Precinct 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. The site demonstrates the evolution of changes in the NSW railways and railway technology over the past 150 years, from steam to electric, reflected in the changes in yard layout and in signalling work practices.

The Main Terminus Building, accentuated by its clock tower and approach ramps, exemplifies the predominant use of sandstone at the site and dominates its surroundings marking the importance of the railway to both the city and the State. 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 Building and also in the Neo-classical Chalmers Street Entrance, the Central Electric Station main façade and the Parcels Post Office Building, creating a unified main terminus complex.

Various notable 19th and 20th century architects and engineers are associated with the development of the Central Station Precinct over 170 years including James Wallace and William Randle (first Sydney Railway Station); the last serving Colonial Architect, James Barnet (Mortuary Station); the first NSW Government Architect Walter Liberty Vernon (the Main Terminus Building and the former Parcels Post Office); and the Chief Engineer for the City Underground and Sydney Harbour Bridge, Dr John Job Crew Bradfield (Central Electric).

The significance of Central Station is widely appreciated by the broader community as a local landmark and for its sense of place. It has social significance as a place of work for employees past and present and their families; and by many specialist transport and heritage community groups.

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 Porte- Cochère; the Devonshire Street subway, and the early mail, parcels and luggage subway system.

Associated Structures

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.

Mortuary Station, the Main Terminus Building and the former Parcels Post Office Building were the only designs undertaken for the NSW Railways by the Colonial Architect and the Government Architect within the Department of Public Works.

The Prince Alfred Sidings contains some of the oldest remaining workshops in the NSW railway system.

The Prince Alfred Substation is part of the 1926 electrification works designed by Dr John Job Crew Bradfield.

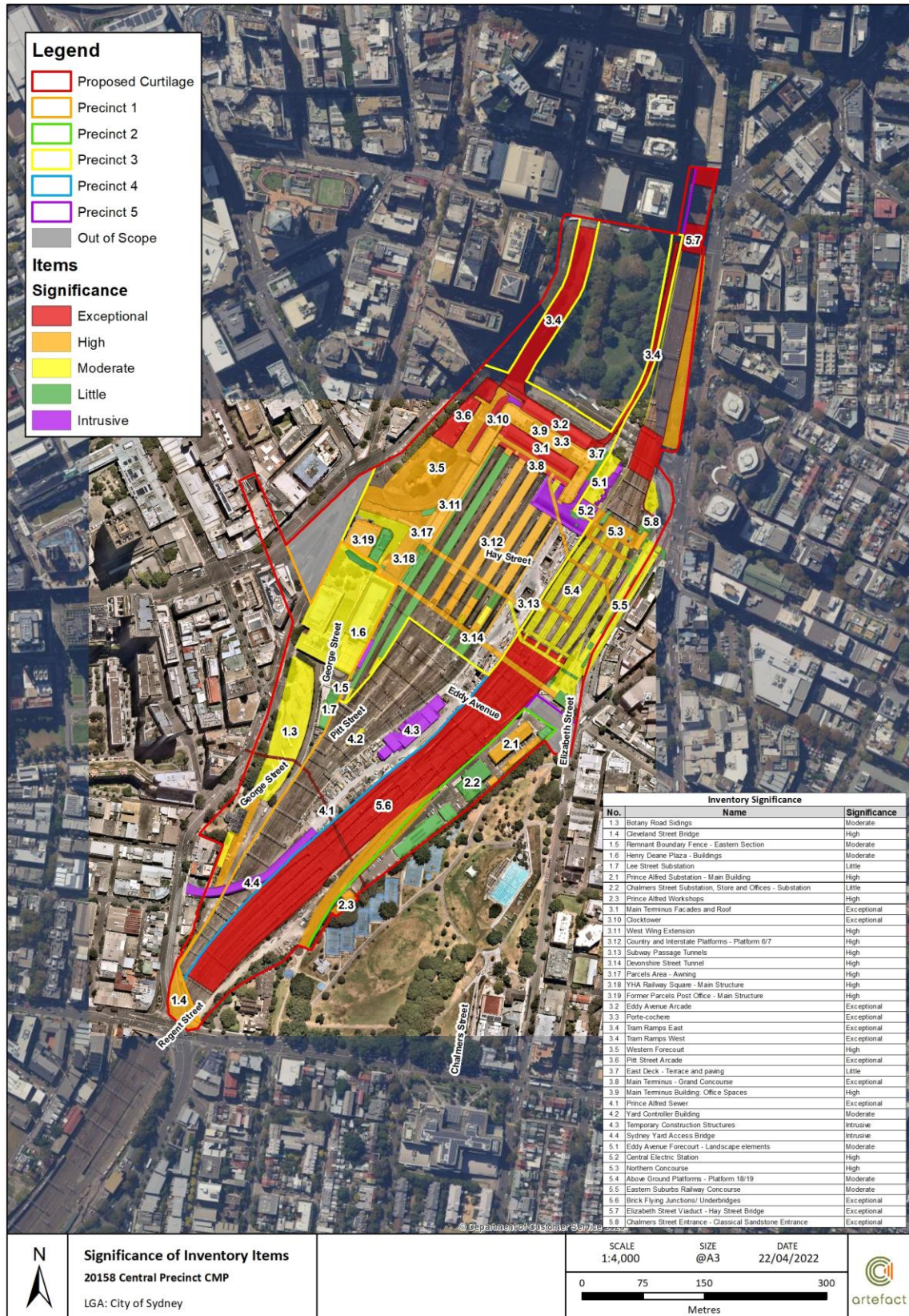
The Mortuary Station is a fine and rare example of the Gothic Revival architectural style designed by James Barnet, and is the only remaining example of a mortuary station in NSW. The exemplary Federation Anglo-Dutch architectural style of the Railway Institute Building is significant, and it was as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

Overall, the Central Station Precinct is of state heritage significance.

12.2.11 Levels of Significance

The following diagram identifies the overall significances for each item within the Central Station Precinct. For further detailed assessments for each item, refer to the respective precinct inventories.

Figure 129. Relative levels of significance across the Central Station Precinct.



13.0 HERITAGE CURTILAGE

13.1 Heritage Curtilage

The following paragraphs outline the discussion regarding the heritage curtilage of the station under the general principles of the NSW Heritage Office document, *Heritage Curtilages*.³⁸⁹

Heritage Curtilage is defined as:

*'...the area of land surrounding an item or area of heritage significance... which is essential for retaining and interpreting its heritage significance.' The area delineated as the 'curtilage' should contain all elements contributing to the heritage significance of an item or place and is the area required to retain and interpret the heritage significance of the place.*³⁹⁰

As such, heritage curtilage for items within the Central Station Precinct are subject to the following types of heritage curtilage:

- Lot Boundary Heritage Curtilage: where the lot would adequately contain the heritage significance of the place, including buildings, gardens and other significant features such as walls, fences and driveways that contribute to the heritage significance of the place
- Expanded Heritage Curtilage: where an area larger than the lot boundary is required to retain the heritage significance of the place, including its landscape setting or visual catchment. The Expanded Heritage Curtilage identifies a wider boundary that encompasses features of the context and setting of the heritage item that are matters for consideration when changes are proposed in the near vicinity of the Lot Boundary Heritage Curtilage.

An Expanded Heritage Curtilage for the Central Precinct is the curtilage listed on the s170 Heritage Register for Central Railway Station and Sydney Terminal Group, that includes the following items:

- Eddy Avenue and Belmore Park
- The Elizabeth Street Viaduct from the south side of Hay Street up to and including the northern side of Campbell Street (including the Campbell Street underbridge); and
- Henry Deane Plaza
- Mortuary Station
- Ultimo Railway Underbridge
- Former Parcels Post Office
- Railway Institute Building

This Expanded Heritage Curtilage would retain the original relationship between the key heritage items within and adjacent to the station, while also conserving the visual relationship of the station within its surrounding environment, most specifically the views to and from Belmore Park to the north of the station. The Expanded Heritage Curtilage also included the mature London Plane trees to the

³⁸⁹ NSW Heritage Office, 1996, *Heritage Curtilages*

³⁹⁰ NSW Heritage Office, 1996, *Heritage Curtilages*

east and west of the station viaducts along Elizabeth and Pitt Streets, which are part of the Belmore Park heritage curtilage.

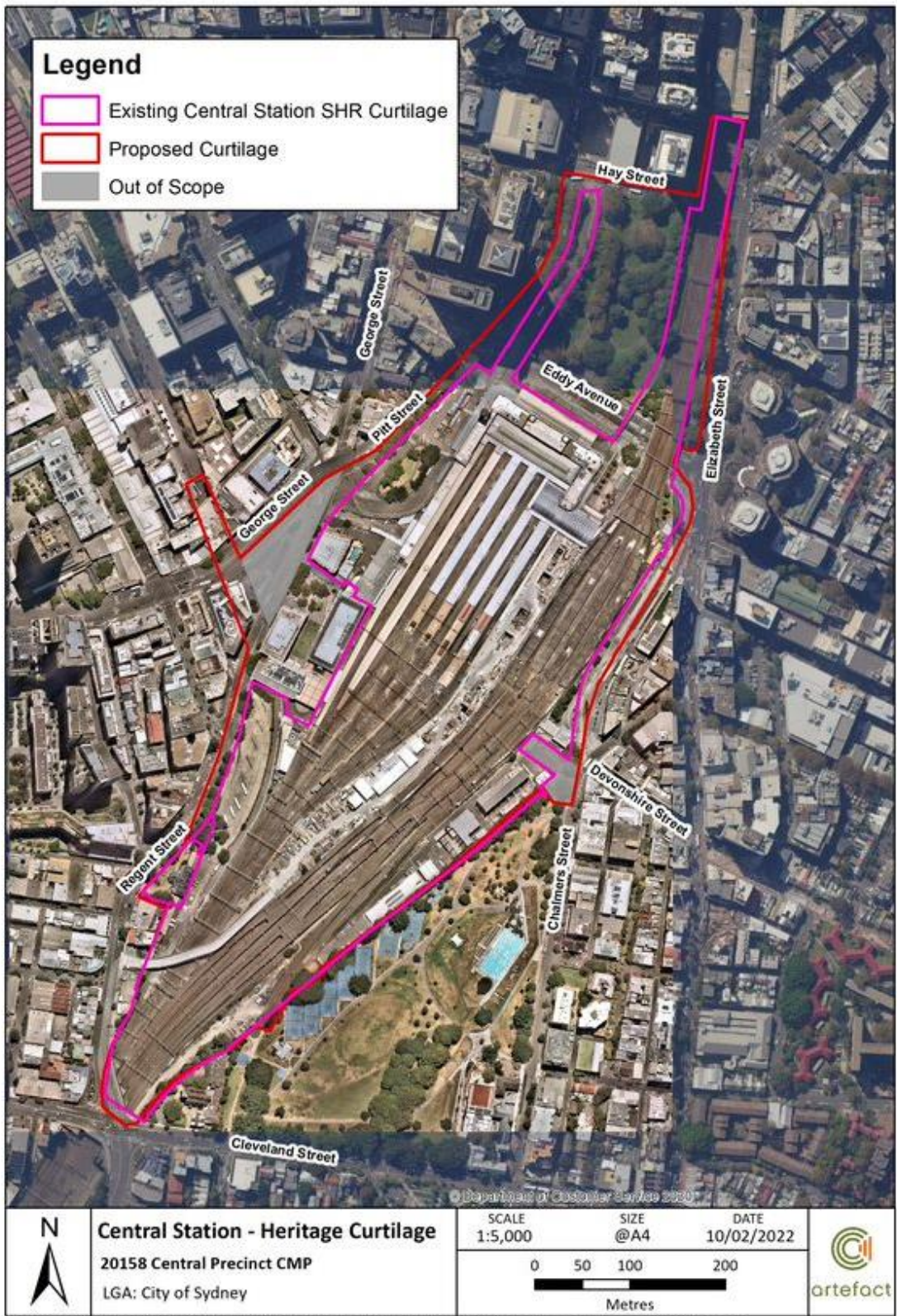
The Expanded Heritage Curtilage identifies the important relationship and historical links between the development of the station site and its surroundings, and includes important ancillary buildings such as the former Parcels Post Office, the Railway Institute, Mortuary Station and the Ultimo Railway Overbridge. The Expanded Heritage Curtilage (derived from the s170 listing boundary) also includes Henry Deane Plaza as it had only recently undergone redevelopment and its inclusion within the Expanded Heritage Curtilage would help retain the setting to the west of the station precinct.

As discussed in Section 8.6, key view lines which include views from and along Belmore Park, Elizabeth, Pitt, Regent and Chalmers Streets, Rawson Place, Railway Square and the Western Forecourt are significant to the overall setting and visual catchment of the Central Station Precinct and therefore inform the Expanded Heritage Curtilage for the site. The Expanded Heritage Curtilage also includes a historical buffer zone that extended into the surrounding streetscapes in order to retain the surrounding setting of the station.

Railway Square has been historically linked to Central station and continues to form part of the significance of the station as a transport hub. Although the area is listed as a locally heritage significant item, its importance within the historical and ongoing significance of the station should be encompassed within the Expanded Heritage Curtilage of the station in order to acknowledge not only important view lines to the station from this area but its setting within the historical and future use of the station as a main transport hub within Sydney.

An Expanded Heritage Curtilage (based on the s170 listing boundary for s170 Heritage Register for Central Railway Station and Sydney Terminal Group) has been provided in Figure 130 below.

Figure 130: Heritage Curtilage



14.0 FUTURE DESIGN CONSIDERATIONS

14.1 Introduction

This section outlines the opportunities and constraints that could affect the management and conservation of the buildings, structures, places and elements within and surrounding the study area now and in the future. These opportunities and constraints have informed the conservation policies and guidelines and recommendations which are outlined in Section 15.0 of this CMP.

The Central Station Precinct has been divided into 5 sub-precincts. Each sub-precinct inventory identifies the built heritage and archaeology within the sub-precinct and the Opportunities and Constraints which are pertinent to the heritage items and spaces. For precinct specific opportunities and constraints refer to the relevant sub-precinct in Appendix A: Central Station Sub-Precinct inventories.

Below are outlined the key heritage considerations which have informed the assessment of the future design considerations and opportunities and constraints in each sub-precinct at Central Station.

14.2 Key heritage considerations

The study area contains a number of SHR and locally listed heritage items that should be retained and conserved. These items should be carefully managed by owners, staff and consultants in order to enhance the general public's appreciation of the study area overall and continue its use as Sydney's main transport hub.

Country and Aboriginal culture informs the cultural significance of the place. The significance of the place as a whole and the individual levels of significance for each precinct area, and the elements and physical fabric are discussed in Section 12.0.

Any future development within the study area should aim to respect and enhance the significance of the heritage items, including key and contributory elements, structures, curtilages, views, vistas, infrastructure and landscapes, in addition to the wealth of archaeological deposits that are located within the site. The heritage curtilage, identified in Section 13.0 should be considered in order to encompass the contributing significance Railway Square has played to the overall use of the study area as a main transport hub.

14.2.1 Heritage Significance

The Central Station Precinct is of exceptional heritage significance, and is recognised as being of State heritage significance. The Central Station Precinct is comprised of 5 sub-precincts each ranging in their overall heritage significance (refer Appendix A: Central Station Sub-Precinct inventories).

14.2.2 Integrity and physical condition

The study area contains various structures constructed from the 1850s until present day. As part of a working station precinct, many of the buildings are currently in good condition following recent restoration works. However, some buildings and structures have been impacted by the introduction of intrusive elements or a lack of maintenance resulting in impacts to the physical condition of the fabric and its integrity. Inspections of the heritage items within the study area were carried out between 2019 and 2022. Condition assessments of the various heritage listed, and contributory fabric, structures and buildings located within the study area are provided in the inventory sheets appended to this report.

The Main Terminus Building and associated items including the Prince Alfred Substation, Mortuary Station and the former Parcels Post Office are purpose-built structures originally designed for or associated with the transportation of people and goods throughout NSW. Although the station still functions as the main transport hub for Sydney, ancillary buildings and structures, including the Railway Square underbridge no longer serve their original purpose and have either been retained in their current environment (e.g. the 1870s workshops) or adaptively reused for new purposes (the former Parcels Post Office and parcels shed as hotel and hostel accommodation).

Following the CMP in 2013, there have been numerous conservation and demolition works within the study area, most notably the development of the Metro Central Walk which resulted in the demolition of several structures within the yard. Conservation works, included various works to secure, weatherproof or restore damaged fabric, from gutters and downpipes to repointing brickwork of the station terminus building.

Damage to heritage items, fabric or structures are often caused by a lack of regular maintenance, most often from water ingress from failed roofs or windows or the blocking of storm water systems. Site security, especially across large study areas such as this, is often an issue and can result in vandalism across buildings and within the rail corridor. Many of the buildings and structures within the study area have been well built, resulting in little structural instability throughout the study area.

As such, key considerations should include:

- Any repair works to prevent further damage or investigate areas of potential damage should be prioritised as follows:
 - Weatherproofing to roofs and repair of roof drainage system
 - Weatherproofing and bird proofing of all openings, including openings cause by damage to fabric
 - Upgrading of site and building security
 - Any minor structural repair works
 - Repairs required due to damage caused by inappropriately installed services

These works should be carried out following a structural engineers report and in consultation with a qualified heritage practitioner.

14.2.3 Significant views

Views and vistas within the urban setting of the station include views of the Sydney Terminus, Belmore Park and the viaducts, approaches and ramps within the station precinct. The streetscapes of Eddy Avenue Pitt Street and Elizabeth Street are also noted as elements of cultural significance. Significant views towards the clocktower are also found from the streetscapes surrounding the station. However, recent works within the surrounding area including the introduction of the Chalmers Street Substations and Sydney Metro line have impacted upon view lines. Section 8.6 of the CMP identifies the significant key views to, from and within the Central Station Precinct which take into landmark features and visual catchments.

14.2.4 Archaeological potential

There is a moderate to high potential that intact former ground surface and migrating Aeolian dunes are located beneath Platforms 13 to 15. Aboriginal sites may be associated with this landform, and any Aboriginal artefacts and sites that may be identified within this area would be considered of moderate to high archaeological significance. Across the remainder of the Central Station site there is

a low to moderate potential for Aboriginal objects to occur sub-surface where natural soil contexts remain.

Historical archaeological resources associated with the following phases of development have the potential to be located within the Central Precinct:

- Phase 1: Early British Land Use (1788 – 1805)
- Phase 2: Macquarie's Governorship and the Early 19th Century (c.1819-1850)
- Phase 3: First and Second Railway Stations (1855 – 1900)
- Phase 4: Land Resumption and Constructing Central Station (1901 – 1932)
- Phase 5: Modern (1930s – present)

Historic archaeological items from these land phases have been assessed at varying levels of potential and significance. The assessment of archaeological potential and significance for historic items associated with these phases of development is included in Appendix B: Central Station Archaeological Site Plan.

14.3 Owner and user requirements

The overall study area is largely located within the heritage curtilage of the SHR listing for Central Station (Sydney Terminal and Central Railway Stations Group, SHR Item No: 01255). Additional State listed heritage items are also located within this curtilage or within the study area, including:

- **Mortuary Railway Station** (Mortuary Railway Station and Site, SHR Item No: 00157)
- **Railway Overbridge** (Railway Square Road Overbridge, SHR Item No: 01232)
- **Railway Institute Building** (Railway Institute Building, SHR Item No.01257)

Under the Heritage Act, the owner must recognise its responsibility to conserve the heritage items identified above in compliance with its legislative obligations. These items must be appropriately maintained through guided conservation management to ensure effective care.

Obligations of existing and future tenants of the structure should also be taken into consideration. Opportunities to commission a building information and fit-out guide for building managers, owners and tenants should be explored to guide existing and future tenants during planning and fit out of spaces within heritage items located in the study area. This guide would need to be reviewed and may need to be updated in accordance with this Conservation Management Plan.

14.3.1 Users requirements

Understanding Central's user environment

Since opening in 1906 as the main hub of the NSW rail network, Central's ownership and governance structure has evolved in parallel with the evolution of the State's transport systems. Change has been driven in large part by developments in the operation, planning and administration of transportation and the logistical challenges involved in moving people and goods across the state. Importantly, the Twentieth Century saw the transition of the site from the control of a single centralised agency (NSW Government Railways) to an expanded interchange accommodating a wider range of users and aspirations. This process of expansion is ongoing and requires Central to continually incorporate new modes of transportation, respond to evolving travel technologies and keep pace with Sydney growth.

As the Station's users continue to diversify and decentralise it is important to understand the range of different requirements that they bring. These requirements inevitably interact with the heritage

considerations that form the focus of the CMP. This plays out through the process of managing change intended to be guided by the conservation policies and principles developed for Central. Managing change and understanding user requirements is an ongoing challenge facing everyone involved in Central's management and operation - from frontline transport workers to the heads of the relevant government departments.

Today, Central accommodates several distinct transport operators, a growing variety of ancillary uses, and is now under the ownership of TAHE, a state-owned corporation. An ever-expanding customer base, whose needs and requirements influence the long-term planning and decision making regarding the State's transport systems, utilise the site every day. To meet the challenges of the future Central's building fabric, layout and aspects of its original design will be required to adapt and change as in the recent and more distant past. As further explained in this document it is critical to ensure that this process can occur without causing a detrimental impact to heritage values.

Table 1 provides a high-level summary of Central's user requirements. These requirements come with a range of implications for heritage management at the site. In addressing these requirements each proposal should be assessed against the relevant conservation policies and with a view to managing change in accordance with heritage significance.

User Category	Examples	Summary Requirements
Asset Owners	TAHE Sydney Trains Sydney Metro	<ul style="list-style-type: none"> • Successful asset custodianship and financial management • Optimise transport assets for future planning and value for money • Support the provision of safe and reliable transport assets and systems • Help create centres of activity and grow economies around station precincts
Public Transport Operators	Local Bus Operators Coach Operators Sydney Trains Sydney Metro NSW Trains Indian Pacific Sydney Light Rail	<ul style="list-style-type: none"> • Deliver and operate efficient, safe, reliable and accessible transport systems • Collaborate within the Transport cluster and with new service providers (such as Uber) to improve the customers end to end journey • Increase uptake of public transport • Place the customer at the centre • Support a large and diverse workforce • Remain fit for the future by embracing new technologies • Operate in a financially responsible manner • Improve maintenance and upkeep outcomes of operational and non-operational assets • Meet sustainability targets
Transport Heritage Operators	Transport Heritage NSW	<ul style="list-style-type: none"> • Increase awareness and access through engaging Transport Heritage experiences • Improve the publics understanding and appreciation of heritage and connection to place • Create and operate memorable experiences for visitors, tourists and the local community • Distinct requirements for running heritage trains – knowledge capture

User Category	Examples	Summary Requirements
Retail/Food & Beverage	Shops Cafes Bars	<ul style="list-style-type: none"> Support to provide a range of retail and food/beverage options that enhance customer and staff amenity and provide reasons to linger within the precinct Deliver well planned and complimentary offerings set up to succeed Facilitation of compliant servicing, fitout, signage and installation works Ongoing liaison and consultation to monitor outcomes and challenges
Customers and workers	Local, regional, and international travellers Site visitors	<ul style="list-style-type: none"> Ease of access, clear wayfinding, and reliable transport services Clean stations, services and availability of amenities (ie bathrooms, drinking fountains and seating) Access to interesting information about site history via good quality heritage interpretation Connectivity and proximity to retail/food and beverage offerings and complimentary services Access, security and amenity requirements of a modern workplace (relevant for the Quantum Terminal)
Asset Owners	TAHE Sydney Trains Sydney Metro	<ul style="list-style-type: none"> Successful asset custodianship and financial management Optimise transport assets for future planning and value for money Support the provision of safe and reliable transport assets and systems Help create centres of activity and grow economies around station precincts
Public Transport Operators	Local Bus Operators Coach Operators Sydney Trains Sydney Metro NSW Trains Indian Pacific Sydney Light Rail	<ul style="list-style-type: none"> Deliver and operate efficient, safe, reliable and accessible transport systems Collaborate within the Transport cluster and with new service providers (such as Uber) to improve the customers end to end journey Increase uptake of public transport Place the customer at the centre Support a large and diverse workforce Remain fit for the future by embracing new technologies Operate in a financially responsible manner Improve maintenance and upkeep outcomes of operational and non-operational assets Meet sustainability targets

14.4 Statutory Context

14.4.1 Overview of Statutory Listings

The management and conservation of heritage items within the study area is to be undertaken following the statutory planning framework. Key statutory listings applicable to the study area are outlined in Section 3.0 of this report and should be read in conjunction with the below.

As discussed in Section 3.0 of this report, buildings and elements within the study area are listed in three statutory registers. These are:

- NSW State Heritage Register

- TAHE Section 170 Heritage Register
- Sydney LEP 2012

No building or element within the study area is listed on the Commonwealth, National or World Heritage List.

14.4.2 Environmental Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legislative framework for the protection and management of matters of national environmental significance, that is, flora, fauna, ecological communities and heritage places of national and international importance. Heritage items are protected through their inclusion on the World Heritage List, Commonwealth Heritage List or the National Heritage List.

The EPBC Act stipulates that a person who has proposed an action that will, or is likely to, have a significant impact on a World, National or Commonwealth Heritage site, must refer the action to the Department of the Environment and Energy and Minister for the Environment (hereafter Minister). The Minister will then determine if the action requires approval under the EPBC Act. If approval is required, an environmental assessment would need to be prepared. The Minister would approve or decline the action based on this assessment.

A significant impact is defined as “an impact which is important, notable, or of consequence, having regard to its context or intensity.” The significance of the action is based on the sensitivity, value and quality of the environment that is to be impacted, and the duration, magnitude and geographic extent of the impact. If the action is to be undertaken in accordance with an accredited management plan, approval is not needed and the matter does not need be referred to the Minister.

14.4.2.1 Commonwealth Heritage List

The Commonwealth Heritage List has been established to list heritage places that are either entirely within a Commonwealth area, or outside the Australian jurisdiction and owned or leased by the Commonwealth or a Commonwealth Authority. The Commonwealth Heritage List includes natural, Indigenous and historic heritage places which the Minister is satisfied have one or more Commonwealth Heritage values.

14.4.2.2 National Heritage List

The National Heritage List has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation.

14.4.3 NSW Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) is the primary piece of State legislation affording protection to heritage items (natural and cultural) in NSW. Under the Heritage Act, ‘items of environmental heritage’ include places, buildings, works, relics, moveable objects and precincts identified as significant. All government agencies are required to identify, conserve and manage heritage items in their ownership or control.

The Act established the State Heritage Register (SHR) to protect places with particular importance to the people of NSW. As itemised in Section 14.4.3.1, there are four items on the State Heritage Register.

Under Section 57(2) of the Heritage Act, the NSW Minister for Planning can grant exemptions from approvals.

All works which do not qualify as exempt works under Section 57(2) of the Heritage Act, must obtain approval through the NSW Heritage Council under Section 60 of the Heritage Act. The details of all proposed works within the SHR for the study area must be submitted to the NSW Heritage Council for their consent prior to commencement of works.

All works within the study area should respond to the relevant approvals outlined throughout this report. Any works carried out within the curtilage of a heritage listed item should be recorded and the register listing should be updated accordingly.

All conservation works should be guided by this CMP. All works within the Central Station Precinct should be guided by this CMP including conservation works, alterations, additions, and adaptive reuse. Where an individual building within any of the five sub-precincts has its own CMP, this should also guide the works. Any major changes should align with an approved Masterplan for the site.

14.4.3.1 State Heritage Register

The SHR was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by Heritage NSW, DPC and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW. For works to an SHR item, a Section 60 application must be prepared for works that are not exempt under Section 57(2) of the Heritage Act.

14.4.3.2 Section 170 Register

Under the Heritage Act all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 of the Heritage Act requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must also ensure that all items on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

14.4.3.3 TAHE Heritage Asset Management Strategy

The Heritage Asset Management Strategy (HAMS) was designed by the former NSW Government's Office of Environment and Heritage and Treasury to help organisations like TAHE (formerly RailCorp) to prepare asset management plans for the conservation and management of their heritage assets into the future.

TAHE undertook a four year HAMS process (2010-2014) to guide the conservation and maintenance of items which are listed on their Section 170 Register. The HAMS responds to the State Agency Heritage Guide (published in 2005), which requires certain actions under Section 170 and Section 170A of the Heritage Act.

The core elements of the State Agency Heritage Guide are outlined in the following document:

<https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/state-agency-heritage-guide.pdf>

14.4.3.4 Minimum Standards of maintenance and repair

Under Section 118 of the Heritage Act, owners of SHR heritage items are required to ensure their item meets the minimum standards of maintenance and repair. These standards were regulated in 1999 and apply to all State Heritage Register items. Examples of the minimum standards include:

- Weatherproofing
- fire protection and prevention
- security; and
- essential maintenance and repairs

An inspection to ensure that heritage items are being managed in accordance with the minimum standards must be conducted at least once every year (or at least once every three years for essential maintenance and repair standards). Failure to meet these standards may result in an order from the Heritage Council to do so or abstain from any other works to ensure the standards are met.

Specific information regarding the minimum standards can be reviewed here:

<https://www.heritage.nsw.gov.au/assets/Uploads/a-z-publications/m-o/Minimum-Standards-of-Maintenance-and-Repair.pdf>

14.4.3.5 Archaeology

Part 6 Division 9 of the Heritage Act protects archaeological 'relics' from being exposed, moved, damaged or destroyed. This protection extends to situations where a person has reasonable cause to suspect that archaeological remains may be affected by the disturbance or excavation of the land. It applies to all land in NSW that is not included in the SHR. Section 4(1) of the Heritage Act (as amended 2009) defines 'relic' as follows:

"relic means any deposit, artefact, object or material evidence that:

(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and

(b) is of State or local heritage significance."

Sections 139-145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless in accordance with an excavation permit. Excavation permits are issued under Section 140 of the Heritage Act, or Section 60 for sites listed on the SHR. Excavation Permit Applications must be supported by an Archaeological Research Design. Section 146 of the Heritage Act requires that any discovery or location of a 'relic' is reported to the Heritage Council.

If the proposed work is minor and would have minimal impact on the heritage significance of the place or site, it may be granted an exception or exemption under Section 139 (4) or Section 57 (2) of the Heritage Act.

Works

The Heritage Act identified 'works' as being in a separate category to archaeological 'relics.' 'Works' refer to past evidence of infrastructure. 'Works' may be buried, and therefore archaeological in nature, however, exposure of a 'work' does not trigger reporting obligations under the Heritage Act. 'Works', as items of environmental heritage, have the potential to provide information that contributes to our knowledge of past practices, and good environmental practice recognises this.

14.4.3.6 Approvals for Works

Table 3 below outlines the approval pathways for any works which are proposed to be undertaken within the Central Station Precinct area.

Table 23: Approval pathways

Exemption	Pathway
S57 Standard Exemptions	<p>Certain activities and works are exempt from approval under the Heritage Act. These activities and works must have little or no impact on the item's significance.</p> <p>The NSW Heritage Council has prepared guidelines to inform owners/managers and applicants about the standard exemptions to proposed works which related to SHR items.</p> <p>Specific activities and relevant standards for the types of exemption works can be reviewed here:</p> <p>https://www.heritage.nsw.gov.au/applications/state-heritage-items/standard-exemptions/</p>
S57 Rail Specific Exemptions	<p>Site specific exemptions for a particular SHR item can be approved by the Minister on the recommendation of the Heritage Council. Site specific exemptions relate to the particular requirements of an individual SHR item, and can only include activities and works which have little or no impact on the heritage item.</p> <p>The rail specific exemptions were drafted specifically for activities related to railway sites listed on the SHR, to allow cyclical maintenance, minor works and upgrades in relation to code compliance and some activities related to maintaining equipment associated with railways operations to go ahead without the need for Heritage Council approval or notification. Anything gazetted under the rail specific exemptions would be approved by Sydney Trains.</p> <p>The gazetted document can be reviewed here: https://resources.reglii.com/NSWGG.2015.3.13.G22.pdf</p>
S60 – fast track	<p>The fast track approval pathway is for works that:</p> <ul style="list-style-type: none"> • Apply to an item listed on the NSW State Heritage Register or subject to an Interim Heritage Order • Works will have little or no adverse impact on the heritage significance of the item, in the opinion of the Heritage Council (or its delegate) • Works that are not listed as an exemption under the Heritage Act 1977 • Works that have an estimated cost of up to \$150,000 • Works that correspond with any relevant guidelines <p>The fast track application cannot be used to obtain heritage approval following determination of an Integrated Development Application. Note that works in this category cannot include anything which could result in likely impacts to archaeological resources.</p> <p>Exemptions and specific information regarding the lodgement of a s60 fast track can be reviewed here: https://www.heritage.nsw.gov.au/assets/S60-Fast-Track-Activities-Guidance.pdf.</p>

Exemption	Pathway
S60 – standard application	<p>If works do not fall under any of the exemption pathways listed above, a full section 60 application must be lodged and approved before any works to a listed heritage item can begin. The standard section 60 approval pathway is for works that:</p> <ul style="list-style-type: none"> • Apply to an item listed on the NSW State Heritage Register or subject to an Interim Heritage Order • Works that would have a moderate or major impact on the heritage significance of the item, in the opinion of the Heritage Council (or its delegate) • Works that are not listed as an exemption under the Heritage Act 1977 • Works that will exceed an estimated cost of \$150,000 • Works that correspond with any relevant guidelines <p>This pathway is also used for heritage approvals following determination of an Integrated Development Application and where modifications may be required.</p> <p>Specific information regarding the lodgement of a s60 standard application can be reviewed here: https://www.heritage.nsw.gov.au/applications/state-heritage-items/works-application-s60/</p>

14.4.4 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning, development consent and environmental impact assessment processes. The EP&A Act requires that environmental impacts are considered prior to land development and the level of significance of the impact assessed; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that local governments prepare planning instruments (such as LEPs and Development Control Plans [DCPs]) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required.

The study area falls within the boundaries of the City of Sydney LGA. The study area is therefore subject to the Sydney LEP 2012.

14.4.4.1 Sydney LEP 2012

The aim of the LEP in relation to heritage is to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings, views and archaeological sites. The LEP lists items of heritage significance within the LGA and specifies aims and objectives to be addressed in any development application. Clause 5.10 outlines the provisions which apply to heritage conservation and requirements in relation to development applications affecting a heritage item or within a conservation area.

14.4.4.2 Sydney DCP 2012

The Sydney DCP 2012 is a supporting document that complements the provisions contained within the Sydney LEP 2012 and provides specific design detail in regard to sympathetic development on, or in the vicinity of, items listed on Schedule 5 of the Sydney LEP 2012. The study area is also located within the draft Central Sydney Planning Strategy. The DCP contains the Special Character Areas

that are considered to be important to the identify and significance of Central Sydney and its surrounds.

The following Special Character Area is located within the study area:

- Railway Square / Central Station Special Character Area (Sydney DCP 2012, 2.1.11)

14.4.4.3 State Significant Precinct

In July 2019, Central Precinct was declared a nominated State Significant Precinct (SSP) in recognition of its potential to boost investment and deliver new jobs. The SSP planning process for Central Precinct will identify a new statutory planning framework for Central Precinct. This involves two key stages:

- Stage 1: Development of a draft Strategic Vision which has since evolved into the Central Precinct Strategic Framework
- Stage 2: Preparation of an SSP study with associated technical analysis and community and stakeholder consultation.

In March 2021, the Central Precinct Strategic Framework was adopted representing the completion of Stage 1 of the planning process to develop a new planning framework for Central Precinct. The Strategic Framework outlines the vision, planning priorities, design principles, and the proposed future character of sub-precincts within Central Precinct. This is intended to inform and guide further detailed planning and design investigations as part of this SSP Study (Stage 2 of the SSP planning process).

This SSP Study intends to amend the planning controls applicable to Central Precinct under the SEPP (Precincts – Eastern Harbour City) 2021 to reflect the vision and planning priorities set for the Precinct under the Strategic Framework. Study Requirements were issued in December 2020 to guide the investigations and the proposed new planning controls.

14.4.4.4 State Environmental Planning Policy (Infrastructure) 2007

The State Environmental Planning Policy (SEPP) (Infrastructure) 2007 aims to facilitate the effective delivery of infrastructure across NSW. The aim of the policy is as follows:

(a) improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and

(b) providing greater flexibility in the location of infrastructure and service facilities, and

(c) allowing for the efficient development, redevelopment or disposal of surplus government owned land, and

(d) identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development), and

(e) identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and

(f) providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing, and

(g) providing opportunities for infrastructure to demonstrate good design outcomes.

The SEPP (Infrastructure) 2007 identifies additional development and land uses that are permissible with and without development consent, as well as development and uses identified as permissible without consent under SLEP 2012.

Clause 79 of the SEPP (Infrastructure) 2007 identifies railway infrastructure facilities which are permitted under the EP&A Act without the need for development consent. Clause 79(2) outlines that the alteration, demolition and relocation of local heritage items, and the alteration or relocation of State heritage items is permitted under legislation for the purpose of the construction of rail infrastructure facilities and does not require development consent.

The legislative requirements of SEPP (Infrastructure) 2007 can be found in the following legislative document:

<https://legislation.nsw.gov.au/view/html/inforce/current/epi-2007-0641#sec.2>

14.4.4.5 State Environmental Planning Policy (State and Regional Development) 2011

The State Environmental Planning Policy (SEPP) (State and Regional Development) 2011 aims to facilitate the effective delivery of state and regional significant development across NSW. The aim of the policy is as follows:

-
- a) to identify development that is State significant development*
 - b) to identify development that is State significant infrastructure and critical State significant infrastructure*
 - c) to identify development that is regionally significant development*
-

14.4.5 The National Parks and Wildlife Act 1974

The National Parks and Wildlife Act 1974 (NPW Act) provides a statutory protection to all Aboriginal places and objects. An Aboriginal Place is declared by the Minister, under Section 84 of the NPW Act in recognition of its special significance with respect to Aboriginal culture. Under Section 86 of the NPW Act, Aboriginal objects and places are protected. An Aboriginal object is defined as:

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.

The protection provided to Aboriginal objects applies irrespective of the level of significance or issues of land tenure. However, areas are only gazetted as Aboriginal places if the Minister is satisfied that sufficient evidence exists to demonstrate that the location was and/or is of special significance to Aboriginal culture. There are no gazetted Aboriginal places in the study area. All Aboriginal objects, whether recorded or not are protected under the NPW Act

14.4.6 Aboriginal Land Rights Act 1993

The *Aboriginal Land Rights Act 1983* (ALR Act) established Aboriginal Land Councils (at State and Local levels). These bodies have a statutory obligation under the ALR Act to:

(a) take action to protect the culture and heritage of Aboriginal persons in the council's area, subject to any other law, and

(b) promote awareness in the community of the culture and heritage of Aboriginal persons in the council's area

14.4.7 Native Title Act 1994

The *Native Title Act 1994* was introduced to work in conjunction with the *Commonwealth Native Title Act 1993*. Native Title claims, registers and Indigenous Land Use Agreements are administered under the Act.

14.4.8 Statutory Requirements for New Development

14.4.8.1 National Construction Code

The National Construction Code (including the Building Code of Australia [BCA]) is Australia's principal set of technical design and construction provisions for buildings and other structures in Australia.

The Australian Building Codes Board (ABCB), on behalf of the Australian Government and each State and Territory government, produces and maintains the National Construction Code. Under the EP&A Act, all new buildings and new building work must be carried out in accordance with the NCC.

Generally, there is no requirement for an existing building to comply with the BCA standards unless the use of the building is changed. Under the adaptive reuse of a building, the primary requirement is that the structural capacity and fire safety of the building is appropriate for the proposed new use of the building. If an existing building is to undergo alterations and/or additions, the new work must comply with the BCA, with some responsibility being available to the governing councils to determine if the building needs to be upgraded to meet the BCA. In any case, there are opportunities to provide alternatives to BCA compliance where works have the potential to result in adverse heritage impacts.

14.4.9 Disability Discrimination Act 1992 and the Disability (Access to Premises – buildings) Standards 2010 (the Premises Standards)

The *Disability Discrimination Act 1992* (DDA) makes it against the law to discriminate against people with disabilities. The Act intends to remove direct and indirect barriers that prevent equal opportunities for disabled persons and consequently their full participation in the community. The DDA applies to a wide definition of disabilities and includes physical and intellectual disability as well as mental illness. Section 23 of the DDA states that failing to provide disabled access is allowed if:

The premises are so designed or constructed as to be inaccessible to a person with a disability; and

any alteration to the premises to provide such access would impose unjustifiable hardship on the person who would have to provide that access.

Complying with the NCC and the DDA may result in unjustifiable hardship including financial difficulty as well as adverse heritage impacts. If strict adherence is likely to cause heritage impacts to significant fabric, then alternative designs should be investigated. In these particular cases, specialist input could be sought from the Heritage Council of NSW's Fire, Access and Services Advisory Panel (FASAP).

The *Disability (Access to Premises – buildings) Standards 2012* (the Premises Standards) commenced on 1 May 2011. Applications for building approval of a new building or upgrades of an existing building prompts the application of the Premises Standards. The Australian Human Rights Commission has issued Guidelines on the application of the Premises Standards to assist in their implementation.

The purpose of the Premises Standards (and corresponding changes to the Building Code of Australia and state and territory building law) is:

to ensure that dignified, equitable, cost-effective and reasonably achievable access to buildings, and facilities and services within buildings, is provided for people with disability, and

to give certainty to building certifiers, developers and managers that if the Standards are complied with they cannot be subject to a successful complaint under the DDA in relation to those matters covered by the Premises Standards.

14.5 Non-Statutory heritage considerations

14.5.1 Non-statutory heritage listings

There are a number of non-statutory listings which have implications for conservation management of the heritage items within the study area. These include items listed on:

- Register of the National Estate (two items)
- National Trust of Australia (one item)
- RAI Register of Significant Buildings in NSW (one item)

These items are identified in Section 0 of this report.

14.5.2 The Burra Charter

The primary guideline for the management of heritage places in Australia is the Australia ICOMOS Burra Charter 1999 (The Burra Charter), prepared in its current version in 2013. Generally, the heritage items, elements, spaces and setting of the study area should be respected and retained in accordance with the conservation principles within the Burra Charter. For any future works within the study area, a suitably experienced heritage specialist should provide heritage advice under the guidance of the Burra Charter principles. All principles and articles should be referred to during the master planning and design stages of any future development within the study area.

14.5.2.1 Aboriginal

Opportunities to conserve Aboriginal connections to the study area should be explored. This could include employment opportunities, involving the management and maintenance of the study area, including the management of archaeological deposits.

14.5.2.2 Archaeological Materials

Opportunities to include interpretation in areas with known or potential archaeological relics or works should be explored. As discussed in Section 8.7, there is a wealth of archaeological materials that have been discovered, retained or removed from the study area.

14.6 Strategic Planning

As the first part of strategic planning for Central Precinct, Transport for NSW prepared the Central Strategic Framework. Informed by extensive technical work and community and stakeholder engagement, the Central Strategic Framework sets an ambitious vision for the Central Precinct as:

'a vibrant and exciting place that unites a world-class transport interchange with innovative and diverse businesses and high-quality public spaces. It will embrace design, sustainability and connectivity, celebrate its unique built form and social and cultural heritage and become a centre for the jobs of the future and economic growth.' (Transport for NSW, 2021)

Supporting this vision are 31 planning priorities under the themes of place and destination, people and community, mobility and access, economy and innovation and sustainability, 12 design principles under the themes of public domain and open space, connections and mobility, built form and heritage, sustainability and design excellence. Reflecting the place based planning approach adopted by Transport for NSW for Central Precinct, statements of desired future character for each of the central Precinct's nine (9) sub-precincts were also prepared.

A Metropolis of Three Cities – The Greater Sydney Region Plan and Eastern City District Plan

A Metropolis of Three Cities – The Greater Sydney Region Plan (the Region Plan) was prepared by the GSC and published in 2018. It is a planning instrument under the EP&A Act and a regional strategic plan under section 3.3 of the EP&A Act.

The Region Plan sets the following vision for Greater Sydney:

'a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places' (GSRP, pg 6).

A key direction of the Region Plan is creating great places, which is further reiterated in the planning priorities of the Eastern District Plan. This recognises local characteristics and the qualities people value. As Greater Sydney grows and changes, its places will offer more than just new homes and jobs, but will also respect heritage and foster interaction and healthy lifestyles by encouraging exercise, creativity, enterprise and innovation.

City Plan 2036

The City Plan 2036 is the City of Sydney Council's local strategic planning statement which sets out a 20-year land use vision, balancing the need for housing and economic activities while protecting and enhancing local character, heritage, public places and spaces.

A key action of the City Plan 2036, is to conserve places of heritage significance by:

- identifying Indigenous and non-Indigenous places of local heritage significance in the LEP

- undertaking thematic heritage studies and other listing investigations to respond to community expectations to conserve emerging, under-recognised or endangered places of heritage value, as needed or when reviewing planning controls, to identify and list places of local heritage significance ahead of demolition and as early as possible in the planning process.
- reviewing LEP development standards to address inconsistencies with the conservation of heritage items and conservation areas
- ensuring development of heritage items, contributory buildings in conservation areas, and new development in conservation areas conserves the heritage values of the place and is sympathetic to the built form, scale and fabric
- monitoring and reviewing the heritage floor space scheme as needed to deliver conservation of Central Sydney's heritage buildings and places.

14.7 Adaptive Reuse

The ways that the buildings across the study area have been used has changed over time, but most still fulfil their important and historic uses in relation to transport and the railway network. Whilst changes to the buildings and study area have impacted the integrity of the heritage items and study area as a whole, they nevertheless retain sufficient integrity to allow interpretation as a significant component of the heritage of the Central Station Precinct. Adaptive reuse is also a way to minimise impact to heritage significance while allowing appropriate use of significant structures.

The reuse of a heritage place that retains its cultural significance is commonly referred to as adaptive reuse. Adaptive reuse advocates use as an integral component of conservation, enabling the place to have not only continuing use but also continuing social relevance. Adaptive reuse aims to retain and sympathetically reuse significant existing fabric, features and the inherent character of buildings, landscapes or places.

Where appropriate buildings could benefit from sympathetic modifications and the removal of intrusive fabric and/or elements.

Buildings and places identified for adaptive reuse within each of the five precincts have been outlined in the sub-precinct inventories at Appendix A: Central Station Sub-Precinct inventories. Care should be exercised throughout any adaptive reuse to buildings in the precincts to ensure all significant spaces, elements and fabric are retained and conserved, and not detrimentally impacted, damaged or removed.

14.7.1 Adaptive Reuse Strategy

Where a building or space has outlived its original purpose it may be possible to adapt it to a new use to ensure its continued conservation. Any adaptive reuse should reference the following heritage management and adaptive reuse documents:

- *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, Australia ICOMOS 2013.
- *Better Placed Design Guide for Heritage*, NSW Government Architects Office 2019.
- *New Uses for Heritage Places: Guidelines for the Adaptation of Historic Buildings and Sites*, Heritage Council of NSW 2008.

The primary guideline for the management of heritage places in Australia is the Burra Charter, prepared in its current version in 2013 (and discussed in Section 14.5.2 above). The following principles which are relevant for the preparation and implementation of this strategy should be considered during design development and the preparation of any adaptive reuse strategy.

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

These principles recommend that the active use of a heritage place is considered a part of its heritage significance, and that wherever possible, the use of heritage places should be conserved. The adaptation of heritage places is further addressed in the following principles:

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

Overall, alterations to a heritage place should be conservative and involve the least possible modification to the place. This is outlined in the Burra Charter under principle 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.

14.8 Heritage Interpretation

Heritage Conservation

- Investigate possibilities of retention or re-use of moveable heritage for interpretation
- Retain the existing historic function of the overall Precinct as Sydney's major transport hub

Future Development

- Opportunities for developing site specific heritage interpretation strategies, based on the precinct-wide Central Precinct Heritage Interpretation Strategy³⁹¹ which provides a consistent approach to interpretation across the Precinct, and for implementing detailed heritage interpretation plans
- Opportunities to enrich customer and visitor experience through appropriate heritage interpretation

³⁹¹ Artefact, 2022. Central Precinct Heritage Interpretation Strategy

- Opportunities for suitable heritage interpretive media to be integrated within future new developments
- Opportunities to interpret the Aboriginal heritage and Connection with Country associated with the Precinct should be explored.

14.9 Public Domain

Heritage Conservation

- Retain the special qualities that contribute to the 'sense of place' in the public domain in association with Central Station and its location within its urban context

Future Development

- Opportunities to provide better cross rail corridor and city pedestrian connections through future developments at the station and Central Precinct as a whole
- Opportunities to provide new public squares and spaces within and around Central Station to improve the public domain and connectivity to the urban fabric
- Opportunities for suitable heritage interpretation media to be integrated within future new public domain spaces
- A detailed analysis of the site and its urban context should underpin any new proposals for the public domain and should take into account the heritage significance of the place and its built and landscape fabric

14.9.1 Public engagement

Future Development

- Opportunities to enhance public engagement and access between Belmore Park and the station entrances along Eddy Avenue should be explored.
- Opportunities to enhance the quality and experience of the customer at Central Station, including improved connectivity between the different modes of transport and different precincts, and improved customer amenity

14.10 Association

14.10.1 Railway Square

Based on the significance of Railway Square to the Sydney Terminal and Central Railway Stations Group (SHR Item No: 01255), it is recommended that the area be incorporated into the heritage curtilage of the item. In addition, future management of the overall study area should include Railway Square and acknowledge the opportunities and constraints associated with development in this area and its impact on the area and its relationship with the Sydney Terminal and Central Railway Stations Group.

14.11 Future Research

Opportunities for archaeological research around the site before any site specific or overall study area development work is begun should be investigated.

Potential investigations could focus on the following historical uses of the overall study area, including information regarding the Aboriginal and early European occupation of the study area. Additionally, non- Aboriginal archaeological research could be conducted to determine the location of the first and second railway station, or the history of the institutional development to the north of the study area. Further archaeological research should be considered for the use of the Devonshire Street Cemetery, which has most recently been uncovered during metro station works within the northeast of the study area. There is also potential to understand the changing railway network layout and historical use of the Sydney Yards to the south of the study area.

Further research should be considered for key built items within the overall study area. Key items include:

- Mortuary Station (Precinct 1)
- Railway Square underbridge/overbridge (Precinct 1)
- Remnant wall (Precinct 1)
- 1870s workshop (Precinct 2)
- Railway infrastructure and associated machinery across the study area
- Commissioning of a complete movable heritage catalogue

Appendix B: Central Station Archaeological Site Plan contains a detailed analysis of the potential and significance of historical archaeological remains at the Central Station Precinct, and should guide any future investigations at the site.

15.0 CONSERVATION POLICIES

15.1 Introduction

Conservation can be regarded as a process of managing change in ways which best retain and protect the heritage significance of a place, while recognising opportunities to reveal or enhance its values for present and future generations

A balance between the conflicting needs of a place requires the development of a range of conservation principles, policies and guidelines, which will define the limits of acceptable change and the management of change while interpreting the place's significance. The policies and guidelines are intended to manage change at a place rather than prohibit it.

Conservation of the heritage values at Central Station is dependent on establishing appropriate and sustainable new uses for the site that will facilitate its ongoing conservation into the future. To assist with adaptation and with managing change it is essential that sound heritage management principles are established.

The Policies and Guidelines in this section of the CMP are intended to guide the conservation and management of significance and fabric of the Central Station precinct overall. Precinct specific conservation policies and guidelines for the built fabric within these areas can be found in Appendix A: Central Station Sub-Precinct inventories. If a particular action is not covered by a policy or guideline then reference is to be made to the Heritage Management Principles (see Section 15.2 below).

The Policies and Guidelines contained in this CMP have been formulated to address the likely heritage management considerations that apply to Central Station. The policies have been organised under sub-headings to assist the reader to identify which policies are relevant to a particular conservation action or proposal for change. Where it is appropriate, the policies are supported by explanatory background information and Guidelines which assist in making informed decisions about the site.

15.2 Heritage Management Principles

The following principles provide essential and guiding aims for the management of the overall heritage significance of Central Station. They should be adopted by the owner and all relevant approval authorities:

1. The Statement of Cultural Significance (Section 12.0 of the CMP) and the significance of built components (Section 12.0 and Appendix A: Central Station Sub-Precinct inventories) provide the basis for future planning and decision making at Central Station.
2. The future conservation and development of the place should be carried out in accordance with the principles provided in the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance.
3. The approach and options recommended for the conservation of specific fabrics, spaces, elements and qualities of Central Station should be endorsed as a guide for any proposed future work, the recommendations having been related to the principles outlined in the Burra Charter.

4. Uses for areas of exceptional and high significance should not have an unacceptable impact on the character and significance of those areas.
5. Potential future development should aim to minimise adverse impacts on the setting and significant built and landscape elements at Central Station.

15.3 General management policies

15.3.1 Plan implementation and review

Background

The CMP identifies why Central Station and its key components are significant. The Heritage Management Principles, Policies and Guidelines contained within this CMP have been prepared to ensure that heritage significance of the site is appropriately retained and conserved. The CMP is intended to be a practical document to guide current and future custodians, owners, managers and site users to make informed decisions about the management and future development of the precinct with due regard to the exceptional heritage significance of the place.

This CMP should be adopted by the custodians and property owners and submitted to Heritage NSW. It supersedes all previous CMPs prepared for the Central Station Precinct.

A CMP is only effective when its principles, policies and guidelines are implemented. Therefore, an effective management structure is required to ensure that the principles, policies and guidelines are fully integrated into the ongoing management of Central Station.

This CMP has an approximate lifespan of ten years. A ten-year lifespan will provide a reasonable opportunity for the implementation of policies, guidelines and cyclical maintenance, whilst allowing for additional information to be investigated and integrated into the next version of the plan. Review of the CMP is essential to ensure that it continues to provide relevant guidance for the conservation, maintenance and potential adaptive re-use or new development of the site and its buildings.

Policy 1	<i>This CMP should provide the basis for future conservation, new development and adaptive reuse of Central Station.</i>
Policy 2	<i>This CMP should be reviewed every ten years, or as circumstances relating to the Central Station change.</i>

Guidelines

The CMP, in particular the Policies and Guidelines outlined within it, may need review and adjustment from time to time to take into consideration any discrepancies, unforeseen circumstances or new proposals, to clarify the intentions of the document; or as a result of any uncovered evidence which comes to light.

The CMP should be integrated into the current and future management systems of Central Station to ensure that:

- It provides for the long-term conservation of the heritage values of Central Station and its significant components, spaces, elements and fabric;

- Employees, contractors and other site users are made aware of the heritage significance of Central Station and its key components, and are educated on the objectives of the CMP and the heritage management of the site;
- Management roles and responsibilities for the ongoing conservation and maintenance of Central Station are clearly established; and
- An appropriate balance is achieved between the functional requirements of the Station and the heritage constraints and opportunities which apply to the significant components of the precinct.

The CMP should be accessible to the public to ensure that community awareness of the history and significance of the Central Station precinct is fostered and maintained; as well as retention and conservation of the heritage values of the precinct. To ensure this accessibility is maintained, copies of the CMP should be lodged with Transport for NSW (TfNSW) or its delegate, Heritage NSW and the City of Sydney Library.

15.3.2 Achieving best-practice conservation and managing change

Background

The CMP identifies why Central Station and its key components are significant. The statement of cultural significance and the significance assessments of individual precincts and elements within the site, the policies, guidelines and management options throughout this CMP will aid and guide in future planning and work at the Station.

As Central Station is a State heritage listed site, and a railway asset on the S170 register, it requires best-practice heritage management and conservation. There is an expansive range of elements and components within the precinct which require specific skills and trained specialists and professionals to ensure the heritage significant fabric, spaces and values of the site are maintained. Such specialists include conservation architects, structural engineers, archaeologists, building code compliance advisors and material conservation specialists. The coordination and briefing of these specialists should be performed by suitably qualified professionals, such as heritage or conservation architects, who have experience in heritage conservation and can act on behalf of the custodian of the precinct.

To ensure that the gradual loss of cultural significance through incremental change to the precinct is prevented, it is recommended that a mechanism for the control of any modifications is established, to ensure that future tenants are limited in their impact on significant fabric.

Policy 3 *Management of the heritage values should be in accordance with the principles, policies and guidelines outlined in this CMP and as described in other best-practice heritage principles and guidelines including:*

- *The Australia ICOMOS Charter for Places of Cultural Significance 2013 (Burra Charter)*
- *Guidelines produced by Heritage NSW and the Heritage Council of NSW*
- *Any other heritage guideline documents by a statutory approval body or by any Government agency managing change at Central Station.*

Policy 4 *Professionals with the appropriate skills and experience in conservation should be employed to undertake any proposed conservation or new works at Central Station.*

Guidelines

This CMP should be integrated into the management structure of Central Station to ensure that:

- It provides for the long-term conservation and maintenance of Central Station and its significant components, spaces and fabric;
- All employees, contractors, leaseholders and other users of the Station are aware of the heritage significance of Central Station and the objectives for the ongoing maintenance and heritage management of the place; and
- Management roles and responsibilities for Central Station’s continued maintenance and conservation are clearly established, with specialist heritage management expertise incorporated into the management structure of the place.

Utilise all heritage management documents which have been adopted by the managing agencies or custodians of Central Station. This includes Heritage Asset Management Plan (HAMP) and compliance documents for individual elements throughout the precinct like Overhead Wiring Structures and Platforms, Signage, Lighting and Services.

All conservation works are to be overseen or undertaken in consultation with qualified and experienced professionals in conservation and heritage, who will act in accordance with the principles, policies and guidelines outlined in this CMP, ensuring that the heritage significance and values of the place will be conserved and enhanced.

15.3.3 Additional research and assessment

Background

This CMP identifies the significant elements, spaces and fabric of Central Station. Additional research and assessment of these elements may be required to assist in determining the potential impacts of future works, and help guide proposed change. It also can assist in assessing appropriateness of specific adaptive reuse works for the accommodation of new uses or upgrading of existing facilities and amenities for an existing function.

Additional research and assessment may include assessments of impact for proposed alterations which may impact significant elements, spaces and/or fabric, or the proposed removal of existing unsympathetic additions which may reveal significant elements, spaces and/or fabric or impact their significance.

Policy 5	<i>Additional research and/or assessment should be undertaken to inform decisions in relation to conservation works, detailed design of new works and, alterations and additions to Central Station and its significant elements, spaces and/or fabric.</i>
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Guidelines

The following additional research and assessment should be undertaken as part of any proposed conservation works or new works to Central Station:

- Detailed investigation, recording and assessment of the documentary and physical evidence associated with the elements, spaces and/or fabric;
- Further research into the structural techniques used across the precinct;
- Development of a digital twin of the Central Station Precinct and its built and landscape heritage, which would include zoomable details to allow for detailed analysis and high level of archival recording of the spaces (useful for potential future restoration or reinstatement of spaces);
- Development of a below ground predictive model and archaeologically verified archaeological management plan based on Appendix B: Central Station Archaeological Site Plan. This would be a critical management tool which allowed for modelling of potential impacts in situ;
- Confirm appropriate conservation approaches;
- Outline a comprehensive schedule of conservation actions or potential new works, based on the accepted conservation approach of this CMP.
- Refer to records of change undertaken and maintained by Sydney Trains as per (Policy 7

15.3.4 Assessing heritage impacts

Background

Proposals for conservation or new works at Central Station will need to be assessed to ensure that they are consistent with the principles, policies and guidelines outlined in this CMP. A Statement of Heritage Impact (SoHI) will need to form part of any proposed development application submission or Section applications to City of Sydney and Heritage NSW.

Policy 6	<i>Proposed works should be assessed for their potential heritage impact on the significance of Central Station and the significance of other heritage items in the vicinity and/or within the Railway Square/Central Station Special Character Area.</i>
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Guidelines

Undertake all heritage impact assessments in accordance with the documentation and guidelines outlined in Section 15.3.2 and using appropriate heritage management expertise. Assessments should include evaluations of potential impacts of the proposed change to the heritage significance of Central Station or any other heritage items in the vicinity.

A Statement of Heritage Impact is required for internal applications to apply the TAHE site specific exemptions as well as to City of Sydney and HNSW.

15.3.5 Records of maintenance and change

Background

The components, elements, spaces, and fabrics of a place can reveal important information about its historical development. As places are subject to change over time, it is important to ensure that a visual and/or written record is undertaken before change occurs. It is also important to record any fabric or elements which may be uncovered during works.

Policy 7	<i>A recording of the condition of Central Station and its significant fabric and key features should be undertaken before, during and as part of any new major works or restoration to the place.</i>
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Guidelines

Records should be undertaken for works which include the demolition and change, particularly unavoidable changes to significant elements, spaces or fabric at Central Station. Proposed works should be recorded if they have been assessed as having a major impact on the significance of the item, and/or requested as part of a condition of consent by either the NSW Heritage Council or City of Sydney. Recordings should be undertaken in a manner which is consistent with the guidelines published by the Heritage Branch of the Office of Environment and Heritage (now Heritage NSW):

- Photographic Recording of Heritage Items Using Digital Film (revised 2006)³⁹²;
- How to Prepare Archival Recordings of Heritage Items (revised 1998)³⁹³; and
- Maintenance series 1.2: Documenting Maintenance and Repair (1998)³⁹⁴

15.3.6 Compliance with statutory requirements

Background

Central Station is a place of state and local heritage significance and is therefore subject to heritage provisions as outlined in the *Heritage Act 1977 (NSW)* (Heritage Act) and the *City of Sydney Local Environmental Plan 2012* (LEP). The legislation has been developed to prevent the loss or degradation of cultural significance through inappropriate development or building works, repairs and maintenance to a place.

Some exemptions from approval for minor works can be obtained under Section 57(2) of the Heritage Act. The purpose of these standard exemptions is to allow for agreed minor works to proceed without the need to refer to Heritage Council for approval and endorsement. The Standard Exemptions were gazetted by the Minister for Heritage on 13th November 2020 and came into effect from 1st December 2020

(see https://gazette.legislation.nsw.gov.au/so/download.w3p?id=Gazette_2020_2020-318.pdf).

Additional site-specific exemptions have been developed for TAHE (formerly Railcorp) railway assets (see Appendix D: TAHE Site Specific Exemptions). The site specific exemptions were gazetted on 2nd March 2014, and were granted by the Minister for Heritage in respect to any proposed works or activities which may be carried out at one of the railway assets. The purpose of these site specific exemptions is to allow for agreed minor works to proceed without the need to refer to Heritage Council for approval and endorsement.

Policy 8	<i>Central Station will be managed in ways which are consistent with the applicable statutory heritage requirements. Works are required to comply with building code</i>
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³⁹² <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/photographic-recording-of-heritage-items-using-film-or-digital-capture.pdf>

³⁹³ <https://heritagenw.intersearch.com.au/heritagenwjsui/retrieve/d9552c48-6be6-4ee8-b277-6924de8e2da8/H14665%20-%20HERI.pdf>

³⁹⁴ <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/documenting-maintenance-and-repair-works-information-sheet.pdf>

and other legislative requirements to ensure that impacts to the site's heritage significance are avoided or minimised.

Guidelines

To ensure that Central Station is managed in ways which are consistent with the applicable statutory heritage requirements, heritage induction workshops should be conducted every 12 months to be completed by all relevant staff to ensure they are aware of the heritage significance and their statutory requirements for the continued maintenance conservation of the precinct. Relevant staff include all Sydney Trains and TfNSW staff, maintenance, sub-consultants and construction-related staff who would be working in and around the Central Station Precinct. Heritage induction workshops should be led by heritage consultants who are versed in the significance of the site and the complexities surrounding undertaking work in and around significant spaces and fabric.

Modifications to existing heritage items to achieve compliance should retain or restore as much of the original fabric as possible. Any additions should be as little as possible to achieve compliance and the purpose required. Additions should be of sympathetic appearance and installed in a manner where its impact to the significant fabric is minimal and easily reversible.

15.3.7 User requirements

Background

This CMP is intended to provide a guide for the management of Central Station in the present and future. Individual owners and tenants may require specific changes to the site to suit their requirements.

Policy 9	<i>An internal fit-out guide should be developed to provide guidance on meeting user requirements within the adaptation of heritage significant spaces.</i>
Policy 10	<i>Individual owners and tenant requirements for fit-outs and fixtures should be assessed in accordance with the policies and guidelines of this CMP to ascertain their appropriateness at Central Station.</i>

Guidelines

The current management arrangements at Central Station should be supported and maintained in accordance with the policies of this CMP. Individual tenants may over time require new arrangements and fit-outs built within the precinct. These requests should be made through the custodians of the Station, and should be assessed in accordance with this CMP.

15.4 Heritage conservation

15.4.1 General

Background

In 2012, the Minister for Transport announced the formation of two new railway organisations: Sydney Trains and NSW TrainLink. The two organisations were to serve the different needs of the Sydney and regional railway customers. In 2017, the two organisations became independent standalone agencies. RailCorp (now Transport Asset Holding Entity of New South Wales (TAHE)) remains the asset holder of the items within the study area.

The Station is a functional asset within the NSW passenger railway network, which is required to meet multiple and competing demands such as the integration of other modes of transport and development to meet the demand for accessible public transport. These considerations must inform the policy development for Central Station as the need for development within and around the station, to keep up with modern requirements, is balanced against the need to protect its significance.

Policy 11 *The government agency/ies responsible for the Central Station CMP area should continue to implement a heritage management structure for the CMP area that:*

- a. integrates development and heritage conservation within the overall management of the Central Station (including tenancy management);*
 - b. provide for the long-term conservation of the significant fabric of Central Station;*
 - c. disseminates the intention, aims and policies of this CMP to all those responsible for the maintenance and development of Central Station; and*
 - d. outlines the responsibility at each staff level and of any permanent or temporary commercial tenants.*
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Guidelines

The government agency/ies responsible for Central Station should formally acknowledge the site's heritage values and adopt this CMP as the principal document to guide the ongoing heritage management of the site.

All staff managing change, maintenance and repair within the Central Station CMP area should have ready access to this CMP (online and in hard copy) and should be encouraged to refer to and make use of the document.

Regular staff heritage induction sessions should be held:

- Creating a positive attitude to the heritage of Central Station
- Introducing the CMP
- Explaining the heritage management processes and the need for external heritage approvals and/or exemption notifications for certain types of works.

15.4.2 Ongoing use as a major transport complex

Background

Central Station as an operational railway station in high usage is under constant pressure from commuters to perform a service. Its current use will continue into the future and will require adaptation to changing technology related to: the running of trains (computerisation); the introduction of high speed trains; improved automatic ticket barriers; and associated upgrading of facilities for the public and Sydney Trains staff. In addition, Central Station needs to provide a smooth and easy-to-negotiate connection point for the various modes of transport which converge on the place, including the light rail system, bus, coach and taxi services.

Demand for facilities will result in the need for modifications of the existing station layout. Any alteration to station layout will require corresponding upgrades to signage and possibly the introduction of additional escalators and lifts to assist passengers to move around the station.

Policy 12 *The government agency/ies responsible for the Central Station CMP area should:*

- a. recognise that the continuing and sustainable use of Central Station as a major transport hub in NSW is an essential part of its outstanding heritage value;*
 - b. recognise that the outstanding heritage values can be successfully balanced with the need for Central Station to continue as a major transport interchange in NSW including both major change and the management of ongoing minor technical adaptation, maintenance and repair; and*
 - c. continue or re-instate regular public access to major spaces of heritage significance within Central Station which were originally intended to be publicly accessible spaces.*
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Guidelines

Ensure new uses and developments at Central Station that are compatible with the primary railway use of the site and provide opportunities to celebrate and interpret the heritage values of Central Station and minimise negative heritage impacts.

Ensure external heritage professional and/or internal heritage specialists with familiarity and understanding of the significance of Central Station are employed to advise on:

- Masterplanning
- Adaptation to new uses
- Facilities upgrades
- New installations (eg. services and signage)
- Maintenance and repair
- Conservation works (eg. stone and brick façade repairs)

Establish an annual stakeholder meeting with relevant representatives from the responsible Government Agencies and key stakeholders to discuss implementation of the CMP, and other heritage matters relevant to Central Station.

15.4.3 Conservation policies

Background

The Assessment of Heritage Significance in Section 12.0 of this CMP sets out why Central Station is of heritage significance. The CMP aims to guide the retention and conservation of key components, significant spaces, elements and fabric while allowing for its ongoing use.

The following policies provide general guidance for the conservation of significant built and landscape components, elements, spaces and fabric at the Station. The best means of conserving the place is for it to have an ongoing, appropriate and viable use. Conservation does not preclude the considered and sympathetic change to the site, provided the significance is maintained.

The buildings and structures at the Central Station Precinct provide tangible evidence of the history and development of the site. Individual buildings, elements and spaces make differing contributions to the heritage values of the site.

Policy 13	<p><i>Heritage conservation should do the following:</i></p> <ul style="list-style-type: none"> <i>a. Adopt a holistic approach to the site, taking into consideration all the significant aspects of the Central Station Precinct, including landscape features, buildings and structures, collections, records, traditions, practices, memories, meanings and associations;</i> <i>b. Retain the significant components, spaces, elements and fabric of the Central Station Precinct consistent with their assessed levels of significance and in accordance with the specific actions and policies identified within this CMP;</i> <i>c. Adopt an evidence-based approach to the conservation of materials, fabric and spaces, making use of all expertise and knowledge available;</i> <i>d. Ensure the authenticity and integrity of original and early elements and fabric is maintained and conserved.</i>
Policy 14	<i>Where previous maintenance or repair works have used inappropriate materials or techniques, these should be replaced when it is practicable using materials and techniques which replicate the original, or otherwise retain the significance of the fabric as a whole.</i>
Policy 15	<i>The conservation and adaptive reuse of the buildings, structures and spaces within the Central Station Precinct should be undertaken in a manner which is consistent with their assessed levels of significance and in accordance with the guidelines included in this CMP.</i>

Guidelines

Retaining, conserving and interpreting the key phases of development should form the focus of heritage management of the Central Station Precinct. Heritage conservation should reinstate spaces and relationships between the different parts of Central that add meaning or reinforce an understanding of its original configuration and patterns of use.

The components, elements, spaces and fabric of the site should be managed in accordance with its relative contribution to the heritage significance of the site – as outlined in the following table.

Level of Significance	Recommendations for Management
Exceptional	<ul style="list-style-type: none"> • Retain, conserve (restore or reconstruct), and maintain. • Intrusive elements and fabric should be removed. • Adaptation is appropriate provided it is undertaken in accordance with the Burra Charter principles and with the specific guidance and policies provided in this CMP.

Level of Significance	Recommendations for Management
High	<ul style="list-style-type: none"> Retain, conserve (restore or reconstruct), and maintain. Intrusive elements and fabric should be removed. Adaptation is appropriate provided it is undertaken in accordance with the Burra Charter principles and with the specific guidance and policies provided in this CMP. There is generally more scope for change for items of High significance than there is for components of Exceptional significance.
Moderate	<ul style="list-style-type: none"> Retain, adapt and maintain. Demolition or removal is acceptable for items and areas of Moderate significance provided that there are no adverse impacts on the significance of the fabric or spaces. This includes in adjacent areas and spaces, or movement corridors. Retention of fabric or spaces of Moderate significance may depend on other factors (other than assessed values), including physical condition, integrity and functionality of the fabric or spaces.
Little	<ul style="list-style-type: none"> Retain, alter or demolish/remove as required provided that there is no adverse impacts on the heritage significance of the fabric, space or place overall. Sensitive alteration or demolition may enhance the heritage significance and contribution of the components to the overall significance of the place.
Intrusive	<ul style="list-style-type: none"> Demolish or remove when the opportunity arises. Ensure no adverse impacts on the significance of other fabric, spaces or components of higher significance. Components which are actively contributing to the physical deterioration or loss of integrity of other components of higher significance should be removed as a priority.

Make use of all available expertise and knowledge, adopting an evidence-based approach to materials and their conservation. A clear process of reengaging suitably qualified consultants, building contractors, project manager and tradespeople who have experience working on historic sites and with heritage materials should be established.

Inappropriate materials and details should be removed and made good. Where components of higher heritage significance have been altered or damaged through inappropriate repair or materials, ensure that the authenticity and integrity of the original components and fabric are maintained.

Sensitive adaptive re-use of significant items is encouraged provided that adaptation is consistent with the guidelines contained in this CMP and with other best practice guidelines.

If demolition of a building, structure or space is proposed then:

- The item should be archivally recorded consistent with the guidelines in Section 15.3.5;
- The historic functions/use of the place, if significant, should be interpreted consistent with the guidelines in Section 15.4.7; and
- Any new development should be designed consistent with the guidelines in Section 15.8.11.

15.4.4 Fabric specific conservation policies

The following section provides detailed policies and guidelines for certain areas across the Central Station Precinct which demand special attention. The information has been divided into subheadings which outline the different fabric across the Precinct and provides general guidelines and specific guidelines for each element/location.

The guidelines have been prepared to guide a best practice approach to the restoration and physical intervention of significant fabric at the Central Station Precinct.

Policy 16	<i>Conservation and intervention of significant fabric at Central Station Precinct should be guided by the fabric specific conservation guidelines outlined in this CMP.</i>
Policy 17	<i>Any work undertaken to significant fabric at Central Station Precinct should be guided by conservation and statutory documents outlined in 'Other Resources' in addition to the guidelines outlined in this CMP.</i>

15.4.4.1 Roof cladding and chimneys

Background

The study area includes various roofing materials however the majority of buildings within the study area are covered by corrugated steel sheeting. Original fabric has predominately been removed across the study area due to the limited lifespan of most roofing materials.

As documented below:

- Specific guidelines are required for a number of buildings within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 24: Fabric Conservation Guidelines: Roofing and Chimneys

Element/ Location	Description	Specific Roofing and Chimney Guidelines	Overall Roofing and Chimney Guidelines
Terminus Building and platforms	Original roofing has been replaced by corrugated Colorbond steel which vary in shades of light grey and is also used over the platforms. The concourse roof originally featured glazed panels to allow light into the hall, however this was replaced with green fibreglass sheeting.	<p>The life expectancy of this material is generally considered to be 20 years. The 2021 CMP reiterates the 2013 CMP recommendation that any future replacement is to be of a cohesive colour of oxidised galvanised steel.</p> <p>Additional Colorbond materials (e.g. Colorbond Coolmax) may be used in areas of heat loading and should be of the same recessive hue as directed above.</p> <p>The existing green metal sheeting within the concourse hall should be removed and replaced with a modern glazed material that responds to the design and dimensions of the original glazed panels. This would generate more natural light within the Grand Concourse.</p>	<p>Any proposed works to the element should undergo a heritage impact assessment and a Statement of Heritage Impact should be included in the design package.</p> <p>Any proposed works to the element should consider and respond to the significance of the fabric, its location and the character of the structure. Intrusive designs which do not reflect the heritage significance of the element, structure or precinct should not be supported.</p> <p>Existing roofing materials should be replaced with like-for-like fabric.</p> <p>Existing modern corrugated metal sheeting should be replaced with Colorbond in a similar colour to oxidised galvanised steel and installed through existing penetrations where possible.</p> <p>Intrusive roofing introductions should be removed as part of a maintenance strategy within the building or overall study area.</p>
Clock Tower	Copper cladding was introduced to protect the sandstone dome of the clock tower. This is a modern element installed in the last 20 years.	The cladding and sandstone elements should be periodically checked to ensure the fabric is conserved.	<p>New ducting or services should be sympathetically placed in order to mitigate physical and visual impacts. These elements should also be limited in size and placement in order to mitigate cumulative impacts.</p>
Porte Cochere	The original roof of the port cochere and verandah around the station featured clear glazing where the building met the roofline. This fabric was replaced with corrugated metal sheeting, preventing light to stream through to the building and outer areas of the concourse.	An opportunity exists to remove and replace the metal sheeting with modern glazing and reinstate the original design of the roof structure.	

Element/ Location	Description	Specific Roofing and Chimney Guidelines	Overall Roofing and Chimney Guidelines
Mortuary Station	Slate tiles introduced during the restoration of the building replaced the original fabric.	Repair and/or replace with like-for-like fabric when required. Any proposed roofing works should not impact the heritage significance and character of the precinct.	Where possible, new elements should be introduced through existing penetrations to mitigate additional physical impacts to element of heritage significance.
Prince Alfred Workshops and the Rolling Stock Officers Building	Glazed terracotta tiles	Repair and/or replace with like-for-like fabric when required. Any proposed roofing works should not impact the heritage significance and character of the precinct.	Where possible, elements to be removed should be considered for salvage purposes and donated or sold to an appropriate organisation to reduce environmental impacts.
Chimneys	Various construction methods across the study area including brick and sandstone.	<p>All existing chimneys should be retained.</p> <p>Opportunities to reinstate or reintroduce a chimney that has been removed should be explored.</p> <p>Original flashing should be protected and conserved where possible; it is noted that new roofing should not generate a corrosive environment to the chimney structure and associated elements.</p> <p>The elements should be periodically checked to ensure the fabric is protected and maintained.</p>	<p>Any proposed works (including maintenance) should be undertaken by trained professionals. A heritage induction plan should be implemented prior to any works being undertaken.</p> <p>Roofing and roofing elements should be periodically inspected for wear and maintenance assessments.</p>

15.4.4.2 Roof plumbing

Background

The study area includes various gutters, downpipes and drainage systems of varying fabric including copper, galvanised iron, Zinalume, PVC, copper and cast iron.

As documented below:

- Specific guidelines are required for a number of buildings within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 25: Fabric Conservation Guidelines: Roof Plumbing

Element/ Location	Description	Specific Stormwater Plumbing Guidelines	Overall Stormwater Plumbing Guidelines
Terminus Building and platforms	<p>Rainfall discharges into modern Colorbond and Zincalume box gutters which surround the building and are concealed by the upper parapet balustrade. Various cuttings have been made to allow water to flow through the sandstone cornices to meet cast iron rainwater heads and downpipes which are situated along the buildings façade. Some of these downpipes have been removed and replaced within intrusive modern introductions. The waterflow then discharges into the ground stormwater system.</p> <p>Flashings located around the box gutters often requires maintenance, while some of the cast iron downpipes are cracked in areas.</p> <p>The western forecourt veranda features edge gutters which drain into the original cast iron downpipes or utilise modern PVC piping introductions which are adjoined to the original cast iron downpipe columns.</p>	<p>Where cast iron elements are cracked and/or corroded or otherwise deteriorated that their operational use has been impacted, the element should be replaced with a like-for-like element of the same material and detailing.</p> <p>The replacement cast iron element should be specifically designed for the area; off shelf or store-bought elements would not be supported due to the heritage value of the element within the station precinct.</p> <p>Replacement and maintenance should be carried out periodically by an appropriately qualified contractor or tradesperson.</p> <p>Sandstone elements should be periodically inspected for rainwater damage. Impacts should be assessed by a heritage practitioner and restored by an appropriate mason.</p>	<p>Any proposed works to the element should undergo a heritage impact assessment and a Statement of Heritage Impact should be included in the design package.</p> <p>Any proposed works to the element should consider and respond to the significance of the fabric, its location and the character of the structure. Intrusive designs which do not reflect the heritage significance of the element, structure or precinct should not be supported.</p> <p>Past intrusive elements should be removed and replaced. Where possible, reinstate original missing fabric to match the original design.</p> <p>Professional, qualified consultants and contractors should be engaged to undertake any work associated with the maintenance, restoration and conservation of a significant plumbing element.</p> <p>Introduced plumbing systems should utilise existing penetrations when being installed to mitigate physical impacts.</p> <p>New systems and services should be sympathetically placed in order to mitigate physical and visual impacts. These elements should also be limited in size and placement in order to mitigate cumulative impacts.</p> <p>Any proposed works (including maintenance) should be undertaken by trained professionals. A</p>

Element/ Location	Description	Specific Stormwater Plumbing Guidelines	Overall Stormwater Plumbing Guidelines
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heritage induction plan should be implemented prior to any works being undertaken.

Plumbing elements should be periodically inspected for wear and maintenance assessments.

If the retention of an element is not possible and its removal is supported by a heritage assessment, the elements should be salvaged for future use within an appropriate structure (replacement of like-for like fabric or interpretation) or donated or sold to an appropriate organisation to reduce environmental impacts.

15.4.4.3 Metalwork

Background

The study area includes various metal elements that require constant ongoing maintenance and replacement. These elements can form part of a buildings structure or are standalone features within the study area. These elements are often well protected across the study area and are in generally good condition, requiring little maintenance besides cleaning and repainting. Some steel elements have been compromised over time and have been structural stabilised in the last twenty years.

As documented below:

- Specific guidelines are required for a number of elements within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 26: Fabric Conservation Guidelines: Metalwork

Element/ Location	Description	Specific Metalwork Guidelines	Overall Metalwork Guidelines
Terminus Building	Structural truss roof and framing, including colonnade and columns. Repainted over time.	<p>The area contains isolated portions of metalwork that may be exposed to moisture from various forms including rain, and/or condensation.</p> <p>Regular inspections of the roofing and stormwater plumbing systems should be undertaken of this risk areas in order to prevent corrosion to prevent potential failure of the structure, particularly the plates and bolts.</p> <p>Any area containing lead-based paint should be monitored and repainted with non-lead based modern paint when the lead paint begins to degrade in order to prevent the introduction of lead dust into the air.</p> <p>Full removal of lead paint is costly and hazardous and should only be considered when major works are to be conducted under a sealed off area. Works to remove the lead paint should be conducted by a specialist under appropriate protections.</p> <p>Where steelwork has been damaged, the element should be examined by a structural engineer to confirm the stability of the steel. The element should be retained if structural sound; if portions of the element have been compromised, new steel should be welded into the element in a similar design to the existing component. The complete removal of the element should only be considered if the element is completely or predominantly compromised and is no longer structural stable. If this is found, the new element should respond to the original design and character of the existing element.</p>	<p>Any proposed works to the element should undergo a heritage impact assessment and a Statement of Heritage Impact should be included in the design package.</p> <p>Any proposed works to the element should consider and respond to the significance of the fabric, its location and the character of the structure. Intrusive designs which do not reflect the heritage significance of the element, structure or precinct should not be supported.</p> <p>Past intrusive elements should be removed and replaced. Where possible, reinstate original missing fabric to match the original design.</p> <p>New services should be sympathetically placed in order to mitigate physical and visual impacts. These elements should also be limited in size and placement in order to mitigate cumulative impacts.</p> <p>New services should be attached to steelwork with clamp fittings where possible.</p> <p>Reduce exposure to damaging corrosion and monitor stormwater systems and building plumbing to prevent water ingress.</p> <p>Existing materials should be replaced with like-for-like fabric.</p> <p>Where possible, new elements should be introduced through existing penetrations to mitigate additional physical impacts to element of heritage significance.</p>

Element/ Location	Description	Specific Metalwork Guidelines	Overall Metalwork Guidelines
Platforms	Steel framing to platform canopies	<p>The area contains isolated portions of metalwork that may be exposed to moisture from various forms including rain, and/or condensation.</p> <p>Regular inspections of the roofing and stormwater plumbing systems should be undertaken of this risk areas in order to prevent corrosion to prevent potential failure of the structure, particularly the plates and bolts.</p> <p>Any area containing lead-based paint should be monitored and repainted with non-lead based modern paint when the lead paint begins to degrade in order to prevent the introduction of lead dust into the air.</p> <p>Full removal of lead paint is costly and hazardous and should only be considered when major works are to be conducted and the area is to be sealed off to the public. Works to remove the lead paint should be conducted by a specialist painter under appropriate protections.</p> <p>Where steelwork has been damaged, the element should be examined by a structural engineer to confirm the stability of the steel. The element should be retained if structural sound; if portions of the element have been compromised, new steel should be welded into the element in a similar design to the existing component. The complete removal of the element should only be considered if the element is completely or predominantly compromised and is no longer structural stable. If this is found, the new element should respond to the original design and character of the existing element.</p>	<p>Any proposed works (including maintenance) should be undertaken by trained professionals. A heritage induction plan should be implemented prior to any works being undertaken.</p> <p>Elements should be cleaned and repainted periodically.</p> <p>Future works should retain and maintain the smaller metalwork elements (lampposts, windows frames, doors, fencing, balustrades, bollards, tram rosettes, signs, vents, metal fixtures and fittings etc) that contribute to the overall character and aesthetic significance of the study area. If the retention of an element is not possible and its removal is supported by a heritage assessment, the elements should be salvaged for future use within an appropriate structure (replacement of like-for like fabric or interpretation) or donated or sold to an appropriate organisation to reduce environmental impacts.</p> <p>Metal and steel infrastructure elements located within the study area have been removed and replaced over time. These elements contribute to the setting of the station. Where possible, elements to be removed should be considered for heritage interpretation or donated accordingly to reduce environmental impacts.</p>
Porte Cochere	Trussed roof frame and supports	<p>The area contains isolated portions of metalwork that may be exposed to moisture from various forms including rain, and/or condensation.</p>	

Element/ Location	Description	Specific Metalwork Guidelines	Overall Metalwork Guidelines
		<p>Regular inspections of the roofing and stormwater plumbing systems should be undertaken of this risk areas in order to prevent corrosion to prevent potential failure of the structure, particularly the plates and bolts.</p> <p>Any area containing lead-based paint should be monitored and repainted with non-lead based modern paint when the lead paint begins to degrade in order to prevent the introduction of lead dust into the air.</p> <p>Full removal of lead paint is costly and hazardous and should only be considered when major works are to be conducted and the area is to be sealed off to the public. Works to remove the lead paint should be conducted by a specialist painter under appropriate protections.</p> <p>Where steelwork has been damaged, the element should be examined by a structural engineer to confirm the stability of the steel. The element should be retained if structural sound; if portions of the element have been compromised, new steel should be welded into the element in a similar design to the existing component. The complete removal of the element should only be considered if the element is completely or predominantly compromised and is no longer structural stable. If this is found, the new element should respond to the original design and character of the existing element.</p>	
Steel tram ramp bridge (eastern section)	Steel structure located over the eastern side of Eddy Avenue.	<p>The area contains isolated portions of metalwork that may be exposed to moisture from various forms including rain, and/or condensation.</p> <p>Any area containing lead-based paint should be monitored and repainted with non-lead based modern paint when the</p>	

Element/ Location	Description	Specific Metalwork Guidelines	Overall Metalwork Guidelines
		<p>lead paint begins to degrade in order to prevent the introduction of lead dust into the air.</p> <p>Full removal of lead paint is costly and hazardous and should only be considered when major works are to be conducted and the area is to be sealed off to the public. Works to remove the lead paint should be conducted by a specialist painter under appropriate protections.</p> <p>Where steelwork has been damaged, the element should be examined by a structural engineer to confirm the stability of the steel. The element should be retained if structural sound; if portions of the element have been compromised, new steel should be welded into the element in a similar design to the existing component. The complete removal of the element should only be considered if the element is completely or predominantly compromised and is no longer structural stable. If this is found, the new element should respond to the original design and character of the existing element.</p>	
Western and eastern concourse	Steel roof structure and supports	<p>The area contains isolated portions of metalwork that may be exposed to moisture from various forms including rain, and/or condensation.</p> <p>Regular inspections of the roofing and stormwater plumbing systems should be undertaken of this risk areas in order to prevent corrosion to prevent potential failure of the structure, particularly the plates and bolts.</p> <p>Any area containing lead-based paint should be monitored and repainted with non-lead based modern paint when the lead paint begins to degrade in order to prevent the introduction of lead dust into the air.</p>	

Element/ Location	Description	Specific Metalwork Guidelines	Overall Metalwork Guidelines
		<p>Full removal of lead paint is costly and hazardous and should only be considered when major works are to be conducted and the area is to be sealed off to the public. Works to remove the lead paint should be conducted by a specialist painter under appropriate protections.</p> <p>Where steelwork has been damaged, the element should be examined by a structural engineer to confirm the stability of the steel. The element should be retained if structural sound; if portions of the element have been compromised, new steel should be welded into the element in a similar design to the existing component. The complete removal of the element should only be considered if the element is completely or predominantly compromised and is no longer structural stable. If this is found, the new element should respond to the original design and character of the existing element.</p>	
Railway Square Overbridge	Modern steelwork framing	<p>Monitor and maintain the steelwork through an ongoing maintenance program.</p> <p>Areas of potential weathering should be continuously assessed for decay.</p> <p>A separate Conservation Management Plan should be commissioned for this state and locally listed heritage item.</p>	

15.4.4.4 Sandstone

Background

The study area includes various sandstone structures, elements and cladding, most notably the Terminus building and clock tower. Classified as self-colouring Sydney yellow block sandstone, the material has been used throughout the various stages of construction, including the construction of Mortuary station to the southwest of the study area. Various repairs have been undertaken to many of the sandstone elements within the study area, particularly over the last forty years, with many stones replaced within like-for-like fabric, including the terminal building, clock tower and Elizabeth Street viaduct.

As documented below:

- Specific guidelines are required for a number of elements within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 27: Fabric Conservation Guidelines: Stonework

Element/ Location	Description	Specific Stonework Guidelines	Overall Stonework Guidelines
Terminus Building	Sandstone construction with replacement sandstone across all facades. Restoration works commenced over the last forty years.	<p>Monitor and maintain the sandstone structures and elements through an ongoing maintenance program.</p> <p>Areas of potential weathering should be continuously assessed for decay, particularly in high traffic areas. Past repairs were undertaken to areas in poor condition. Some restoration works have exceeded the intended timeframe and should be reinspected, and consideration should be given to further restoration works within these areas.</p> <p>Original projecting stone cornices should undergo ongoing assessments for salt activity. Desalination is recommended if found.</p>	<p>All sandstone elements that have not undergone restoration works in the last five years should be assessed for future restoration works. Restoration works should then be arranged with the major restoration works commissioned first. Restoration works should be conducted under an ongoing maintenance program. If the program is out of date, a new program should be commissioned to reflect any new cleaning supplies.</p> <p>Any proposed works to the element should undergo a heritage impact assessment and a Statement of Heritage Impact should be included in the design package.</p> <p>Any proposed works to an element should consider and respond to the significance of the fabric, its location and the character of the structure. Intrusive designs which do not reflect the heritage significance of the element, structure or precinct should not be supported.</p> <p>Past intrusive elements should be removed and replaced. Where possible, reinstate original missing fabric to match the original design.</p> <p>Professional, qualified consultants and contractors should be engaged to undertake any work associated with the maintenance, restoration and conservation of a significant stonework element.</p>
Clock Tower	Sandstone construction with replacement sandstone across all facades. Restoration works commenced over the last forty years.	<p>Monitor and maintain the sandstone structures and elements through an ongoing maintenance program.</p> <p>Areas of potential weathering should be continuously assessed for decay. Past repairs were undertaken to areas in poor condition. Some restoration works have exceeded the intended timeframe and should be reinspected, and consideration should be given to further restoration works within these areas.</p>	<p>Past intrusive elements should be removed and replaced. Where possible, reinstate original missing fabric to match the original design.</p> <p>Professional, qualified consultants and contractors should be engaged to undertake any work associated with the maintenance, restoration and conservation of a significant stonework element.</p>
Pitt Street Arcade	Sandstone construction. Restoration works commenced over the last forty years.	<p>Monitor and maintain the sandstone structures and elements through an ongoing maintenance program.</p> <p>Areas of potential weathering should be continuously assessed for decay. Past repairs were undertaken to areas in poor condition. Some restoration works have exceeded the intended timeframe and should be</p>	<p>New services (cables, piping, conduits etc) should be sympathetically placed in order to mitigate physical and visual impacts. These elements should also be limited in</p>

Element/ Location	Description	Specific Stonework Guidelines	Overall Stonework Guidelines
		reinspected, and consideration should be given to further restoration works within these areas.	size and placement in order to mitigate cumulative impacts.
Elizabeth and Pitt Street tram ramps and viaducts	Sandstone construction, Restoration works commenced over the last forty years.	<p>Monitor and maintain the sandstone structures and elements through an ongoing maintenance program.</p> <p>Areas of potential weathering should be continuously assessed for decay. Past repairs were undertaken to areas in poor condition. Some restoration works have exceeded the intended timeframe and should be reinspected, and consideration should be given to further restoration works within these areas.</p>	<p>Existing materials should be replaced with like-for-like fabric.</p> <p>Where possible, new elements should be introduced through existing penetrations to mitigate additional physical impacts to element of heritage significance.</p> <p>Any proposed works (including maintenance) within the study area should be undertaken by trained professionals. A heritage induction plan should be implemented prior to any works being undertaken.</p>
Railway Square Overbridge	Sandstone elements of the original Railway Square Overbridge	<p>Monitor and maintain the sandstone structures and elements through an ongoing maintenance program.</p> <p>Areas of potential weathering should be continuously assessed for decay.</p> <p>A separate Conservation Management Plan should be commissioned for this state and locally listed heritage item.</p>	<p>Future works should retain and maintain the sandstone elements that surround the study area including parapet stone capping, retaining walls, columns, window and door surrounds, gutters etc. Where possible, removed elements should be reinstated in new designs or used for interpretive purposes.</p> <p>Sandstone elements located within the study area have been removed and replaced over time. These elements contribute to the character and aesthetic significance of the station. Where possible, elements to be removed should be considered for salvage purposes and donated or sold accordingly to reduce environmental impacts.</p>
Mortuary Station	Sandstone construction, Restoration works commenced over the last forty years.	<p>Monitor and maintain the sandstone structures and elements through an ongoing maintenance program.</p> <p>Areas of potential weathering should be continuously assessed for decay.</p> <p>A separate Conservation Management Plan should be commissioned for this state and locally listed heritage item.</p>	<p>Where scaffolding is required to complete restoration and/or cleaning works, other works (cleaning windows, repairs etc) should be conducted concurrently to reduce visual impacts to the built facades.</p>

15.4.4.5 Marble

Background

Within the Sydney Terminal building, large quantities of marble panelling was used to clad important public spaces, primarily the concourse entrances, formal stair wells and also as floor finishes. Most of the marble came from NSW quarries, and in particular, wall cladding is primarily from the Borenore quarry near Orange. Marble is a natural stone and requires careful treatment to prevent damage. The marble at Central Station has a durable polished finish that enhances the stone's ability to not absorb contaminants.

Marble can however be damaged by a range of chemicals, foods, abrasives and oils. Many common foods and beverages contain acids which can etch or stain the surface of marble. Typical products that can damage marble include fruit juices, vinegar, alcoholic beverages, carbonated beverages, tomato products, mustard, ink, salad dressings, oil, tea, milk, coffee, butter, peanut butter, cosmetics, and oil based sealants or adhesives. These damaging contaminants should be immediately wiped off and the area should be washed.

Any cleaning of marble should be carried out carefully. Many commercial cleaning products contain harmful chemicals and micro abrasives that can etch and remove the surface of marble. Always read the manufacturers label to determine contents. All acids, no matter how weak, will etch marble surfaces. Always trial each new product on a small area in a location out of general viewing.

Cleaning methods should be undertaken from least aggressive to more aggressive processes until an effective method is identified. These methods include (in order):

- a) Wash with lukewarm water (not under pressure) - wash in small, overlapping sweeps with a soft cloth or microfiber cloth. Rinse thoroughly with clean, potable water, change the water in the rinse pail frequently. Dry with a soft cloth or cotton flannel, and allow to thoroughly air dry. Chamois skin may be used in lieu of cotton cloth in this process.
- b) Wash with non-ionic mild detergent with lukewarm water (not under pressure), wash in small, overlapping sweeps with a soft cloth or microfiber cloth. Rinse thoroughly with clean, potable water to remove all traces of soap or cleaner solution. Change the water in the rinse pail frequently. Dry with a soft cloth or cotton-flannel, and allow to thoroughly air dry. Chamois skin may be used in lieu of cotton cloth in this process. Difficult areas may be followed by repeating this process using a soft nylon brush if required.

Following these cleaning methods if stain removal is still required it must be undertaken by a professional cleaner experienced in this material.

Use of marble sealers to prevent the porous stone from staining is not recommended as these sealers can darken the stone and penetrate into the stone causing irreversible damage.

Where marble has been damaged and the surface has lost its gloss with an etched appearance it is recommended that the surface is professionally polished to match the existing gloss level. This will also assist the marble to repel staining.

Guidelines/strategies

1. Assess marble to determine condition for ongoing cyclic maintenance and regular house keeping
2. Use cleaning methods that do not cause abrasion
3. Maintain records of all cleaning processes including chemicals / products used and assess and re assess condition

4. Ensure staff are aware of the cleaning approach and protection for marble

As documented below:

- Specific guidelines are required for a number of elements within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 28: Fabric Conservation Guidelines: Marble

Element/ Location	Description	Specific Marble Guidelines	Overall Marble Guidelines
Terminus Building	Marble panelling	<p>Assess marble to determine condition for ongoing cyclic maintenance and regular house keeping</p> <p>Use cleaning methods that do not cause abrasion</p> <p>Maintain records of all cleaning processes including chemicals/products used and assess and re-assess condition</p> <p>Ensure staff are aware of the cleaning approach and protection for marble</p>	<p>Use professional consultants to undertake the full process of researching, recording, specifying, gaining heritage approval and supervising works associated with heritage fabric.</p> <p>Ensure staff, consultants and contractors are aware of the legislative requirements and strategy for heritage fabric within the area of construction. Implement a heritage induction wprior to works commencing.</p> <p>Utilise specialist building contractors who understand the technical, material and heritage issues of this place; use only trained skilled and experienced staff; provide a regular inspection and follow up service; and have a QA system.</p> <p>Any proposed works to the element should undergo a heritage impact assessment and a Statement of Heritage Impact should be included in the design package.</p> <p>Any proposed works to an element should consider and respond to the significance of the fabric, its location and the character of the structure. Intrusive designs which do not reflect the heritage significance of the element, structure or precinct should not be supported.</p> <p>Past intrusive elements should be removed and replaced. Where possible, reinstate original missing fabric to match the original design.</p> <p>New services (cables, piping, conduits etc) should be sympathetically placed in order to mitigate physical and visual impacts. These elements should also be limited in</p>

Element/ Location	Description	Specific Marble Guidelines	Overall Marble Guidelines
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size and placement in order to mitigate cumulative impacts.

Existing materials should be replaced with like-for-like fabric.

Where possible, new elements should be introduced through existing penetrations to mitigate additional physical impacts to element of heritage significance.

Future works should retain and maintain the maintain the marble panelling. Where possible, removed elements should be reinstated in new designs or used for interpretive purposes.

15.4.4.6 Brickwork

Background

The study area contains various buildings and structures of brick construction including the 1871 workshops within the Prince Alfred Sidings (Precinct 2), the Parcels post office (Precinct 1) and the Bradfield flyovers (Precinct 5). Structural components such as the platform coping are also predominantly constructed of brick, as are the majority of the station platform buildings. Larger areas of brick construction include the eastern and western extension of the terminal building, the Bradfield designed Prince Alfred Sidings and the Cleveland Street Bridge to the south of the study area. These structures should be maintained and conserved as part of the ongoing conservation of the study area.

As documented below:

- Specific guidelines are required for a number of elements within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Element/ Location	Description	Specific Brickwork Guidelines	Overall Brickwork Guidelines
Original and early brickwork (including platform copings)	Prevalent across the study area	N/A	<p>Any proposed works to the element should undergo a heritage impact assessment and a Statement of Heritage Impact should be included in the design package.</p> <p>Any proposed works to the element should consider and respond to the significance of the fabric, its location and the character of the structure. Intrusive designs which do not reflect the heritage significance of the element, structure or precinct should not be supported.</p> <p>Professional, qualified consultants and contractors should be engaged to undertake any work associated with the maintenance, restoration and conservation of a significant brickwork element.</p> <p>Any proposed works (including maintenance) should be undertaken by trained professionals. A heritage induction plan should be implemented prior to any works being undertaken.</p> <p>Past intrusive elements should be removed and replaced. Where possible, reinstate original missing fabric to match the original design.</p> <p>New services should be sympathetically placed in order to mitigate physical and visual impacts. These elements should also be limited in size and placement in order to mitigate cumulative impacts.</p> <p>Opportunities for the removal of the existing paintwork and the repointing the brick walls should be explored. A heritage professional specialising in masonry repointing should be consulted as part of these works.</p>

Element/ Location	Description	Specific Brickwork Guidelines	Overall Brickwork Guidelines
			<p>The conduits should be painted dark grey or brown to reduce the visual dominance of the structures.</p> <p>The use of chemical bolts within existing brickwork is not supported. Where</p>
Reconstruction Future works / deconstruction		<p>Masonry deconstruction and reconstruction should be conducted by tradespeople with demonstrated experience in managing and repairing heritage masonry</p> <p>Salvaged brickwork should be managed with care following removal to ensure inadvertent damage does not occur to bricks during transport and storage.</p> <p>As not all bricks are expected to be salvaged intact, new replacement brick would be required. Replacement bricks must be appropriately matched in colour, dimensions, texture, type of aggregate and the range of colour and aggregate variation to existing brick</p> <p>Brick matching should be conducted with on-site comparison of existing and replacement bricks, with a moderate sample size of replacement brick, to ensure that matching qualities are met</p> <p>Bricks should be re-laid in the original pattern and bond as the existing feature, including existing angled sills and soffit courses.</p> <p>New brick and original brick should be installed in consolidated sections and not intermixed, so that new and original fabric can be discerned.</p>	

Element/ Location	Description	Specific Brickwork Guidelines	Overall Brickwork Guidelines
		Additional time should be allotted during any construction program for reconstruction works if hand deconstruction and reconstruction is not tenable during proposed possession period estimates.	

15.4.4.7 Timber elements

Background

The study area contains many different buildings and structures ranging in date from the 1870s to modern 21st century development. Some of the structures contain original and early significant timber fabric that contributes to the heritage significance of the building, precinct and station overall. These elements should be maintained and conserved as part of the ongoing conservation of the study area. As the timber elements vary in species, size, shape, colour and condition, they will require different maintenance, repair and conservation methods.

As documented below:

- Specific guidelines are required for a number of elements within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 29: Fabric Conservation Guidelines: Timber Elements

Element	Description	Specific Timber Guidelines	Overall Timber Guidelines
Windows	Relates to the external and internal structure of a window, including architraves, mullions etc	<p>It is recommended that the whole window and/or elements be retained; the replacement of a whole element is generally not sympathetic or supported. Refer to Overall Timber guidelines for restoration recommendations.</p> <p>The introduction of modern double glazing resulting in the alteration of the timber element is generally not supported.</p> <p>All window furniture and hardware should be retained. If possible, missing hardware should be reinstated when it is required to make the element functional.</p> <p>Any corroding nails should be replaced with modern nails to be grade 316 stainless steel.</p> <p>Where existing openings have been infilled, opportunities exist to reinstate timber windows and architraves where documentation can be found that supports the historical location of the element and its original design.</p>	<p>All timber elements should be periodically assessed for deterioration. Any timber failure should be noted and the cause of the damage investigated.</p> <p>Minor rotting issues should be rectified by removing the rot and infilling the area with a natural resin. The void should then be filled with an appropriate wood filler.</p> <p>Where larger rotting issues occur, timber splicing methods should be employed. Introduced fabric should be considered under the joint recommendation of a heritage practitioner and a qualified tradesperson with experience in heritage timber elements.</p> <p>Where a whole element or piece of fabric is beyond repair, only the element or piece of the elements should be removed and replaced with a like-for-like material.</p> <p>Preventative mitigation measures should be employed when assessing all timber elements. Timber elements should be maintained through protective finishes of which strength and type will depend upon the location and material of the element. Where elements have lost their protective coating, new coating should be applied following the application of a borate preservative coat to protect the element from insect attacks.</p> <p>Any proposed works (including maintenance) should be undertaken by trained professionals. A heritage induction plan should be implemented prior to any works being undertaken.</p>
Doors	Relates to the external and internal structure of a door, including architraves and timber thresholds	<p>It is recommended that whole timber doors be retained; the replacement of a whole element is generally not sympathetic or supported. Refer to Overall Timber guidelines for restoration recommendations.</p> <p>All original door furniture and hardware should be retained. If possible, missing hardware should be reinstated when it is required to make the element functional.</p> <p>Any corroding nails should be replaced with modern nails to be grade 316 stainless steel.</p> <p>Where existing openings have been infilled, opportunities exist to reinstate timber doors and architraves where</p>	

Element	Description	Specific Timber Guidelines	Overall Timber Guidelines
		documentation can be found that supports the historical location of the element and its original design.	Past intrusive elements should be removed and replaced. Where possible, reinstate original missing fabric to match the original design.
Platform timber trusses, supports and valances	Timber structural elements and detailing surrounding roofs at Central Station	<p>Structural timber elements (e.g. columns, trusses and beams) should be assessed periodically for deterioration by a structural engineer and a qualified heritage practitioner. The assessment should determine the best option that would retain the majority of the fabric will providing structural stability to the element. Successive methods include timber splicing and the use of discretely concealed reinforcement timber beams to provide additional support or strengthen the original fabric.</p> <p>The existing platform valances have been altered by modern introductions. An opportunity exists to reinstate the missing or altered platform valances which would reinstate the original design of the element within the station setting.</p>	New services should be sympathetically placed in order to mitigate physical and visual impacts. These elements should also be limited in size and placement in order to mitigate cumulative impacts.

15.4.4.8 Glazed elements

Background

The study area contains many glazed elements, ranging in size, shape and decorative patterns. Many of the significant glazed panels are located within the Terminus building and feature decorative etchings and lead lighting. These elements often feature along the internal walls of the booking hall, allowing natural light to flow through. They also feature within doorway transom windows and door panels. Windows within other buildings of the study area also feature decorative details, including Mortuary Station, while later industrial buildings feature plate glass or modern glazing materials.

As documented below:

- Specific guidelines are required for a number of elements within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 30: Fabric Conservation Guidelines: Glazed Elements

Element/ Location	Description	Specific Glazed Elements Guidelines	Overall Glazed Elements Guidelines
Terminus Building	Glazed panels of various size, shape and design. Includes leadlight, etched and modern introductions.	<p>The existing glazed elements within the station building are in generally good condition. Damage to the fabric would generally consist of dirt, grime or impact damage (accidental or malicious). Impact damage should be assessed, and the element restored to its original condition using the original construction methods and materials. If impact damage continues or becomes a concern, protective screening should be installed as a last resort.</p> <p>Opportunities exist to remove modern applications of etched glass and replace the element with a like-for-like glazed panel.</p> <p>Original Goodlet and Smith leadlight windows should be retained and conserved.</p> <p>Where damaged, leadlight glazed panels should be replaced using original techniques and materials. Works should be conducted by a trained professional who has experience with restoration of leadlight glazing. If repairs are required, they should be conducted on site to reduce additional impacts.</p> <p>Broken coloured glass should be repaired where possible. Options for repair include epoxy edge-gluing and silicone edge-gluing.</p>	<p>Investigate the commissioning of a maintenance program for the cleaning and conservation of glazing.</p> <p>All glazed elements should be periodically assessed for damage. Any failure should be noted, and the cause of the damage investigated.</p> <p>Glazed elements should be periodically cleaned. Dirt and grime may become encrusted onto panels over time and should be cleaned off layer by layer rather than an abrasive method to reduce potential damage to the element.</p> <p>Trial spot cleaning should be conducted prior to the full cleaning process. This should be done in a controlled setting and cleaning solutions should start with the least abrasive methods until an effective cleaning process is established. The spot cleaning should be conducted in an area that is not highly visible to the public. It should be noted that not all glazed elements will require the same cleaning methods and the process should be adapted for each element.</p> <p>All glazing works should be conducted by a tradesperson with experience in cleaning heritage glazing, including etched and stained glass and lead light.</p> <p>A detailed Photographic Archival Recording (PAR) should be commissioned for all decorative glazed elements (etched and stained glass, lead light etc). This record should be retained for future conservation works.</p> <p>Original glazed roofing elements should be considered for reinstatement, particularly where intrusive fabric has replaced an original glazed element.</p>

Element/ Location	Description	Specific Glazed Elements Guidelines	Overall Glazed Elements Guidelines
			<p>Where infilled openings are proposed to be restored, the proposal should investigate the potential reintroduction of original glazing to the new/reintroduced opening. This should be conducted through and supported by historical research to identify the original or early glazing fabric.</p> <p>All original glazed elements should be retained; missing glazing should be reinstated where possible.</p> <p>Professional, qualified consultants and contractors should be engaged to undertake any work associated with the maintenance, restoration and conservation of a glazed element.</p> <p>Any proposed works (including maintenance) should be undertaken by trained professionals. A heritage induction plan should be implemented prior to any works being undertaken.</p> <p>Broken or damaged glazed elements should be replaced with matching fabric.</p> <p>Where possible, elements to be removed should be considered for salvage purposes and donated or sold to an appropriate organisation to reduce environmental impacts.</p>

15.4.4.9 Concrete, stone and ceramic elements

Background

The study area includes various types of reinforced and unreinforced concrete elements as well as various types of terracotta and concrete mixed slabs. Much of this fabric remains below ground within the structural formation of the tunnel and floor systems as well as within elements including bridges, flooring panels, stairs and other elements and structures within the study area. The Prince Alfred Sidings buildings feature concrete screed flooring and structural interior columns (Precinct 2). Some concrete elements feature aggregates including sandstone and blue metal as well as additives including ash particles. Ceramic tiling within the study area includes a mix of early and more modern tiling within the station Terminus building, including the subway tunnels, eastern deck and flooring across the station platforms. Some of the most iconic features within the Terminus building are constructed from various forms of stone and cement including terrazzo flooring, marble floors and finishes and the wall mural *Transport Progress in Frieze* located within the former Interstate Booking Hall which features a grand mural of travertine and incised cement.

As documented below:

- Specific guidelines are required for a number of buildings within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 31: Fabric Conservation Guidelines: Concrete, Stone and Ceramic Elements

Element/ Location	Description	Specific Concrete, Stone and Ceramic Element Guidelines	Overall Concrete, Stone and Ceramic Element Guidelines
Concrete/ Cement	Tunnels, flooring, platform edges, platforms, modern floor slabs, columns external infrastructure supports	<p>Professional, qualified consultants and contractors should be engaged to undertake any work associated with the maintenance, restoration and conservation of a concrete or cement element.</p> <p>A structural engineer should be engaged for works relating the structural stability of the element and should work with other professionals to determine the best course of action when a significant element is damaged or requires maintenance.</p>	<p>Investigate the commissioning of a maintenance program for the cleaning and conservation of the element within the study area with particular focus on the state and locally listed buildings within the study area.</p> <p>Stone and ceramic cleaning (terrazzo, travertine, ceramic tiling) should be done with appropriate cleaning solutions. Cleaning of the elements should be conducted by a professional.</p> <p>All elements should be periodically assessed for damage. Any failure should be noted, and the cause of the damage investigated.</p> <p>Elements should be periodically cleaned. Dirt and grime may become encrusted onto the material over time and should be cleaned off layer by layer rather than an abrasive method to reduce potential damage to the element.</p> <p>Trial spot cleaning should be conducted prior to the full cleaning process. This should be done in a controlled setting and cleaning solutions should start with the least abrasive methods until an effective cleaning process is established. The spot cleaning should be conducted in an area that is not highly visible to the public. It should be noted that not all elements will require the same cleaning methods and the process should be adapted for each element.</p> <p>Structural loading should be investigated by a structural engineer prior to the approval of the project, however temporary.</p>

Element/ Location	Description	Specific Concrete, Stone and Ceramic Element Guidelines	Overall Concrete, Stone and Ceramic Element Guidelines
			<p>Where possible, elements to be removed should be considered for salvage purposes and donated or sold to an appropriate organisation to reduce environmental impacts.</p> <p>New introductions, particularly to flooring, may increase loading on structural elements. Any new works to areas of</p> <p>The heritage significance of the element should be examined when reviewing the functional use of the element or its location within the study area.</p> <p>Past intrusive elements should be removed and replaced. Where possible, reinstate original missing fabric to match the original design.</p> <p>New services should be sympathetically placed in order to mitigate physical and visual impacts. These elements should also be limited in size and placement in order to mitigate cumulative impacts.</p> <p>Any proposed works to the element should undergo a heritage impact assessment and a Statement of Heritage Impact should be included in the design package.</p> <p>Any proposed works to an element should consider and respond to the significance of the fabric, its location and the character of the structure. Intrusive designs which do not reflect the heritage significance of the element, structure or precinct should not be supported.</p> <p>Structural capabilities and existing penetrations should be periodically reviewed for structural stability and impacts.</p>

15.4.4.10 Plasterwork

Background

The study area contains various buildings and structures that feature decorative plaster mouldings, ceilings, walls and cornices. Although most of these elements are modern introductions, original and early fabric are still intact within the station terminus building and surrounding structures. These elements should be maintained and conserved as part of the ongoing conservation of the study area.

As documented below:

- Specific guidelines are required for a number of elements within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 32: Fabric Conservation Guidelines: Plasterwork Elements

Element	Description	Specific Plasterwork Guidelines	Overall Plasterwork Guidelines
Plaster mouldings	Cornices, decorative motifs etc	It is important to preserve plasterwork in situ. Modern methods are quite different from traditional methods. New material, even reconstructed plasterwork, does not have the same characteristics as the old. The best approach is to aim for the preservation of existing historic material and to undertake repair work in traditional and compatible materials. The use of acrylic- resin-based repair methods is acceptable to aid in the retention of existing building fabric where necessary. ³⁹⁵	<p>Investigate the commissioning of a maintenance program for the cleaning and conservation of the element within the study area with particular focus on the state and locally listed buildings within the study area.</p> <p>All elements should be periodically assessed for damage. Any failure should be noted, and the cause of the damage investigated.</p> <p>Elements should be periodically cleaned. Dirt and grime may become encrusted onto the material over time and should be cleaned off layer by layer rather than an abrasive method to reduce potential damage to the element.</p> <p>Past intrusive elements should be removed and replaced. Where possible, reinstate original missing fabric to match the original design.</p> <p>New services should be sympathetically placed in order to mitigate physical and visual impacts. These elements should also be limited in size and placement in order to mitigate cumulative impacts.</p> <p>Past intrusive elements should be removed and replaced. Where possible, reinstate original missing fabric to match the original design.</p>

³⁹⁵ NSW Heritage Manuals, Maintenance Series 7.1 Plaster Finishes 2004.

New services should be sympathetically placed in order to mitigate physical and visual impacts. These elements should also be limited in size and placement in order to mitigate cumulative impacts.

Any proposed works to the element should undergo a heritage impact assessment and a Statement of Heritage Impact should be included in the design package. Any proposed works to an element should consider and respond to the significance of the fabric, its location and the character of the structure. Intrusive designs which do not reflect the heritage significance of the element, structure or precinct should not be supported.

15.4.4.11 Paint finishes

Background

The study area includes elements that have been painted with various types of paints, often layering over each other through repainting or touch ups, resulting in different combinations of paint over time. Painted elements include timber, brick, metalwork, plumbing and plasterwork. The prevalent use of layered paintwork should be considered when assessing future works or continued maintenance to an element within the study area. Paint finishes include epoxy, acrylic, mineral silicate, lead paint, oil based, vinyl, stains, varnishes and lime washes. Gloss levels of paint also vary across the study area.

As documented below:

- Specific guidelines are required for a number of buildings within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 33: Fabric Conservation Guidelines: Paint Finishes

Element/ Location	Description	Specific Paint Finishes Guidelines	Overall Paint Finishes Guidelines
Terminus Building	Painted elements include timber, plaster, plumbing, metalwork etc	The current paint colour scheme for the station is based upon an analysis taken in 1997. An opportunity exists to update the current scheme through the commissioning of a heritage colour scheme study. This study could provide further details on original and early colour schemes through historical research and the study of paint chips.	<p>Investigate the commissioning of a maintenance program for the cleaning and conservation of painted.</p> <p>All lead painted elements should be maintained using the guidelines discussed in Table 26. Where possible, lead paint should be repainted with a modern paint combination to reduce the release of lead dust contamination.</p> <p>All painted elements should be periodically assessed for wear and damage. Any failure should be noted, and the cause of the damage investigated.</p> <p>Painted elements should be periodically cleaned. Dirt and grime may become encrusted onto the element and should be cleaned off layer by layer rather than an abrasive method to reduce potential damage to the element.</p> <p>Trial spot cleaning should be conducted prior to the full cleaning process. This should be done in a controlled setting and cleaning solutions should start with the least abrasive methods until an effective cleaning process is established. The spot cleaning should be conducted in an area that is not highly visible to the public. It should be noted that not all painted elements will require the same cleaning methods and the process should be adapted for each element and/or paint finish.</p> <p>Professional, qualified consultants and contractors should be engaged to undertake any work associated with the</p>

Element/ Location	Description	Specific Paint Finishes Guidelines	Overall Paint Finishes Guidelines
			<p>maintenance, restoration and conservation of a paint element of heritage significance.</p> <p>Any proposed works (including maintenance) should be undertaken by trained professionals. A heritage induction plan should be implemented prior to any works being undertaken.</p> <p>Any proposed works to the element should undergo a heritage impact assessment and a Statement of Heritage Impact should be included in the design package.</p> <p>Any proposed works to the element should consider and respond to the significance of the fabric, its location and the character of the structure. Intrusive colour schemes which do not reflect the heritage significance of the element, structure or precinct should not be supported.</p> <p>Maintain records of heritage works, including exemptions. Where possible and required, works should be accompanied by a Photographic Archival Recording (PAR).</p> <p>Re-painting of a heritage item is generally considered maintenance and would therefore not require an exemption application as long as the existing paint scheme and fabric is not altered.</p> <p>Unpainted surfaces should not be painted (including but not limited to brickwork, metalwork and stonework).</p> <p>An opportunity exists to remove unsympathetic or inappropriate paint finishes.</p> <p>Paint removal should be conducted through and by the collaboration of a heritage professional and a contractor who has experience with the removal of paintwork on heritage significant fabric.</p>

Element/ Location	Description	Specific Paint Finishes Guidelines	Overall Paint Finishes Guidelines
			Any sampling or paint chips collected through the study of the element should be removed from areas that are not easily visible to the public. A database with all known colour schemes of elements within the study area should be commissioned if not updated during any proposed work within the study area and particularly to elements, buildings and structures of heritage significance.

15.4.4.12 Building and civil services

Background

The study area has undergone continuous changes since its construction in the early years of the 20th century. These changes often included updating the existing and early services within the study area, with many services becoming obsolete thanks to advancements in engineering and technology. The introduction of these elements was often hastily installed and intrusive to the original fabric of the study area, resulting in physical damage and visual impacts to the structure and surrounds.

As documented below:

- Specific guidelines are required for a number of elements within the study area; any works to these structures and/or elements should respond to the below tables
- Any works to a structure and/or element not listed below should follow the overall guidelines within the tables below.
- Reference should also be made to the Lighting Strategy for Central Station which was prepared by TZG and SV in 2020.

Guidelines

Building and civil services should adhere to the principles and guidelines outlined in the *Heritage Technical Note, Installation of New Electrical and Data Services at Heritage Sites (Sydney Trains, 2017)* to prevent minor cumulative impacts to fabric from occurring due to ad hoc conduit design solutions.

Refer to Appendix E: Sydney Trains Technical Notes and Guidelines for further information.

15.4.5 Moveable heritage, fixtures and fittings

Background

The Central Station Precinct is a repository of numerous moveable items that contribute to the heritage significance of the Precinct. These items are valuable resources to assist in the interpretation of the Precinct and its significance overall.

Transport Heritage NSW manage the NSW Government's Movable Heritage Transport Collection, a collection of movable heritage items associated with the social, industrial and engineering history of public transport in NSW. The Movable Heritage Transport Collection has traditionally focused on the railways and contains a number of large and small artefacts associated with the Central Station Precinct. These items are stored onsite, and at various TfNSW storage sites across Sydney.

Policy 18	<p><i>Items of moveable heritage should be managed in a manner that is consistent with the following documents and guidelines:</i></p> <p><i>a. Moveable Heritage Principles, NSW Heritage Office and the Ministry for the Arts, 2000; and</i></p> <p><i>b. Objects in Their Place: an Introduction to Moveable Heritage, NSW Heritage Office, 1999.</i></p> <p><i>c. Sydney Trains Moveable Heritage Guidelines, January 2019</i></p>
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Policy 19	<i>A register of moveable heritage items should be compiled and maintained specific to the Central Station Precinct. The document should include a description of the item, its provenance and the sources of that information, and its location in the building (or off-site).</i>
Policy 20	<i>Conservation works which are required to be carried out on moveable heritage items should be undertaken by persons with relevant experience and expertise.</i>

Guidelines

Undertake a survey of moveable heritage items. Any uncovered items should be catalogued and placed in a secure location. Any items of potential moveable heritage should be subject to a heritage significance assessment and retained for potential incorporation into future site interpretation and as an important record of the history of the site.

The catalogue of the Movable Heritage Transport Collection should be assessed, and appropriate artefacts nominated for possible future interpretation at the Central Station Terminal Building or other areas within the study area.

The register should provide advice on the care and schedule a maintenance plan which identifies any required works that need to be carried out on the items.

The register should be made available to all staff within TfNSW and Sydney Trains to inform them of their custodianship of heritage items. Moveable heritage at the Central Station Precinct should follow the approach and guidelines outlined in the Sydney Trains Moveable Heritage Guidelines (2019), refer to Appendix E: Sydney Trains Technical Notes and Guidelines for further details.

15.4.6 Signage

Background

Signage is important for identity and management but if it's not carefully controlled and designed can impact adversely on the heritage significance of a heritage item. The location, size and character of the signs should be carefully considered and designed to avoid adverse impacts on the Precinct's significant components and key views.

Several original signs can be found around and in Central Station Precinct. These signs contribute to the heritage significance of the place and need to be maintained, conserved and protected. Various types of significant signs require different repair and conservation approaches to ensure their survival. Some of these signage types include:

- Large destination signs constructed from timber and wrought iron with metal lettering
- Wrought ironwork arch infill frame with signage and painted NSW coat of arms
- Loading dock RRR STORE sign cast in the concrete door head, located off Eddy Avenue at ground level
- Painted signage on walls
- Painted metal signs with hand painted lettering attached to walls

The repair, maintenance and protection of these signs is required to ensure their long term survival as items that contribute to the significance of the Precinct.

The ongoing use of the Precinct as an active station and transportation hub will require the introduction of new temporary or permanent signage for a variety of purposes including way-finding,

commercial use, and emergency information. New signage should conform to the identified guidelines and policies to protect the heritage fabric and significance of the place. Each type of sign will require different approaches and management in their placement and design to ensure the heritage significance of the place is retained.

Policy 21	<i>Original or early signs should be retained in situ and supplemented by discreet interpretive signage where necessary when redundant.</i>
Policy 22	<i>A site specific signage strategy should be prepared for Central Station which seeks to enhance and respect the original and early signage and fabric at Central, whilst being sufficiently flexible to allow for changes in occupancy.</i>
Policy 23	<i>Proposals for new signs should be designed to minimise or mitigate adverse impacts on the significant built and landscape components of the Precinct.</i>

Guidelines

Metal and timber elements need to be protected and maintained to retain the original fabric. Paint and colour schemes of these items are to be retained unless documentary and physical evidence can establish an earlier known colour scheme. Any proposed changes in colour schemes will require approval from heritage authorities.

Fragile painted signs on walls and metal need to be protected behind clear sacrificial covers such as glass or polycarbonate sheeting with discreet interpretation of the original sign. These signs must not be removed or painted over. There is the potential for uncovering previously painted over signage. If concealed signage is revealed and is assessed as significant it should be retained. The opportunity exists to have the concealing paint layer removed by a heritage profession to reveal the hidden signage underneath.

All new and temporary signs should be designed and located with a purpose-written signage strategy for the Precinct. The signage strategy should ensure that all signs are consistent in line with Sydney Trains signage guidelines, are well designed and ensure that a standard of graphics and materiality is achieved.

The location of any new signage should not detract from the character or significant contribution of the built and landscape components of the Precinct.

New signage should not detract from important views into the Precinct, in particular its significant built components.

Where possible avoid the use of illuminated signage as this is not consistent with the character and significant fabric of the Precinct. Where illuminated signage is required (eg. for safety reasons), the electrical services associated with the sign should use fixings which are reversible and must not damage the significant heritage fabric and surface to which they are attached – especially sandstone, marble and brickwork.

A commercial retail signage strategy should be prepared to complement the tenancy fit-out guidelines at Central Station. Signage should seek to respect the heritage context, however avoid installing faux heritage features.

Signage brackets and signage locations where possible should be informed by historic photographs and documentation.

Table 34: Fabric Conservation Guidelines: Signage

Element/ Location	Description	Specific Guidelines	Overall Guidelines
All signage	Across the study area	Refer to overall guidelines	<p>Any proposed works or introduction of new fabric should undergo a heritage impact assessment and a Statement of Heritage Impact should be included in the design package.</p> <p>Any proposed works to the element should consider and respond to the significance of the fabric, its location and the character of the structure. Intrusive designs which do not reflect the heritage significance of the element, structure or precinct should not be supported.</p> <p>Original metal and timber signage should be protected and maintained.</p> <p>Existing paint colour schemes should be retained unless further research (e.g. paint scrapping, historical photographs) identifies an earlier colour scheme in which the sign be assessed to repaint in the identified colour scheme. New paint work should be conducted under the fabric guidelines listed in Table 33 of this report and only conducted following approval from heritage authorities.</p> <p>Painted signs should be periodically assessed and protected.</p> <p>Painted signs on structures within the study area (e.g. brickwork) should be protected by clear plexiglass or poly carbonate sheeting. Installation methods should be based upon recommendations made in this section of the CMP based on the relevant building substrate.</p> <p>Signage should not be painted over or removed. Where required, removal should only be allowed following an impact assessment and approval by heritage authorities.</p>

Element/ Location	Description	Specific Guidelines	Overall Guidelines
			<p>Where new development or alterations unveil original signage, this element/signage should be researched and documented. Following an assessment of significance, if the signage is found to be of heritage significance, the fabric should be retained and conserved in situ and designs should be modified to include the newly found element as an interpretive feature.</p> <p>The ongoing use of the study area (including temporary works, potential new development or adaptive reuse of existing buildings) will often require new signage. Signage should be attached following the methodology outlined in <i>Heritage Technical Note Fixing Methods at Heritage Sites</i> (Sydney Trains, NSW).</p> <p>Proposed works (including maintenance) should be undertaken by trained professionals. A heritage induction plan should be implemented prior to any works being undertaken.</p> <p>Past intrusive signage should be removed and replaced using existing penetrations. Any remaining penetrations should be sympathetically infilled with a like for like fabric/material.</p> <p>Maintain records of heritage works, including exemptions. Where possible and required, works should be accompanied by a Photographic Archival Recording (PAR).</p>

15.4.7 Heritage Interpretation

Background

Interpretation uses a range of media to present information to visitors and users of a place. Interpretation is intended to assist and enhance understanding and appreciation of the history and significance of a place through the use of narratives which are based on key themes to organise the information in an accessible way.

Often interpretation includes tangible items such as artefacts and archaeological remains, buildings, structures and landscapes, whose stories may be delivered through devices such as interpretive signage, public art, exhibitions and displays, or interactive media. Interpretation can also be integrated into the design of a new building or landscape element, as well as presented in a published format including books, brochures, pamphlets and multimedia.

Interpretation is also important to express the intangible aspects and stories of a significant place, especially its connection to local communities and Indigenous peoples. .

An overarching Heritage Interpretation Strategy for the Central Station Precinct was developed by Artefact Heritage in 2022.

Policy 24	<i>Implement and maintain interpretation in keeping with the preferred options and recommendations of the 2022 Central Precinct Heritage Interpretation Strategy.</i>
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Guidelines

Interpretation of the site should adopt 'best practice' methods to deliver the key themes and messages that connect the Precinct and explore stories, using methods and techniques which are relevant to the Precinct and are engaging and attractive to target audiences. Best practice methods are defined and referred to in the following documents:

- The Burra Charter (Australia International Council on Monuments and Sites [ICOMOS], 2013)
- Connecting with Country Framework (OGA, draft 2021)
- Ask First: A Guide to Respecting Indigenous Heritage Places and Values (Australian Heritage Commission, 2002)
- Interpreting Heritage Places and Items Policy (NSW Heritage Office, 2005)
- Heritage Interpretation Guidelines (NSW Heritage Office, 2005)
- Interpretation Guidelines (Sydney Trains, 2019).

Heritage interpretation planning should identify opportunities to incorporate and integrate interpretation of the heritage significance of the Precinct into the conservation planning and functional infrastructure Guidelines for fabric conservation when introducing interpretive elements are shown in Table 21. Interpretation should be incorporated in the early stages of development for any future proposal for change, new uses and/or redevelopment of the Precinct.

A precinct-wide Central Precinct Heritage Interpretation Strategy, developed in 2002, outlined key themes, a number of specific site-stories and a range of interpretive media options (see Section 8). Heritage interpretation planning should align with the recommendations of this precinct-wide strategy to ensure a cohesive approach and consistent messaging across the whole precinct.

Location-specific heritage interpretation strategies, followed by detailed interpretation plans, should be developed for new developments within the study area.

Table 35: Fabric Conservation Guidelines: Interpretative elements

Element/ Location	Description	Specific Guidelines	Overall Guidelines
Interpretative material	Across the study area	Refer to overall guidelines	<p>Any introduction of new interpretative elements should respond to the Heritage Interpretation Strategy for the study area.</p> <p>Any future audit for the removal, replacement or retention of fabric within the study area should follow the advice provided in the H Heritage Interpretation Strategy</p> <p>Any material that is assessed as suitable for retention should be subject to Sydney Trains conservation policies and conserved according to their material.</p> <p>Sydney Trains heritage specialists should be involved in the conservation of fabric/moveable heritage if part of interpretive elements.</p>

15.5 The cultural landscape

15.5.1 Landscape

Background

The following general conservation guidelines are aimed at ensuring the long-term conservation of the cultural landscape and significance of the place. These policies should be addressed when preparing plans, making changes or altering the use of the place. The following policies allow provide a guide for future maintenance and areas in need of attention.

Policy 25	<i>New landscaping works should be designed and implemented to retain and enhance the significant built and landscape components of the Precinct.</i>
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Guidelines

A Landscape Plan for the Central Station Precinct should be commissioned to provide a consolidated and wholistic approach to the significant landscape and built heritage at the Precinct. The Landscape Plan should:

- Identify the relative heritage significance of existing trees, landscape spaces and other planting at the Precinct;
- Provide guidance for the care and maintenance of significant trees, landscape spaces and other plantings at the Precinct;
- Aim to enhance the heritage significance of the cultural landscape
- Be based on the principles of the Burra Charter and have regard for the conservation policies and guidelines contained within this CMP;
- Provide recommendations based on historical and physical evidence;
- Guide interpretation of the cultural landscape (both Aboriginal and non-Aboriginal) using appropriate plantings and groundworks;
- Include species and planting schedules;
- Provide maintenance schedules to guide the appropriate management of the cultural landscape – the schedules should include guidelines to prevent any damage to significant fabric or landscape features; and
- Be prepared by a professional landscape consultant with experience in historic landscapes.

15.5.2 Curtilage

Background

The heritage curtilage of a place as defined by the NSW Heritage Office is land which is integral to the heritage significance of items or their built heritage, or a precinct which includes buildings, works, relics, trees or places and their setting. Heritage curtilage should contain all elements contributing to the heritage significance, conservation and interpretation of a place including (but not limited to):

- Historic site boundaries;

- Buildings and structures, and their settings;
- The functional and/or visual relationships between buildings and structures;
- Significant views and vistas to and from the place;
- Any identified archaeological resources in situ which show a direct connection to the Precinct;
- Historic visual spatial relationships between buildings, structures and landscapes and features.

Policy 26	<i>Provide sufficient curtilage around the existing significant buildings, structures and landscape elements of the Precinct to maintain its setting and the significant views and vistas to the Precinct.</i>
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Guidelines

The following types of heritage curtilages are applicable to the Central Station Precinct:

- a) Lot Boundary Heritage Curtilage: where the lot would adequately contain the heritage significance of the place, including buildings, gardens and other significant features such as walls, fences and driveways that contribute to the heritage significance of the place.
- b) Expanded Heritage Curtilage: where an area larger than the lot boundary is required to retain the heritage significance of the place, including its landscape setting or visual catchment.

Refer to Section 13.0 for details and mapping about the recommended curtilage for the Central Station Precinct.

15.5.3 Setting

Background

The existing setting of the Central Station Precinct, including Belmore Park, the approaches, viaducts, ramps, Railway Square and the streetscapes of Eddy Avenue, Pitt Street, Elizabeth Street and Chalmers Street have been identified as being of cultural significance. Central Precinct provides the is a key urban site that forms part of Central Sydney.

Policy 27	<i>Ensure that the urban setting of the Central Station Precinct is treated in an appropriate and sympathetic manner which recognises its exceptional heritage significance and contribution to the character of inner Sydney and Special Area as designated in the Sydney LEP 2012.</i>
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Guidelines

Encourage new uses and developments adjacent to the Central Station Precinct which are compatible with the primary significant function of the site, and provide opportunities to enhance and interpret the heritage values of the Precinct, minimising adverse impacts.

15.5.4 Views and vistas

Background

The policies contained within this CMP aim to ensure that significant views into the site, within the site and views out from the site are conserved. The visual prominence of the buildings, landscapes and structures within the Precinct are to be retained when viewed within the greater local area. However, recent works within the surrounding area including the introduction of the Chalmer Street Substations and Sydney Metro line have impacted upon view lines.

Policy 28	<i>Significant views of the clocktower and main elevations of the Sydney Terminus building should be preserved, and future development within the expanded curtilage should attempt to recover significant views which have been lost.</i>
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Policy 29	<i>Conserve significant views and vistas from the Central Station Precinct and internally within the railway corridor.</i>
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Guidelines

Significant views and vistas associated with the Central Station Precinct are identified in Section 8.6 of this CMP.

Views and vistas within the urban setting of the station include views of the Sydney Terminus, Belmore Park and the viaducts, approaches and ramps within the station precinct. The streetscapes of Eddy Avenue Pitt Street and Elizabeth Street are also noted as elements of cultural significance. Significant views towards the clocktower are also found from the streetscapes surrounding the station.

15.6 Archaeology

15.6.1 Aboriginal archaeology

The ACHAR prepared by Artefact Heritage assessed that there was moderate – high potential that intact former ground surface and migrating Aeolian dunes are located at Platforms 13 to 15. Aboriginal sites may be associated with this landform, which is the proposed area of works for the Sydney Metro Central Station Box.³⁹⁶ Any Aboriginal objects and sites that may be identified within this area would be considered to be of moderate to high archaeological significance.

Across the remainder of the Central Station site there is a low – moderate potential for Aboriginal objects to occur in sub-surface contexts where natural soil contexts remain. These areas are also likely to be localised due to the extensive excavation that took place during the construction of the station in 1901-1906 and subsequent works.

Should any Aboriginal objects be uncovered within the Precinct they will need to be managed in accordance with the requirements of the *National Parks & Wildlife Act 1974* or any conditions of approval for SSD or SSI projects.

Policy 30	<i>Aboriginal sites or objects which are uncovered as part of works in the Precinct would be managed in accordance with the requirements of the National Parks & Wildlife Act 1974 and in a manner that is consistent with relevant guidelines issued by the NSW Office of Environment and Heritage.</i>
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³⁹⁶ Artefact Heritage, 2016. Sydney Metro City and Southwest: Chatswood to Sydenham Aboriginal Cultural Heritage Report. Report prepared for Jacobs/Arcadis/RPS. 35.

Guidelines

An Unexpected Finds Procedure should be prepared for the Precinct prior to the commencement of proposed works.

Excavation in areas of identified Aboriginal archaeological potential will be subject to approvals and management pursuant the *National Parks and Wildlife Act 1974*. This includes the registered Aboriginal site AHIMS ID 45-6-3654 which is located within the Sydney Yard.

If Aboriginal objects are uncovered during excavation, work in the vicinity must cease immediately and Heritage NSW would be notified. Further assessment, investigations and consultation may be required prior to works commencing.

Consultation with the Aboriginal community and Local Aboriginal Land Council (LALC) should be ongoing. The LALC should notified if Aboriginal objects are identified during works.

15.6.2 Historical Archaeology

Background

Historical archaeological resources associated with the following phases of development have the potential to be located within the Central Precinct:

- Phase 1: Early British Land Use (1788 – 1805)
- Phase 2: Macquarie's Governorship and the Early 19th Century (c.1819-1850)
- Phase 3: First and Second Railway Stations (1855 – 1900)
- Phase 4: Land Resumption and Constructing Central Station (1901 – 1932)
- Phase 5: Modern (1930s – present)

Historic items from these land phases have been assessed at varying levels of potential and significance. The assessment of archaeological potential and significance for historic items associated with these phases of development is included in Section 12.0.

Policy 31	<i>The historical archaeological potential of the Precinct should be managed and conserved in accordance with the archaeological provisions outlined in the NSW Heritage Act 1977.</i>
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Guidelines

An Unexpected Finds Procedure should be prepared for the Precinct prior to the commencement of proposed works.

Excavation in areas of identified archaeological potential will be subject to approvals or exemptions pursuant to section 57(1) of the *NSW Heritage Act 1977*. This may include the requirement to undertake assessment, archaeological investigation and management. This work would be overseen by an appropriately qualified and experienced Excavation Director.

If and when potential significant archaeological remains are uncovered during excavation, work in the vicinity must cease immediately. If the remains are confirmed to be relics Heritage NSW would be notified. Work should not proceed until approval to do so has been provided by the Heritage Council of NSW or its delegate.

A qualified archaeologist should be engaged prior to the commencement of any work within the Precinct to provide archaeological investigation, recording, artefact cataloguing and reporting in

accordance with best-practice principles and which are consistent with relevant statutory policies and guidelines.

15.7 Masterplanning

Background

In July 2019, Central Precinct was declared a nominated State Significant Precinct (SSP) in recognition of its potential to boost investment and deliver new jobs. Since this, detailed planning and investigation processes as well as consultation with the community and stakeholders have been completed.

In 2018, Tonkin Zulaikha Greer Heritage (TZG Heritage), in collaboration with TfNSW prepared a Draft Heritage Framework for the Central Precinct which identified heritage opportunities and constraints and defined heritage objectives and principles within the study area. The Heritage Framework was intended to provide TfNSW and its partners with guidance on the heritage considerations pertinent to the Central Station Precinct and its significant heritage items, including those adjacent to or within the visual catchment of Central Station, which would need to be considered in any proposal for urban renewal of the Precinct. This report was completed in 2021.

In October 2019/March 2021, TfNSW prepared a Draft Strategic Framework for the Central Precinct following the nomination of the Central Station Precinct as a State Significant Precinct (SSP) was finalised. The Strategic Framework represented the first stage of the planning process to develop a new planning framework for the Central Station Precinct. Developed with consideration of the location, urban and strategic context of Central, and its opportunities and constraints for development. The Strategic Framework provides an overarching vision for the Precinct, understanding the key themes and planning priorities for development, and provides a preliminary precinct plan and approach to the public domain. It also defines and identifies the proposed future character of the sub-precincts within the Central Station Precinct.

As part of the SSP Study process, heritage advice has informed the proposed siting, layout and built form approach presented in the Urban Design Framework to ensure alignment with the Strategic Frameworks and to manage potential impacts to the overall heritage conservation of the Central Precinct with consideration of the Draft Central Heritage Framework. Further to this, detailed design guidance with regard to heritage conservation has been included in the proposed Design Guide for Central Precinct, which aim to ensure heritage matters are considered and acceptable heritage outcomes are delivered as part of subsequent planning processes.

Policy 32	<i>Continue to use the Draft Central Precinct Heritage Framework and Draft Central Precinct Strategic Vision to guide proposed development at the Precinct. Formally adopt or update the draft document to guide the ongoing vision and planning for the overall heritage conservation of the Precinct.</i>
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Guidelines

The conservation of the heritage significance of the Central Station Precinct must be the key consideration when making decisions on the preferred Masterplan options and proposed developments.

Carefully consider all proposed Masterplan options, giving preference to options which have minimal heritage impact on buildings, spaces, landscapes, views, items and archaeology of exceptional and high heritage significance.

Masterplan guidelines should ensure to continue or reinstate regular public access to the major and significant heritage spaces within Central Station which were originally intended to be public spaces.

15.8 Managing Change

15.8.1 Introduction

The following policies are intended to provide guidance for proposed future developments at the Precinct to ensure that the heritage significance of the place is maintained in the future.

15.8.2 Cleaning, maintenance and repair

Background

The nature of any built fabric is that it will deteriorate due to the effects of age, weathering and use. Ongoing routine maintenance and repair are required to offset damage and deterioration. Cyclical maintenance is best achieved through the preparation and implementation of a program of planned maintenance which includes – inspection, condition assessment, routine and scheduled maintenance – and having a strategy for any planned maintenance and repairs.

Policy 33	<i>A cyclical maintenance plan should be prepared for each building within the Central Station Precinct and provided to all maintenance staff to ensure the programmed and ongoing care and maintenance of the fabric.</i>
Policy 34	<i>Buildings should be regularly inspected, assessed, cleaned, maintained and repaired to avoid deterioration of their significant elements and fabric.</i>
Policy 35	<i>The built fabric at the Central Station Precinct should be managed in accordance with Minimum Standards of Maintenance and Repair as outlined by the NSW Heritage Office.</i>

Guidelines

A cyclical maintenance plan should be prepared and implemented for each building and structure within the Central Station Precinct in the next 2 years from completion of the CMP. The cyclical maintenance plan should be implemented to provide the basis for the ongoing care of the fabric and significance of the place. The plan should outline a program which is consistent with the guidelines outlined in the NSW Heritage Office publication – *The Maintenance Series: Preparing a Maintenance Plan*.³⁹⁷

³⁹⁷ <https://www.heritage.nsw.gov.au/assets/Uploads/a-z-publications/m-o/maintenance-1.1-preparing-a-plan.pdf>, accessed 12/07/21

The cleaning, maintenance and repair of the built fabric within the Central Station Precinct should be undertaken on a regular basis and should:

- Aim to protect the fabric from further deterioration and retain as much as possible of significant fabric and construction methods;
- Ensure that the Central Station Precinct is managed in accordance with the NSW Heritage Office's *Minimum Standards of Maintenance & Repair*.³⁹⁸
- Be consistent with the Burra Charter principles to do 'as much as necessary but as little as possible', including where possible the retention of significant fabric rather than full replacement;
- Be guided by and consistent with the maintenance guidelines for different fabric and elements provided by the NSW Heritage Office as part of *The Maintenance Series*,³⁹⁹ and
- Be undertaken by staff or contractors who have extensive experience working with historic fabric and the use of appropriate techniques.

Adequate funding and resources should be incorporated into annual budgets for the Central Station Precinct for the ongoing cleaning, maintenance and repair of the buildings.

Repair work should be documented by a qualified heritage consultant, heritage architect or contractor relevant to the fabric. The works should be documented in accordance with the guidelines and recommendations of the NSW Heritage Office publication – *The Maintenance Series: Documenting Maintenance and Repair Works*.⁴⁰⁰ Documentation should include photographs and drawings of the area requiring work, and a repair methodology – which may include specifications, drawings and written analysis.

Repairs to the fabric in the Precinct should be undertaken regularly to maintain the condition of the significant fabric between maintenance cycles. Minor repairs should be undertaken promptly to avoid further deterioration.

Where repairs involve new work, this should take care to retain (through restoration and/or reconstruction) the original and/or early fabric, detailing and features of the building or area subject to the work.

All maintenance and repair work should be recorded in a manner which is consistent with the policies and guidelines outlined in this CMP.

Where possible, deteriorating fabric should be repaired in preference to its replacement. Where replacement of the fabric is unavoidable, new work should be based on the existing or historical evidence. Conservation works to a building should not reconstruct any inappropriate building details or poor repairs, in these cases the details or repairs should be replaced with a reconstruction based on original or/early details.

³⁹⁸ <https://www.heritage.nsw.gov.au/assets/Uploads/a-z-publications/m-o/Minimum-Standards-of-Maintenance-and-Repair.pdf>, accessed 12/07/21

³⁹⁹ <https://www.heritage.nsw.gov.au/search-for-heritage/technical-information/the-maintenance-series/>, accessed 12/07/21

⁴⁰⁰ <https://www.heritage.nsw.gov.au/assets/Uploads/a-z-publications/m-o/maintenance12documentingmaint.pdf>, accessed 12/07/21

15.8.2.1 Graffiti management

Background

Graffiti continues to be a constant intrusive maintenance issue within the study area. The application of the paint (often abrasive spray paint) can damage the integrity, if not the significance of an element, structure or building. The various methods of graffiti require various solutions and depend upon the fabric, location and applied graffiti paint. It is imperative that any solution to the removal of the graffiti paint would not cause additional damage to the item or element overall.

As documented below:

- Specific guidelines are required for a number of elements within the study area; any works to these structures and/or elements should respond to the below specific and overall guideline columns.
- Any works to a structure and/or element not listed below should follow the overall guidelines column.

Guidelines

Table 36: Fabric Conservation Guidelines: Graffiti Management

Element/ Location	Description	Specific Graffiti Management Guidelines	Overall Graffiti Management Guidelines
Stone and brickwork	Across the study area	The removal of graffiti from brickwork and stonework is highly challenging and should only be conducted by a professional under the supervision of a heritage professional.	<p>Anti-graffiti, waterproof or water repellent coating to elements within the study area is generally not supported unless all other measures have been undertaken. Best practice solutions revolve around providing preventative measures, including the use of extra security surveillance or lighting to areas that are repeatedly damaged.</p> <p>Trial spot cleaning should be conducted prior to the full cleaning process. This should be done in a controlled setting and cleaning solutions should start with the least abrasive methods until an effective cleaning process is established. The spot cleaning should be conducted in an area that is not highly visible to the public. It should be noted that not all graffiti will require the same cleaning methods and the process should be adapted for each element and/or paint finish.</p> <p>Professional, qualified consultants and contractors should be engaged to undertake any work associated with graffiti removal and management mitigations.</p> <p>Any proposed works (including maintenance) should be undertaken by trained professionals. A heritage induction plan should be implemented prior to any works being undertaken.</p> <p>Any treatment should respond to best maintenance practises and be of a high-quality chemical stability. Tests should be conducted on like-for-like fabric prior to extensive use of the chemical treatment.</p> <p>The treatment should be non-toxic and biodegradable</p>

Element/ Location	Description	Specific Graffiti Management Guidelines	Overall Graffiti Management Guidelines
			<p>All works should be carried out in accordance with the manufacturers specifications.</p> <p>Conduct tests prior to the cleaning process in order to find the most sympathetic removal method.</p> <p>All graffiti removal processes should be recorded, and the records maintained for future applications.</p> <p>Prior to the removal of graffiti markings, the damage should be photographed and maintained in an appropriate database for future potential prosecutions.</p> <p>Continue the use of a graffiti management system.</p>

15.8.3 Removal of hazardous building materials

Background

There is the possibility that areas of the Precinct may contain a range of hazardous materials including asbestos, polychlorinated Biphenyls (PCBs), lead-based paint and synthetic mineral fibres (SMFs). Management of hazardous materials is essential to ensure that all risks are appropriately considered, and the removal or management of the fabric is undertaken to manage health risks to users.

Policy 36	<i>Removal or management of hazardous materials should be undertaken when practicable, and before substantial deterioration, to minimise risks to users of the Precinct.</i>
Policy 37	<i>Removal or management of hazardous materials should be undertaken in a manner which avoids, minimises or mitigates adverse impacts on the significant fabric and features at Central Station Precinct.</i>

Guidelines

Undertake a survey of the Precinct to confirm the type, location and extent of hazardous materials. High-risk and deteriorated materials should be removed as a matter of urgency. Other materials should be removed when the opportunity arises.

Removal of hazardous materials should be preceded by an assessment of its potential to adversely impact the heritage significance of the affected building or structure.

Where possible, hazardous materials which retain evidence of significant original or earlier uses of a building which cannot be found elsewhere or replaced with non-hazardous alternatives, should be encapsulated rather than removed. This approach should only be used if the encapsulation method would not result in more substantial adverse heritage impacts.

Destructive investigation should be avoided as much as possible when investigating a building. Consult any previously compiled registers and surveys to confirm the presence of hazardous materials. Destructive investigation should only be undertaken where there is no viable alternative. The impact from destructive investigation should be mitigated by minimising the extent of fabric that is opened and locating of the works in the least visible area.

Hazardous materials which are removed and/or areas which are damaged by destructive investigation should be replaced with new fabric of the same size, shape and detail as the removed fabric using the 'like for like' principle and implementing the same method of installation.

Should any other significant materials or elements be impacted to allow for the removal of hazardous materials, they should be carefully removed and reinstalled on completion of the works.

Works should be archivally recorded before, during and on completion of the works in a manner consistent with the policies and recommendations outlined in Section 15.3.5 of this CMP. Should evidence of earlier uses of the building be uncovered as a result of works to remove or investigate hazardous materials, these should be recorded and assessed for their significance and potential reinstatement.

Table 37: Fabric Conservation Guidelines: Hazardous Materials

Element/ Location	Description	Specific Guidelines	Overall Guidelines
Hazardous materials	Across the study area	Refer to overall guidelines	<p>Hazardous materials should be assessed prior to any works being undertaken to or within the vicinity of the element. Heritage issues should be addressed at the start of any proposed works to the element to identify a sympathetic and like – for – like response to the significance of the element yet result in a safe workplace environment.</p> <p>Hazardous materials should not be exposed. Testing should be conducted to any high-risk elements prior to any proposed works.</p> <p>Original (non- hazardous) materials should be retained If hazardous material should be replaced with a like for like fabric of modern (post 2003) construction.</p> <p>Any proposed works (including maintenance) to or near hazardous materials should be undertaken by trained professionals. A heritage induction plan should be implemented prior to any works being undertaken in addition to Safe Work requirements regarding the potential locations of hazardous materials.</p> <p>Ensure all staff, consultants and contractors are aware of the legislative requirements and strategy for hazardous heritage fabric within the area of construction.</p> <p>Maintain records of heritage works, including exemptions. Where possible and required, works should be accompanied by a Photographic Archival Recording (PAR).</p>

15.8.4 Services upgrades

Background

The existing services and service infrastructure at the Central Station Precinct is of a varying age and condition. Services are also subject to improvements in technology. Replacement and upgrading of existing services would need to occur from time to time.

Services to buildings include power; hot, cold and waste water; fire detection and sprinkler systems; gas; telephone and data cabling; ventilation; and air conditioning.

Policy 38	<i>Upgrading of existing services and/or installation of new services across the Precinct should avoid physical and visual impacts on significant buildings, trees and other landscape elements.</i>
Policy 39	<i>Design vertical and horizontal reticulation channels for services to floors and rooms in a way which mitigates or minimises adverse impacts on fabric and spaces of significance.</i>

Guidelines

Existing services should be maintained and upgraded as required to facilitate the ongoing and viable use of significant buildings and spaces in the Precinct. Existing or old service paths should be used in preference to forming new paths, and where possible services should be grouped to minimise intrusion on significant spaces or fabric.

Visually intrusive reticulation systems and structures which house services should be progressively removed and replaced with sympathetic alternatives.

Provision of new or upgraded services should not damage or adversely impact building fabric or spaces. Where possible, new services should be installed underground to minimise negative impacts on historic views and vistas to, from and within the Precinct.

Introduction of new services and associated fittings within the Precinct should be carried out with a minimum amount of disruption to significant fabric and spaces. Any intervention into significant building fabric should respect the fabric's integrity and be limited to the area required for the proposed works. Where there are areas which have been previously modified for services, these should be reused where possible.

No externally mounted air-conditioning, ventilation equipment, water heaters or service components should be visible or impact negatively on the exteriors of significant buildings.

Refer to the Lighting Strategy for Central Station prepared by Tonkin Zulikha Greer and Steensen Varming in 2020 to achieve a consistent approach to the upgrades of services and lighting at the Precinct.

15.8.5 Ground disturbance and excavation

Background

Re-grading existing ground levels may be required to improve surface drainage, meeting equitable access requirements and code compliance, and to implement landscaping works such as paving, retaining walls and garden beds. Substantial excavation may be required for track re-alignment and

sluicing, ground remediation, stabilisation of building and structure footings, and the provision of road or train infrastructure. Ground disturbance and excavation works have the potential to adversely impact significant aspects of the site including significant buildings, structures, trees, landscape elements and archaeology. It is important to manage ground disturbance and excavation to avoid, minimise or mitigate any potential adverse impacts to the fabric and significance of the Precinct.

Policy 40	<i>Ground disturbance or substantial excavation should be managed to ensure that the works avoid, minimise or mitigate potential adverse impacts on significant components within the Precinct.</i>
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Guidelines

Proposals for new works within the Precinct should be developed to minimise ground disturbance and excavation as much as possible. Where it is necessary, ground disturbance and excavation should be limited to the area which is necessary to implement the scope of the approved works.

Significant elements within the vicinity of proposed ground disturbance and excavation works should be protected from damage during the works and monitored while works are undertaken.

Should ground disturbance and excavation works uncover potential Aboriginal or historical archaeological artefacts, all work must cease immediately and the NSW Office of Environment and Heritage, and National Parks and Wildlife informed, in accordance with the policies and recommendations outlined in Sections 15.6.1 and 15.6.2 of this CMP.

15.8.6 Selecting appropriate new uses

Background

The most appropriate uses and activities for the Precinct are those which would avoid adverse impacts and allow the history and heritage value of the place to be easily understood.

The preferred use for the Precinct is to retain an ongoing use as a major transport complex (refer Section 15.4.2), however as the role of the Precinct evolves, it is important that the buildings and areas are able to adapt to ensure their continued viable use and conservation of the significant fabric and spaces. Inappropriate uses can confuse the historical associations of the places and have the potential to damage significant spaces and fabric.

Where possible compatible new uses should be selected which utilise the original character of the building and Precinct or permit the creative and sympathetic adaptive re-use of the architectural, functional and spatial characteristics of the Precinct as far as possible.

Policy 41	<i>New uses for buildings should adopt the principle of 'loose fit', where the new use is adjusted as necessary to work within the available spatial and architectural configuration and can be reversible in future.</i>
Policy 42	<i>New uses should be selected on the proviso that they will enhance the appreciation of the history and heritage significance of the Precinct and ensure the conservation of significant buildings, structures and landscape components.</i>

Guidelines

The long-term management of the Precinct, including its adaptation to new uses, should take into account its heritage significance of the Precinct and individual components. All decisions regarding adaptation should consider and seek to enhance and retain the heritage values of the place.

New uses for buildings in the Central Station Precinct may be compatible provided that they meet the following criteria:

- The significance of the building and any extant internal spaces, fabric and detailing are not compromised by the proposed new use;
- The proposed new use does not detract from the understanding of the original use of the building and does not diminish or impact the significance or setting of the building within the overall Precinct context;
- The new uses' requirements do not generate undue changes and impacts to the significant spaces and fabric of the building which cannot be reversed in the future, or which are not sympathetic to the existing architectural fabric and space; and
- All works which are associated with the new uses are clearly identifiable as contemporary rather than replicating original detailing from the building.

Future uses for the buildings within, and the Central Station Precinct overall should also be consistent with the following:

- All new uses should be selected on the basis that they 'fit' existing spaces;
- New use should focus on activation and leveraging underutilised or inaccessible spaces with a view to enhancing appreciation of the scale and variety of the site, historic functions and relationships between historic components;
- Substantial alterations and/or removal of significant fabric and buildings to suit the requirements of a new development or use should be avoided;
- Any future adaptation of interior and outdoor spaces should ensure that the original spaces, elements and fabric are retained and conserved;
- The subdivision of internal spaces, where necessary and appropriate, should be undertaken in a manner which is a 'light touch' and is easily reversible in future, including minimising fixing into significant wall, ceiling and floor finishes;
- External alterations as a result of a proposed new use must avoid adverse visual and physical impacts; and
- Minor changes which are required to meet access and other code compliance requirements are permissible, but should be designed in a manner which avoids impacting significant fabric and spaces where possible, and is subservient to the primary architectural features of the building or Precinct.
- Develop a comprehensive adaptive reuse strategy and tenancy fitout guide to manage change and guide future development at the Precinct.
- Where possible, heritage interpretation media should be utilised to explain and explore the original uses of the buildings or spaces

15.8.7 Alterations and additions

Background

The best way to ensure that buildings are retained and conserved into the future is to provide them with an appropriate and viable ongoing use. Sometimes providing this use will require some degree of alteration, and possibly additions to make the building fit for purpose. Alterations and additions are permissible provided they are sympathetically designed and respond to the heritage significance of the building, building fabric and the Precinct overall.

Policy 43	<i>Alterations and additions should be designed to minimise adverse impacts on the heritage significance of the building and Precinct overall.</i>
Policy 44	<i>Proposed new materials, textures and colours should be sympathetic and complement the existing, and not compete with it.</i>
Policy 45	<i>The design of the architectural junction between existing and new structures should be carefully considered to ensure the juxtaposition and articulation of materials, forms and details is appropriate.</i>

Guidelines

Alterations should:

- Retain and conserve original finishes where possible. Damaged or removed finishes should be repaired and reinstated to match existing;
- Retain and conserve internal spaces of high and exceptional heritage significance. Works which impact these spaces, such as subdivision, should be reversible and have minimal impact on the fabric.

Additions should:

- Facilitate the ongoing use of the existing buildings rather than render them obsolete;
- Have sufficient setbacks to allow for the continued understanding and appreciation of the significant elevations and form of the heritage item, and ensure that there is a sense of separation or connection;
- Retain and enhance significant views and vistas to the heritage item within the overall context of the Precinct;
- Retain the building's structural integrity;
- Be of a contemporary architectural design through its detailing and materiality. Imitation of the existing building should generally be avoided; and
- Be of architectural design excellence, where the resolution of the addition – its design, detailing and materials are of as high a standard as the existing building.

Any restoration and/or reconstruction works or new building works and fabric should at close inspection be identifiable as new work in accordance with the policies and recommendations of this CMP and the Burra Charter.

15.8.8 Interior alterations and recovery of significant spaces

Background

Due to the continued use of the Central Station Precinct as a major transportation complex, many of the original spaces are relatively intact and have retained their uses.

In some areas however, the process of ad hoc alterations has created incompatible uses which have compromised original and early fabric.

Policy 46	<i>Original spaces which have been assessed as Exceptional and/or High significance should be retained and conserved.</i>
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Guidelines

Where practicable, remove partitions, sub-divisions and ad hoc structures in order to recover the integrity and volume of original spaces. Care should be taken to retain evidence of any former openings, so the historical development of the building and fabric is legible in the future.

The removal of early internal walls and alteration of spatial layout should be minimised. Where the removal of significant wall fabric is justifiable, it should be done so that evidence of the former layout is still extant as interpretation. Such works should be undertaken in consultation with a recognised heritage or conservation architect.

Evidence of original paint colour schemes which survive should be retained and interpreted in significant spaces.

Areas where the recovery of significant spaces and features could occur include:

- Devonshire Tunnel skylights
- North Concourse vaulted ceiling and original volume
- Main Terminus Building:
 - Upper level – improve and/or reinstate the original internal volumes, and relationships of the windows to the space
 - Reinstate the volume of the Booking Hall
 - Reinstate the original width of the skylight in the Grand Concourse based on original drawings and photographs
 - Reinstate the old indicator boards to the Grand Concourse as part of the moveable heritage and interpretation of the space (retrieve from Powerhouse Museum)
 - Reinstate the original glass pavement lights to the Grand Concourse and Porte-Cochere at the thresholds of door and window openings to provide light to the basement levels as per historic drawings and photographs
 - Reinstate glazing to the Porte-Cochere valances and reinstate the skylights to the roofing, based on original photographs



Figure 131. c.1906 Assembly Platform (now known as Grand Concourse) at Central Station. Note the original skylight to the roof and glass pavement lights to the door thresholds.⁴⁰¹



Figure 132. c.1924 Porte-Cochere. Note the skylights to the roof, glazed valances and pavement lights.⁴⁰²

⁴⁰¹ Sydney Trains Archives.

⁴⁰² Sydney Trains Archives.

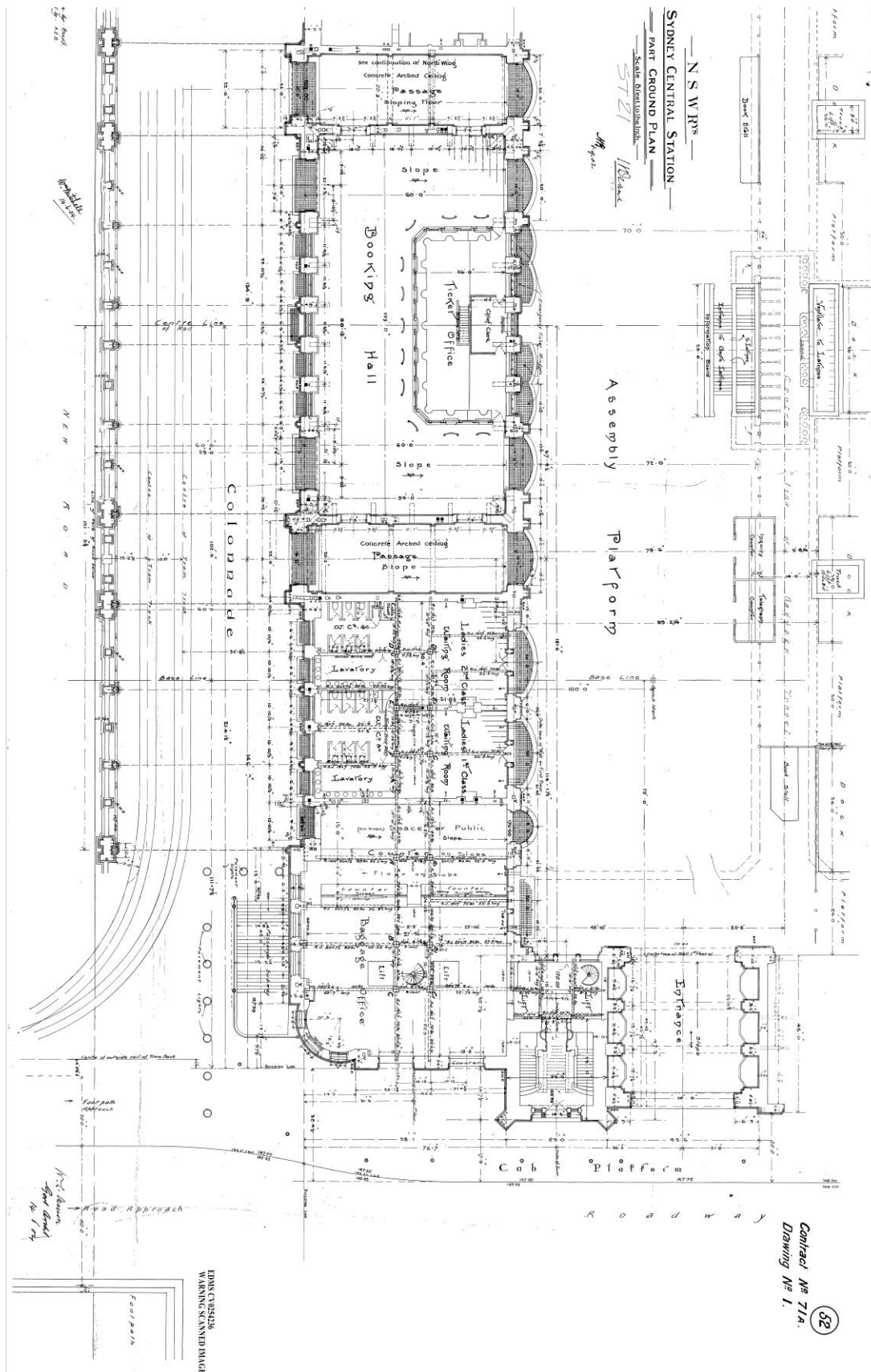


Figure 133. Part ground plan, c.1902. Shows original configuration of spaces and pavement lights on the Assembly Platform (Grand Concourse) and under the Porte-Cochere.⁴⁰³



Figure 134. Original volume and architectural features of the Booking Hall. Evidence of the upper gallery still exists in the upstairs office spaces. Date of photo unknown, likely after completion c.1906⁴⁰⁴



Figure 135. Central Station Indicator Board. Date unknown, likely c. 1950s⁴⁰⁵

⁴⁰³ Sydney Trains Archives, 1902 part ground plan.

⁴⁰⁴ Sydney Trains Archives

⁴⁰⁵ Sydney Trains Archives

15.8.9 Providing equitable access

Background

Public access to heritage places is an important part of their conservation, contributing to their continued appreciation. Some heritage places contain fabric, spaces and features which are not easily upgraded to meet occupational and code compliance without resulting in substantial adverse heritage impacts. Equitable access will be required across the Precinct, however modifications will need to comply with the requirements of the *Disability Discrimination Act 1992* and will need to be carefully designed to avoid, minimise or mitigate adverse heritage impacts where possible.

Policy 47 *Equitable access is to be provided to all publicly accessible places across the Central Station Precinct where it can be accomplished without adverse impacts to the heritage fabric or setting of the place.*

Guidelines

As a public and major transportation complex, the provision of equitable access across the Precinct is a necessary part of the continued use and success of the place. Upgrades to equitable access across the Precinct should be accomplished without adverse impacts on the significant fabric, elements or setting of the individual building or significance of the Precinct overall.

Pedestrian access and movement within the Precinct should be enhanced and upgraded to improve wayfinding to key locations.

Temporary access structures, such as removable ramps are preferable to permanent structures that have the potential to detrimentally impact significant fabric.

Develop and implement a fire and life safety strategy for the Precinct which balances the preservation of the heritage fabric and significance, whilst providing safe egress for users in the event of natural or human-created disasters (eg. fire, flood, severe storms, terrorist attack).

15.8.10 Demolition

Background

Demolition of buildings or parts of buildings, and landscape elements will require assessment of their appropriateness, and is dependent on the heritage significance of the item and its contribution to the overall significance of the Precinct.

Policy 48 *Demolition within the Central Station Precinct is subject to the assessed heritage significance of the component and its contribution to the Precinct.*

Guidelines

Demolition should be guided by the assessed heritage significance of the individual building, space, or landscape element. Refer to Section 12.0 in the CMP which discusses the heritage significance of the item, and the guidelines contained in Section 15.4.3 which outline the types of conservation and demolition which can occur for different levels of significance. Demolition of fabric which has been assessed as of exceptional or high significance is not supported.

All demolition should be preceded by a photographic archival record which documents the existing conditions, layout form and fabric of the building, structure, space or landscape. The recording should be undertaken in accordance with the guidelines in Section 15.3.5.

15.8.11 Design and construction of new buildings and structures

Background

While it may be preferable to conserve the Central Station Precinct without the need for new development, it is also possible that positive benefits could be derived from them.

Depending on the proposed new developments in and around the Central Station Precinct, the construction of new buildings may alleviate pressures and potential adverse impacts on the existing significant buildings in the Precinct. New developments may present an opportunity to reuse the significant buildings and provide opportunities for successful adaptive reuse and conservation outcomes.

Policy 49	<i>Construct any new buildings within and around the Central Station Precinct in a manner which is consistent with the established significance of the place and the policies and guidelines outlined in this CMP.</i>
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Policy 50	<i>Construct any new buildings withing and around the Central Station Precinct in a manner which is consistent with the policies and guidelines outlined in the Central Precinct Heritage Framework.</i>
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Guidelines

New buildings or structures should be sited to enhance the appreciation of the significant structures at the Central Station Precinct. New development should help to facilitate the adaptive reuse of these structures where possible.

The areas capable of change are those generally outside the identified curtilage for Central Station Precinct (as outlined in the sub-precinct inventories of the CMP). Locating new development in these areas will not conflict with the Precinct's established view lines if they are developed in accordance with the conservation guidelines outlined in this CMP (see particularly guidelines for views and vistas at Section 15.5.4).

The construction of minor additions or structures associated with buildings of Exceptional and High significance is possible provided it maintains and does not detract from the significance of these buildings, and/or facilitates their adaptive reuse.

New development within the Precinct should:

- Maintain the ongoing use of Central Railway Station as the primary rail terminus and interchange for Sydney
- Conserve the heritage values of Central Railway Station, and the Precincts, items and Elements as identified in the CMP which contributes to the heritage values and significance of the place
- Be sited in locations which would avoid detrimental impacts to established significant views and vistas (see Section 15.5.4 in the CMP for views and vistas), particularly to the

Main Terminus Building and Clocktower, as well as internal views through the Grand Concourse and between the Grand Concourse to platforms

- Not dominate the significant buildings or detract from the immediate and urban setting.
- Develop new high quality entry points to Railway Square, Eddy Avenue and Chalmers Street that respect the existing heritage character and context of these precincts
- Activate underused heritage spaces for public use to help create a renewed sense of place, particularly within the Main Terminus Building and Grand Concourse. Refer to 15.8.8 for further details.
- Promote sensitive adaptive reuse of buildings such as Mortuary Station and Prince Alfred Sidings
- Ensure the legibility of the main phases of Central Railway Station as the centre of public transport in NSW
- Respond to the significance of the place and demonstrate design excellence.
- Be contemporary in its architectural expression, but should be sympathetic in its design – appropriately responding to the scale, design and materiality of the significant buildings and structures;
- Employ high quality materials commensurate with their historic counterparts. This includes overlaying contemporary elements such as vertical transportation, canopies, lighting and signage. Materials should seek to unify old and new precincts through design quality and be complementary to the original elements at Central Station
- Provide a clear distinction between old and new elements so as not to confuse the interpretation of the fabric.
- Improve connectivity to the surrounding context that was interrupted by the closure of Devonshire Street
- Reactivate historic connections with Eddy Avenue and Chalmers Street as pedestrian approaches to Central Railway Station
- Reinforce the historic multi-level transport interchange approach for new interventions at Central Station
- Incorporate high quality interpretation of history and archaeology that integrates with and adds to the depth of the visitor experience

Potential zones for future appropriate building development within the Central Station Precinct are shown in the Development Constraints and Opportunity Diagrams in Appendix A: Central Station Sub-Precinct inventories.

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17.0 APPENDIX A: CENTRAL STATION SUB-PRECINCT INVENTORIES

18.0 APPENDIX B: CENTRAL STATION ARCHAEOLOGICAL SITE PLAN

19.0 APPENDIX C: HERITAGE FRAMEWORK PROCESSES

20.0 APPENDIX D: TAHE SITE SPECIFIC EXEMPTIONS

21.0 APPENDIX E: SYDNEY TRAINS TECHNICAL NOTES AND GUIDELINES

22.0 APPENDIX F: CONSULTATION LOG

Table 38: Stakeholder Consultation Log

Organisation	Dates	Feedback/comments	Attendees	Documentation
Heritage Council of NSW	2 December 2020	As noted in the formal Heritage Council resolutions- 485 2 December 2020	Listed in the 2 December 2020 HC minutes	https://www.heritage.nsw.gov.au/assets/HC-2Dec20-Minutes-CONFIRMED.pdf
Heritage Council of NSW	3 March 2021	As noted in the formal Heritage Council resolutions	Listed in the 3 March 2021 HC minutes	https://www.heritage.nsw.gov.au/assets/HC-3Mar21-Meeting-Minutes-CONFIRMED.pdf
Heritage Council of NSW	5 December 2021	As noted in the formal Heritage Council resolutions 2021-65. TfNSW provided a formal letter in response to the December resolutions (attached).	Listed in 1 December 2021 HC minutes	https://www.heritage.nsw.gov.au/assets/HC-1Dec21-Meeting-Minutes-CONFIRMED.pdf TfNSW response letter following meeting 5 December 2021
Heritage Council of NSW	6 April & 26 April 2022	6 April Heritage Council meeting outcomes are as noted in Heritage Council resolutions 6 April 2022. 26 April Heritage Council	Listed in April 2022 HC minutes and 26 April TfNSW agenda.	https://www.heritage.nsw.gov.au/assets/HC-6Apr22-Meeting-Minutes-CONFIRMED-for-publishing.pdf HC Letter 20 May 2022.
Heritage NSW (Assessments- as delegate for the Heritage Council of NSW)	22 March 2022.	Heritage NSW noted the following: <ul style="list-style-type: none"> • Importance of transport uses prevailing in the context of changing uses at Central including commercial • the project would result in losses to the rail/industrial landscape & architectural qualities of the precinct • the project is a fundamental change from open air railway station • The heritage frameworks have been well integrated into the precinct design with some good opportunities to explore • Listing at Central applies to entire precinct not just sandstone buildings and needs landscape approach • Need to understand economic drivers feeding into bulk and scale • Importance of connectivity of public realm across the precinct • Need for continuing engagement with Heritage NSW/Heritage Council on the project going forward 	Tim Smith (HNSW) Rochelle Johnston (HNSW) Chrissia Ang (HNSW) TfNSW Project Team	<ul style="list-style-type: none"> • TfNSW Powerpoint presentation 22 March
Heritage Consultation Group	28 January 2021 25 March 2021 8 September 2021	As noted in the minute minutes.	As noted in the minute minutes.	<ul style="list-style-type: none"> • Group meeting minutes

Organisation	Dates	Feedback/comments	Attendees	Documentation
City of Sydney Specialist Heritage & Urban Design Planners	21 April & 9 May 2022.	<p>City of Sydney Heritage Planners noted:</p> <ul style="list-style-type: none"> • Support for the process of revising the CMP • Support for the policies of the CMP which state that heritage significance should be the basis for future decision making, and that a holistic approach to the heritage management of the precinct should be adopted • The need not to see a process of 'downgrading' significant elements through the new revision • The need for independence of the CMP from any project • The need to assess any project against the conservation policies of the CMP • Inclusion of archaeology via the new site plan noted as a positive • City of Sydney involvement and input to the CMP is desirable going forward 	<p>Matthew Devine (CoS) Sally Peters (CoS) Laura Dodds-Hebron (CoS) James Dirickx-Jones (CoS) TfNSW Project Team Artefact heritage specialists</p>	TfNSW Powerpoint presentation 22 March
Toga development team	Discussion with Toga	Discussion focused on aligning revised Central CMP with revised Parcel Post Office CMP being prepared by Urbis on behalf of Toga Developments. Comments provided on the Central CMP draft were addressed and incorporated into final versions. A copy of the draft Parcel Post Office CMP was also circulated with TfNSW team.	<p>David McClaren (Toga) David Springford (Toga) TfNSW Project Team Allie Cornish (Urbis CMP author on behalf of Toga) Artefact Heritage specialists</p>	Draft Precinct 3 Inventory provided to Urbis 31 January 2022
NSW National Trust	November 2021	<ul style="list-style-type: none"> • See Consultation Summary Report Appendix 6.2.6 Minutes 	<p>Debbie Mills (NT) David Burdon (DB) TfNSW project team Paul Davies (HA)</p>	National Trust brief to TfNSW on their considerations and concerns at Central
NSW National Trust	February 2022	<ul style="list-style-type: none"> • See Consultation Summary Report Appendix 6.2.6 Minutes 	<p>David Burdon (NT) Debbie Mills (NT) TfNSW Project Team</p>	TfNSW Presentation to National Trust
NSW National Trust	3 May 2022.	<ul style="list-style-type: none"> • See Consultation Summary Report Appendix 6.2.6 Minutes 	<p>David Burdon (NT) Jane Alexander (NT) John Richardson (NT)</p>	TfNSW Presentation to National Trust

Organisation	Dates	Feedback/comments	Attendees	Documentation
			Ian Stephenson (NT) Neil Wykes (NT) Wayne Johnson (NT) Rob Power (NT) TfNSW Project Team	
Other consultation				
Metropolitan Local Aboriginal Land Council.		Addressed in non-Aboriginal heritage study and Connecting with Country Framework		
City of Sydney Aboriginal and Torres Strait Islander Advisory Panel		Addressed in non-Aboriginal heritage study and Connecting with Country Framework		
OGA NSW through the DRP process).		Addressed in the project consultation outcomes report		
Aboriginal community consultation		Addressed in non-Aboriginal heritage study and Connecting with Country Framework		

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