

# Sydney Terminal Building Revitalisation Project

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I make the following submission in response to the published documents.

- I support the stated aims of this project, to revitalise Central Station and to undertake conservation and new works to protect and enhance the heritage significance.
- I'm concerned with how the place is experienced by its most important users, the 85-odd million (in 2018) people that pass through the station each year PLUS the millions more who don't leave their trains at Central but experience views of the station from their trains as they approach from north and south and pass through on their way to other stations.
- These users outnumber other potential users such as commercial or retail tenants and other terminal users by literally tens of millions every year and their needs and experience must be given the highest priority.
- There are a number of elements of the proposal that will negative affect the experience of the place for both rail passengers and people in surrounding streets.
- In the discussion below, I have tried to use references to elements as they appear in *5.Project Description*.

## NEGATIVE IMPACTS OF THE PROPOSED PROJECT

I **object** to the following elements:

Generally, some interventions fail the ICOMOS Burra Charter requirement to do *as much as is necessary but as little as possible*. Adding elements to a heritage place is preferable to removing or irreversibly altering existing significant fabric.

### 1) Sydney Terminal Building

- a) **New escalator in the eastern vaulted passage between the Grand Concourse and Eddy Avenue** (indicated as 4 in figure 5.2 of the Project Description.) This will have an irreversible impact on a key heritage spaces and fabric at both Eddy Avenue level (original shop front and shop) and Grand Concourse level. The utility of this link has not been demonstrated and its heritage impact is

unacceptable. Vertical connection to Eddy avenue is best handled in the non-significant deck/arcaded area along the east elevation of the building facing Eddy Avenue Plaza.

- b) **Upgraded north west entrance** (indicated as 6 in figure 5.2 of the Project Description.) While the use of the former loading docks (17) is supported, the current plans show an excessive amount of demolition of original structure and fabric to open up access to this area. This is inconsistent with best heritage practice and is also inconsistent with the approaches seen in precedent projects such as the Borough Market and the Kings Cross project in London.
- c) **New entrance between Eddy Plaza and the Grand Concourse** (indicated as 5 in figure 5.2 of the Project Description). Vertical connection to Eddy avenue is best handled in the non-significant deck/arcaded area along the east elevation of the building facing Eddy Avenue Plaza.
- d) **New connections east west** (indicated as 7 in figure 5.2 of the Project Description). This needs to be carried out in a manner that minimises demolition of original fabric and structure.

## 2) Eddy Avenue Plaza

- a) **Proposed demolition of Eddy Avenue Ramp**, an important embarkation route for troops commemorated with plaques on the Eddy Avenue Viaduct (indicated as 9 and 10 in figure 5.2 of the Project Description.) Any Metro egress stair (item 9) in this location should maximise retention of this ramp and its fabric.
- b) **Proposed two storey retail building along the east side of Eddy Avenue Plaza** (indicated as 10 in figure 5.2 of the Project Description.) This will have an obvious and unacceptable impact on views of the grand sandstone eastern elevation of Central Terminal both from trains leaving and approaching along the rail viaduct north of Central - an iconic view - and also from the streets to the east, particularly the significant axial view from the east along Foveax Street. **The existing single storey retail along the east of Eddy Avenue Plaza should only be replaced with a new single storey built form** no higher than the existing buildings. Such a form could feature a trafficable or non-trafficable green roof to enhance the setting when viewed from trains and enhance the ESD performance of the project.

## POTENTIALLY POSITIVE IMPACTS OF THE PROPOSED MASTERPLAN

- Many other elements of the proposal are potentially positive, particularly the proposed restoration of the original two storey volume of the ticketing hall, the proposed pavement light reinstatement and the activation of the basement spaces.