

Appendix E – Statement of Heritage Impact

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HELPING CLIENTS MAKE A **FUTURE** FOR THE **PAST**

Wynyard Station Upgrade Statement of Heritage Impact

FINAL

November 2014



Prepared for
Transport for NSW

Document controls

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1 Introduction

1.1 Wynyard Station

Wynyard Station opened in 1932, providing an essential link between the City Circle and North Shore rail lines. The station is one of the busiest on Sydney's rail network and is the gateway to Sydney's western Central Business District (CBD) and financial district. The station is congested during peak periods and receives approximately 39,000 movements over the three and a half hour morning peak period. Passenger numbers are expected to increase with the opening of Wynyard Walk and the first development at Barangaroo (scheduled for 2015). Future passenger numbers would also be influenced by the opening of the CBD and South East Light Rail (CSELR) and other surrounding commercial developments (such as the One Carrington Street development). The broader growth of Sydney's rail network, through projects such as the North West Rail Link (NWRL), will see additional passengers utilising the rail network and place further pressure on CBD stations.

The station has undergone several alterations since it opened, but has not had significant improvements since the addition of platform lifts in 1998. Given the age of the station and the continually growing demand for rail travel to and from the CBD, there is a need to reconfigure the station to improve circulation in order to meet current and future capacity requirements and to improve safety and comfort for customers and staff.

1.2 The proposal

Transport for NSW (TfNSW) proposes to upgrade Wynyard Station in Sydney (the proposal) to accommodate the expected future passenger demand at the station and improve the station amenity. The proposal is being assessed under the provisions of Part 5 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. For the purposes of these works, TfNSW is the proponent and the determining authority under Part 5 of the *EP&A Act*.

In addition, as works are proposed within the curtilage of a State heritage item (Transport House), the Heritage Council of NSW would also need to issue an approval under Section 60 of the *Heritage Act 1977* relating to the proposed works within Transport House.

The key features of the proposal include:

- Refurbishment of the York Street foyer.
- Reconfiguration of the unpaid concourse area, including widening the northern concourse area and inclusion of the southern unpaid concourse area within the expanded paid concourse.
- Expansion of the paid concourse area and reconfiguration of the gateline to respond to pedestrian movements, including the provision of new ticket gates.

- Refurbishment of the concourse level.
- Refurbishment and de-cluttering of Platforms 3 and 4 and provision of a new staircase between the platforms and the paid concourse area.
- Refurbishment and de-cluttering of Platforms 5 and 6, including demolition of the former escalator enclosures and re-orientation of one staircase between the platforms and the paid concourse area.
- Reconfiguration of the station facilities, including relocation of the Station Manager’s Office, new or refurbished amenities (such as public and staff toilets).
- Fit out of Transport House basement levels for station facilities, including the reconstruction of stairs to the concourse.
- Other works relating to the provision of services to support the station upgrade, within roof and wall cavities throughout the station and within adjoining properties.

The proposal would impact on four statutory listed heritage items:

- Transport House, which is listed on the State Heritage Register and the *Sydney Local Environmental Plan 2012*. The curtilage of this item comprises of the western unpaid concourse (as referred to as basement level 4), basement levels 1 to 3, and the York Street foyer.
- Wynyard Station, which is listed on the former RailCorp Section 170A Heritage and Conservation Register. The curtilage of this heritage item comprises of the station platforms, the paid concourse and the unpaid concourse (excluding the western unpaid concourse).
- Wynyard Park, which is listed as a local heritage item under the *Sydney Local Environmental Plan 2012*.
- The Former Wynyard Tram Tunnels, which is listed under on the former RailCorp Section 170A Heritage and Conservation Register.

Wynyard Park is also identified as an Area of Archaeological Potential – Partially Disturbed within the City of Sydney’s *Central Sydney Archaeological Zoning Plan 1997*, a non-statutory plan.

1.3 The brief

Futurepast Consulting Pty Ltd has been commissioned by TfNSW to undertake a heritage impact assessment of the proposed Wynyard Station Upgrade (WSU) project. This report supplements the REF for the proposal and supports a Section 60 application under the *Heritage Act 1977* for works relating to Transport House, a State Heritage item.

The scope of this heritage impact assessment is as follows:

- Provide a Statement of Heritage Impact for the works within Transport House to support a Section 60 application under the *Heritage Act 1977*.
- Provide a Statement of Heritage Impact for works within Wynyard Station, Wynyard Park and the former Wynyard Tram Tunnels. The assessment would also assist in determining if consultation under *State Environmental Planning Policy (Infrastructure) 2007* is required.

1.4 Section 60 Application

For matters that pertain to the Section 60 application under the *Heritage Act 1977* are as follows:

- Transport House – York Street foyer, excluding areas that were subject to the Wynyard Walk project.
- Transport House – Basement levels 1 to 3, excluding certain areas that are out of scope, or were subject to the Wynyard Walk project and approvals.
- Transport House – Basement Level 4 (also known as the western unpaid concourse).

Section 9, specifically, section 9.1.4, describes the works that would be undertaken within the curtilage of Transport House and therefore subject to the Section 60 application. The extent of these works is shown on the figures within Section 9. The assessment of the potential impacts to Transport House is discussed in Section 10.4 of this report.

1.5 Structure of this report

The report is structured as follows:

- **Section 1 – Introduction**
This section provides an introduction to the proposal and scope of this Statement of Heritage Impact
- **Section 2 – The Site**
This section provides a description of the proposal site, including the location and ownership.
- **Section 3– Statutory listings and controls**
This section provides a description of the statutory listings of the heritage items that would be directly impacted by the proposal.
- **Section 4 – Historical Outline**
This section provides a historical background of heritage items that that are within the proposal site.

- **Section 5 – Physical Analysis**

This section is based on site inspections and provides details on the physical condition of the heritage items that are within the proposal site.

- **Section 6 – Settings and views**

This section provides details on the settings and views of the heritage items subject to this Statement of Heritage Impact.

- **Section 7 – Heritage items in the vicinity**

This section provides details of items in the general vicinity of the proposal site, and identifies if these need to be carried forward for further assessment.

- **Section 8 – Archaeological Potential and significance**

This section provides details on the archaeological potential of the proposal site impacted by the proposal, and the significance of this potential.

- **Section 9 – The proposal**

- **Section 10 – Assessment of Heritage Impact**

This section provides the assessment of heritage impacts on each heritage item, as follows:

- Wynyard Station – Sections 10.1 to 10.3
- Transport House – Section 10.4
- Wynyard Park – Section 10.5.
- The Former Tram Tunnels – Section 10.5.

- **Section 11 – Statutory controls**

This section summarises the key approvals and controls that would be applicable to the proposal.

- **Section 12 – Conclusion and recommendations**

This section provides a summary of the assessment and details the required mitigation and management measures

- **Section 13 – Bibliography**

1.6 Approach and Methodology

The methodology used in the preparation of this SOHI is in accordance with the principles and definitions as set out in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* and the latest version of the *Statement of Heritage Impact Guidelines*, produced by the NSW Office of Environment and Heritage.

This SOHI reviews the relevant statutory heritage controls, assesses the impact of the proposal on the various precincts and properties affected by the works (namely the Wynyard Station platforms and concourse levels, Transport House and Wynyard

Park), and makes recommendations as to the level of impact and appropriate mitigation measures.

The following legislation, policies and guidelines are relevant for this assessment:

- *Heritage Act 1977*
- *Environmental Planning and Assessment Act 1979*
- *State Environmental Planning Policy (infrastructure) 2007*
- *Railway and Transport House (Draft) Conservation Plan 1999*
- Various listing sheets for affected and surrounding properties on the State Heritage Inventory and State Heritage Register, www.environment.nsw.gov.au/heritage

1.7 Limitations

The site, the structures and the interior of the subject property were inspected and photographed by the authors of this report in a series of inspections between July and October 2014. These inspections were undertaken as a visual study only. It is highly likely that original, significant fabric remains concealed behind existing walls and ceilings throughout the project area.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations; however, it is not intended as an exhaustive history of the site. Furthermore, there is little information regarding the history of the internal use of Wynyard Station, including the retail spaces and original retail outlets. Although some historical photographs allude to the function of some of these outlets, there is little written information to expand on the specific uses of these spaces.

1.8 Author Identification

The following staff members at Futurepast Heritage Consulting Pty Ltd have had input into this SOHI:

MaLaren North	Director
William Blackledge	Senior Heritage Architect
Tony Brassil	Senior Heritage Consultant
Eleanor Banaag	Heritage Consultant
Lucy Welsh	Research Assistant
Corinne Softley	Research Assistant

1.9 Acknowledgements

Information was sourced for this report from:

- Listing Sheets for Wynyard Station, the former Wynyard Tram Tunnels, Wynyard Park and Transport House, www.environment.nsw.gov.au/heritage

- Listing sheet for Transport House (Railway House) from www.environment.nsw.gov.au/heritage
- GML Heritage Consultants *Railway House-Wynyard Walk* Heritage statement, March 2012
- GML, *Wynyard Station Preliminary Heritage Assessment*, April 2009
- Allman Johnston Associates Architects and Heritage Consultants, *Draft Conservation Plan for Railway and Transport Houses 11-31 York Street Sydney*, August 1999
- Artefact, *Statement of Heritage Impact for proposed investigation and ceiling cleaning works on Wynyard Station*, May 2014
- Decoration and Glass Magazine, *Railway House Wynyard Square*, May 1936
- Project plans, Cox Richardson Architects (October 2014)
- Figures 1-5, 58, 61, 62 and 64-69 supplied courtesy of AECOM

1.10 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so to retain its *cultural significance*.

Maintenance means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a place that contributes to the *cultural significance* of another place.

2 Site

2.1 Location

Wynyard Station is located in the north of Sydney's CBD. At street level, Wynyard Station is surrounded by George Street, Clarence Street, Wynyard Lane, York Street, Erskine Street, Wynyard Street and Margaret Street. The platforms and paid concourse area are located directly below York Street and Wynyard Park. Part of the station is within Transport House (formerly known as 'Railway House'), including the York Street foyer of that building.

Wynyard Station is located on the Sydney City Circle Railway Loop line, between Town Hall Station and Circular Quay Station, and is connected to Milsons Point Station via the North Shore and Western line and the Northern line. It is the third largest station within the City Circle, after Central and Town Hall, in terms of the number of lines it services.

Wynyard Station is an underground station of several levels. Key pedestrian access to the public domain areas of the station is provided via:

- Four escalators within Transport House connecting the concourse level with the York Street foyer in Transport House and York Street.
- Escalators and stairs to Wynyard Park and Carrington Street. This is the primary access used by commuters travelling to / from the Wynyard bus interchange
- Stairs to the Hunter Arcade tunnel.
- Direct access to the Metcentre.
- Direct access via two ramps to George Street.
- The Kent Street pedestrian tunnel has been closed as part of the Wynyard Walk project. Wynyard Walk is due to open in 2016 and will provide another key pedestrian access to the station.

Wynyard Station comprises public domain areas (consisting of the paid concourse area, the unpaid concourse area and the platforms) and station facilities. Station facilities include back-of-house facilities, the Station Manager's Office and ancillary activities, and retail and commercial spaces, such as the Concourse Bar and individual food, service-related and retail outlets.

Figure 5 provides a layout of the existing Wynyard Station underground concourses. As the station is underground, its street presence is confined to access points at George Street (access ramps and through the Brookfield owned site) and York Street.

Above ground, the area is characteristic of the Sydney CBD, featuring high density commercial, hotel and retail premises. Wynyard Park provides the sole area of public open space within the immediate vicinity of the station. Wynyard Station, owing to its central location and proximity to the main business and retail district of Sydney, is an extremely busy commuter transport hub.

At present, the Wynyard Walk project is being constructed, which would provide a direct underground link to the Barangaroo commercial precinct, and the Wynyard Station Upgrade works are proposed in anticipation of a substantial increase in station patronage and through-site pedestrian traffic. A number of other developments are planned or being constructed in the vicinity of the station. This includes the proposed One Carrington development, which will have a direct interface with the station at the eastern unpaid concourse.

2.2 Description of the Subject Site

The overall project involves work in several different areas throughout Wynyard Station, and areas of Transport House. There are also potential works proposed to Wynyard Park. As such, for the purposes of this assessment, the subject site has been delineated into five distinct precincts within the Wynyard Station:

1. Wynyard Station – Platforms, including the railway tracks and tunnels.
2. Wynyard Station – Paid concourse, including all concourse areas inside the paid ticket area, including stairs.
3. Wynyard Station – Unpaid concourse, including all concourse areas outside of the paid ticket areas of Wynyard Station, including pedestrian walk through areas and retail spaces. The western unpaid concourse is located partially within Basement Level 4 of Transport House. The eastern unpaid concourse, which is the much larger area containing most of the retail spaces, connects to the George Street ramps. A retail mezzanine level, accessed via the Carrington Street escalators, is located above the eastern unpaid concourse.
4. Transport House – Basement Level 4, adjoining the York Street side of the Wynyard Station unpaid concourse (western unpaid concourse), Basement Levels 1, 2 and 3 above and the York Street foyer.
5. Wynyard Park – above Wynyard Station bordered by York Street, Wynyard Street, Carrington Street and Margaret Street. The area with potential impact from the proposal during construction is specifically limited to the southern portion of Wynyard Park. Impacts are also assessed with respect to the former Wynyard Tram Tunnels beneath Wynyard Park.

“Station facilities”, as used throughout this report, is in reference to areas that are currently allocated for back-of-house, staff offices and retail use. Proposed refurbishment to these areas would allow for their future fitout and use as continuing back-of-house and retail spaces, therefore the plans, uses and finish treatments for these areas are not specified at this time.

It should be noted that works in Precincts 1, 2, 3 and 5 are within areas listed on the RailCorp Section 170 Heritage and Conservation Register and/or the *Sydney Local Environmental Plan* and are therefore subject to the approval requirements of the *State Environmental Planning Policy (Infrastructure) 2007*.

Works within Precinct 4 are within the State Heritage Register curtilage of Transport House and are therefore subject to the approval requirements of section 60 of the *Heritage Act 1977* and Part 5 of the *Environmental Planning and Assessment Act 1979*.

2.3 Ownership

As the subject proposal affects several buildings, there are multiple stakeholders involved.

Wynyard Station is owned by RailCorp and managed/operated by Sydney Trains.

Wynyard Park is owned by the Crown and managed by the City of Sydney Council.

Transport House has been divided into two holdings. RailCorp owns the basement levels and the majority of the York Street foyer. The remaining parts of the foyer and levels above are owned by Memocorp Australia Pty Ltd.



Figure 1 - Location of Wynyard Station

- Existing light rail
- -○- - CBD and South East Light Rail
- Sydney Trains

- T Train
- F Ferry

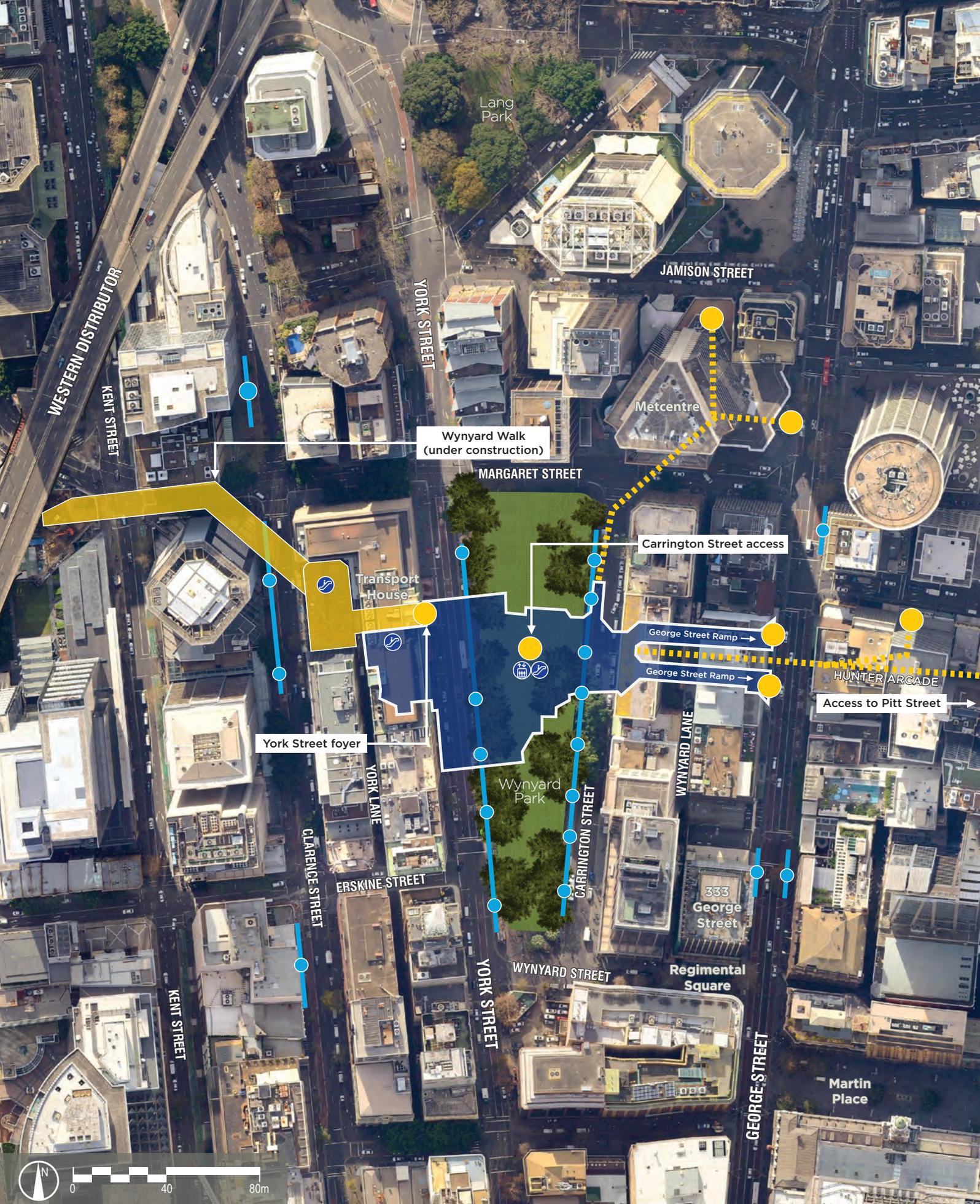


Figure 2 - Wynyard Station and key access points

- Wynyard Station
- Wynyard Walk
- Bus zone
- Bus stand
- Escalator
- Lift
- Pedestrian access point

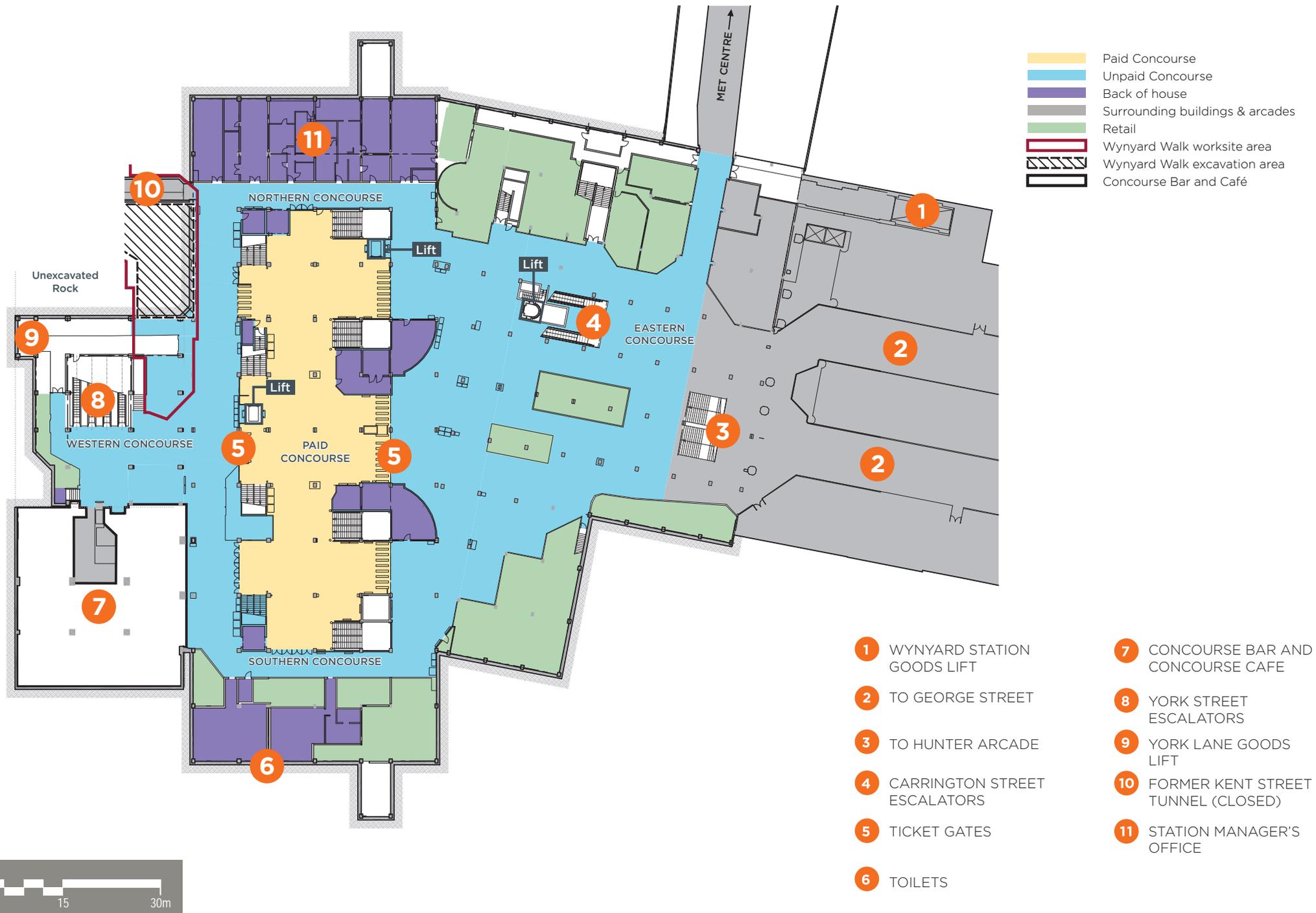
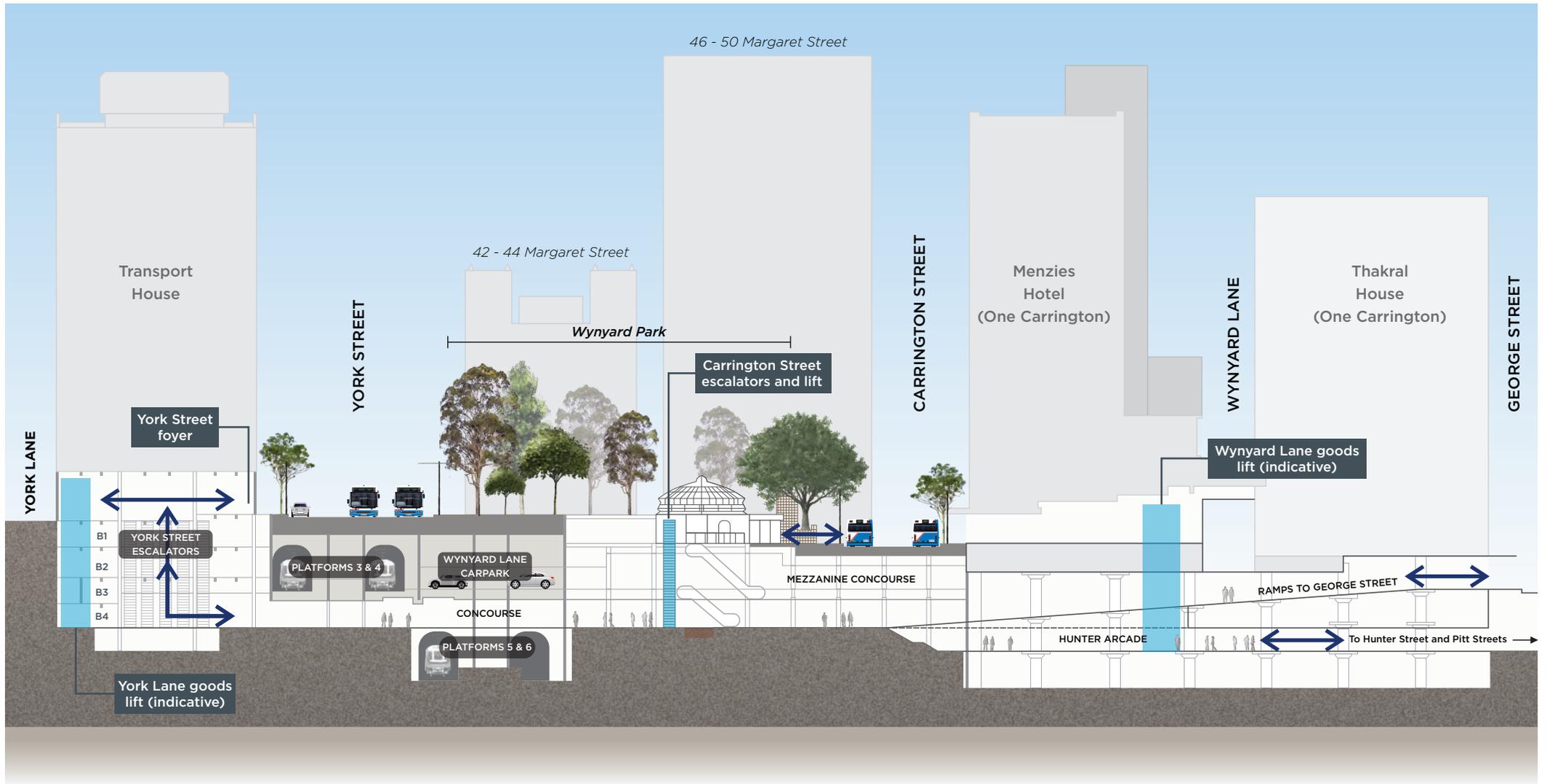


Figure 3 - Existing Wynyard Station layout - concourse level

WEST

EAST



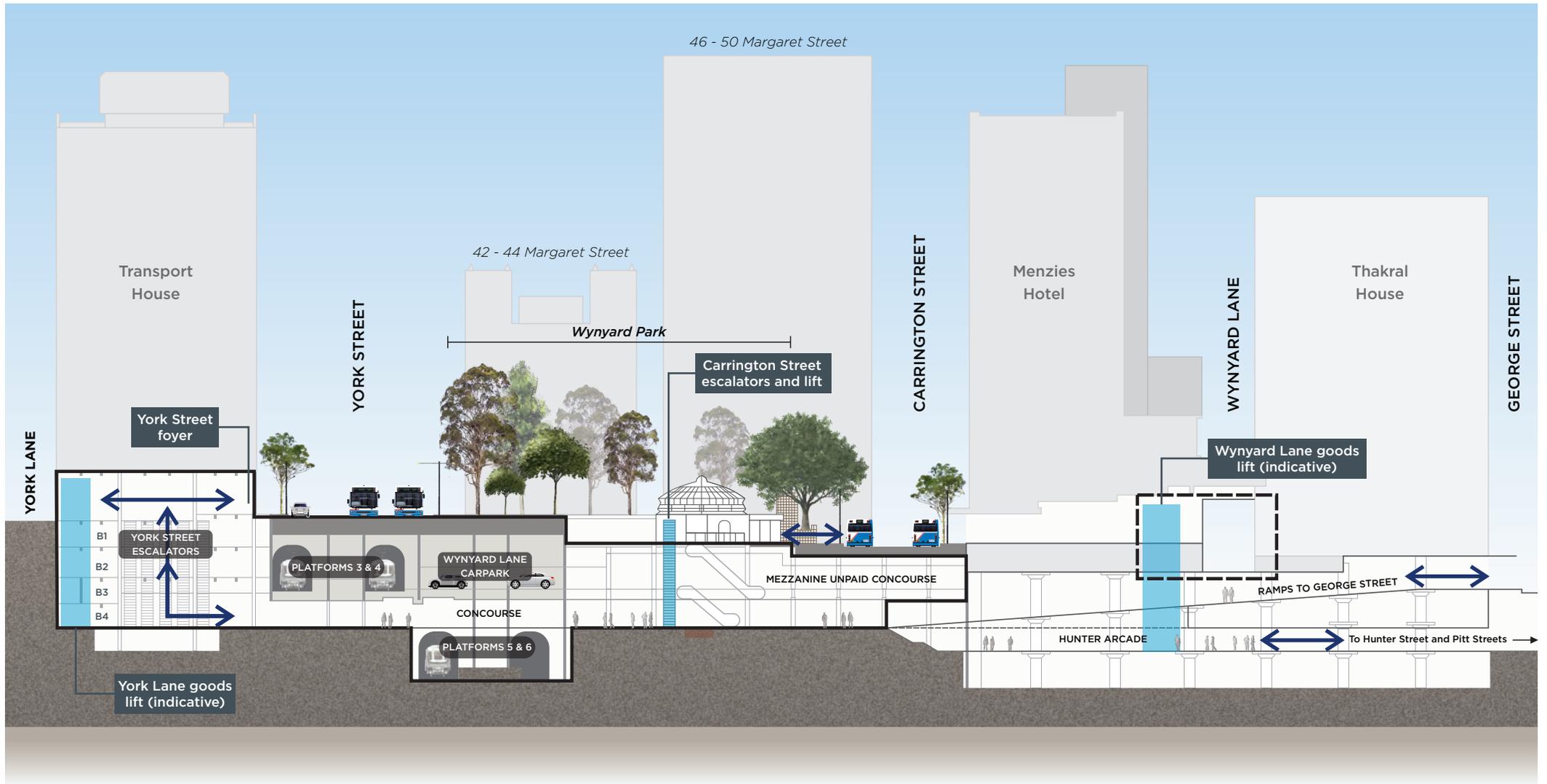
NOT TO SCALE

Figure 4 - Wynyard Station cross section

-  Lift
-  Current main access

WEST

EAST



NOT TO SCALE

Figure 5 - Construction boundary

- Lift
- Construction boundary
- Access point (approximate)
- Current main access

3 Statutory Listings and Controls

3.1 The Heritage Legislative Framework

The proposal area encompasses heritage items that are listed on the State Heritage Register (Transport House foyer and basements), the RailCorp Section 170 Heritage and Conservation Register (Wynyard Station and the former Wynyard Tram Tunnels) and the *Sydney LEP 2012* (Wynyard Park).

The specific heritage listings are detailed below.

3.2 Statutory Registers and Listings

The NSW State Heritage Register (SHR) identifies items of State heritage significance.

The NSW State Heritage Inventory identifies items of local heritage significance, listed in the Heritage and Conservation Registers maintained by Government agencies (RailCorp) and by local council planning controls.

The proposed works would impact upon several heritage items listed in the statutory registers, as follows:

HERITAGE ITEM	PRECINCT OF PROPOSED WORKS
State Heritage Register	
Transport House, Item #1271	<ul style="list-style-type: none"> • Transport House Basement Levels • Transport House York Street foyer
RailCorp Heritage and Conservation Register	
Wynyard Railway Station, Item # 4803268	<ul style="list-style-type: none"> • Wynyard Railway Station - Platforms • Wynyard Railway Station - Paid Concourse • Wynyard Railway Station - Unpaid Concourse
The former Wynyard Tram Tunnels, Item #4800281	<ul style="list-style-type: none"> • Wynyard Railway Station - Platforms • Wynyard Railway Station - Paid Concourse
<i>Sydney Local Environmental Plan 2012: Schedule 5 - Environmental Heritage</i>	
Wynyard Park, including parkland, mature trees, remnant fences, underground conveniences and Lang Statue, Item # I1971	<ul style="list-style-type: none"> • Wynyard Park (potential construction access and compound)
Former Railway House (now known as Transport House), including interiors,	<ul style="list-style-type: none"> • Transport House Basement Levels

Item #119	
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The complex nature of the heritage listings means that different requirements apply to different part so the project area, as follows:

- Wynyard Station Platforms, Paid Concourse and eastern Unpaid Concourse – Listed on the RailCorp Section 170 Heritage and Conservation Register only and therefore subject to the requirements of section 170A of the NSW *Heritage Act 1977*, Part 5 of the NSW *EP&A Act* and the *State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)*.
- Wynyard Station, western Unpaid Concourse (within Basement Level 4 of Transport House), Transport House Levels Basement Levels 1, 2, 3 and York Street foyer – Listed on the SHR and *Sydney LEP 2012*), and therefore subject to the requirements of section 57 of the NSW *Heritage Act 1977*. Part of the western unpaid concourse is also included within the RailCorp Section 170 Heritage and Conservation Register listing for Wynyard Station, and is therefore subject to the requirements of section 170A of the NSW *Heritage Act 1977*, Part 5 of the NSW *EP&A Act* and the *State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)*.
- Wynyard Park – Listed on the *Sydney LEP 2012* and therefore subject to the requirements of Part 5 of the NSW *EP&A Act* and the *ISEPP*. Note this site is also identified as a potential archaeological site, which is further, discussed in Section 8 of this report. A section of the former Wynyard Tram Tunnels beneath Wynyard Park may also be impacted by the proposal; however, the tunnels are only listed on the RailCorp Section 170 Heritage and Conservation Register.

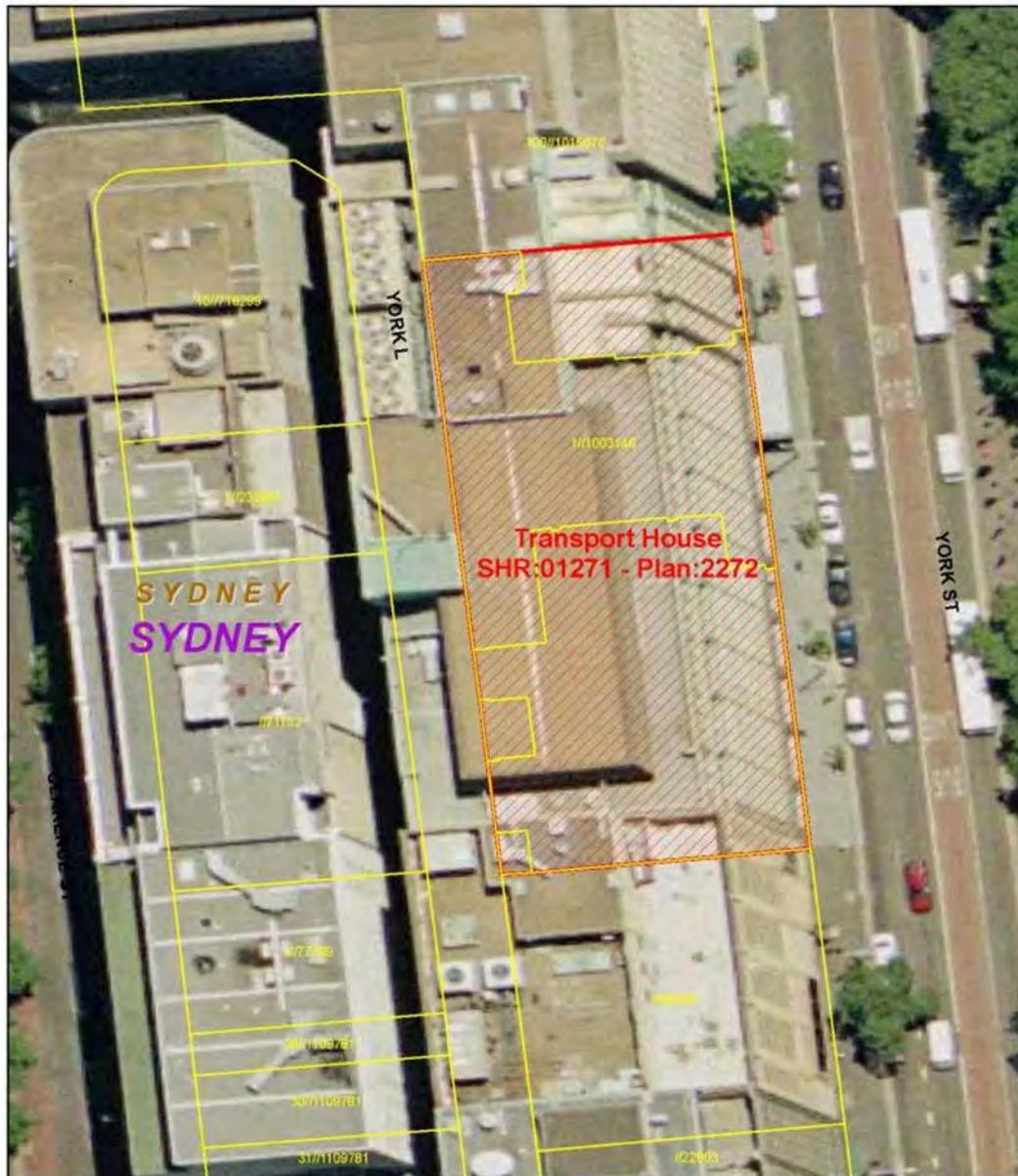
3.3 NSW Heritage Act 1977

3.3.1 State Heritage Register

‘Transport House’ is listed on the SHR. See figure 6 below.

State Heritage Register Item Details	
Item Name	Transport House
Item No.	1271
Address	9-31 York Street, Sydney, NSW 2000
Listing Boundary	Lot 1 DP 1003146 & Part Lot 100 DP 1015076

Heritage Council of New South Wales
Plan under the Heritage Act, 1977



State Heritage Register

Gazettal Date: 2 April 1999

0 2.5 5 10 15 20
Metres

Scale: 1:500

Produced by: Naomi Nelson

*SHR Listing is unlimited
in height or depth*

Legend

- SHR Curtilage
- Land Parcels
- LGAs
- Suburbs

Figure 6 – SHR curtilage of Transport House, outlined in orange (Image Source: Transport House listing sheet, SHR 01271, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5044984>, accessed 30/10/2014)

3.3.2 RailCorp Heritage and Conservation Register

‘Wynyard Railway Station’ and the ‘former Wynyard Tram Tunnels’ are listed on the RailCorp Heritage and Conservation Register, as follows:

RailCorp Heritage and Conservation Register Item Details	
Item Name	Wynyard Railway Station
Item No.	4803268
Address	George Street, Sydney NSW 2000
Listing Boundary	The physical limits of the underground structures generally and five metres beyond the end of the tunnel portals on each platform level and, where they exist, property boundaries to the interface with adjoining properties (does not include modern retail areas).

RailCorp Heritage and Conservation Register Item Details	
Item Name	Former Wynyard Tram Tunnels
Item No.	4803281
Address	York Street, Sydney, NSW 2000
Listing Boundary	Within a 5 metre radius of the outside edge of the tunnels from Wynyard Park to the former exit to Argyle Street (close to Argyle Underbridge for the Sydney Harbour Bridge) and the footprint of the structural elements of the tunnels themselves. Note: current vehicular access is from Wynyard Lane and Cumberland Street (sic*).

(*Pedestrian access is also available from within the mezzanine level of the station and from Wynyard Lane)

The curtilage of the Former Wynyard Tram Tunnels is provided on Figure 7. As shown on this figure, the curtilage extends from the north to just north of the Wynyard Park Dome. However, the curtilage map prepared by RailCorp states that there is no warranty that the plan is free from error or omission. As such, for the purposes of this report, the curtilage of the Former Wynyard Tram Tunnels is considered to extend south of the Wynyard Park dome.

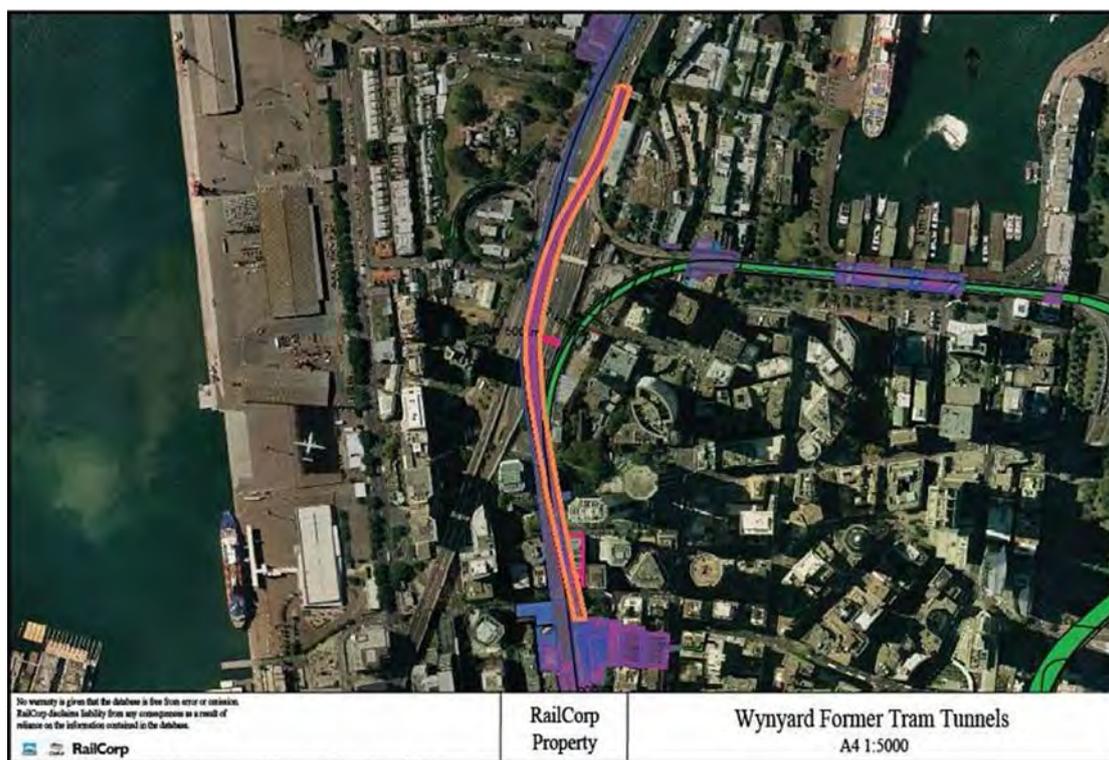


Figure 7 - SHR curtilage of the Wynyard Former Tram Tunnels, outlined in orange (Image Source: Wynyard Tram Tunnels listing sheet, SHI 4800281, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800281>, accessed 30/10/2014)

3.4 Local Environmental Plan

‘Former Railway House and ‘Wynyard Park’ are listed on the *Sydney LEP 2012, Schedule 5, Part 1 – Environmental Heritage*. Note that while the listing name is “Railway House”, this is in fact referencing the present Transport House under its original name.

The listing boundary for Wynyard Park is demonstrated in figures 8 and 9 below.

Wynyard Station is not listed on the *Sydney LEP 2012* as a heritage item, nor is it included in any Heritage Conservation Areas.

<i>Sydney Local Environmental Plan 2012, Schedule 5, Part 1 – Environmental Heritage</i>	
Item Name	Former Railway House (part of Transport House) including interiors
Listing No.	I1975
Address	11-31 York Street, Sydney NSW 2000
Significance	Local

<i>Sydney Local Environmental Plan 2012, Schedule 5, Part 1 – Environmental Heritage</i>	
Item Name	Wynyard Park including parkland, mature trees, remnant fences, underground conveniences and Lang Statue



Figure 9 – Aerial photograph identifying the listing boundary of Wynyard Park, outlined in red (Image Source: Six Maps, annotations by Futurepast)

3.5 Environment Protection and Biodiversity Act 1999

The site is not included on the World, National or Commonwealth Heritage Lists under the Commonwealth *Environmental Protection and Biodiversity Act 1999*.

3.6 National Trust of Australia (NSW)

Transport House, Formerly Railway House is identified in the National Trust Register of Australia (NSW), listing ID C6534.

This is a non-statutory heritage listing.



Figure 10– Historic 1930s plan of Wynyard Station. The coloured area overlays illustrate the different boundaries of the separate heritage listings in effect at Wynyard Station.

4 Historical Background

4.1 General

At the beginning of the twentieth century, congestion in the city and continued criticism of the railway terminus being at the southern end of the business district far from the harbour was gradually forcing the government into finding a solution to the city railway dilemma. The general consensus was that an electric underground system running through the city would be the best way to bring the increasing numbers of commuters into the city centre. In 1909, a Royal Commission into city improvements announced that, among other measures, the government was to proceed with a city railway scheme to alleviate transport issues¹.

Following the 1909 Royal Commission report, in 1911, Public Works engineer Dr J. J. Bradfield prepared a document on the Sydney Railways recommending, among other things, a bridge across the harbour and an underground railway for the city². Bradfield's proposal received approval in 1915 when Parliament passed an enabling Act for 'the construction of eleven railways in the city and certain suburbs' and authorised the construction of the Sydney Harbour Bridge³.

Bradfield's plan for the city railway included an underground loop line running from the new Central Station, which would include five city stations (Town Hall, Wynyard, Circular Quay, St James and Museum) and two other lines to be carried over the harbour to North Sydney⁴.

Though the enabling Act was passed by the government in 1915 and work commenced on the loop line in 1917, the intervention of the World War I meant work did not start in earnest until the early 1920s. Consequently, sections of the line were opened in stages; the eastern Central to St James section was opened in 1926 and the western Central to Wynyard section was opened in 1932, with Circular Quay's completion finally closing the loop in 1956⁵.

¹ NSW Office of Environment and Heritage: Online Heritage Database, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4803268>.

² Paddison, L.I. [ed.] (1955) *The Railways of New South Wales 1855-1955*.

³ *Ibid.*; Phillips, H. [ed.] (193-?) *Sydney Harbour Bridge and City Railways: extracts from a paper read by Dr. J.J.C Bradfield, Chief Engineer of the Sydney Harbour Bridge and Metropolitan Railway Construction, delivered before the Institution of Engineers, Australia, April 1923*.

⁴ Phillips, H. [ed.] (193-?) *Sydney Harbour Bridge and City Railways: extracts from a paper read by Dr. J.J.C Bradfield, Chief Engineer of the Sydney Harbour Bridge and Metropolitan Railway Construction, delivered before the Institution of Engineers, Australia, April 1923*.

⁵ Gunn, J. (1989) *Along Parallel Lines: A History of the Railways of New South Wales.*; RailCorp Heritage Office, *CityRail History: Circular Quay Station*, http://www.cityrail.info/about/history/circular_quay.

4.2 Wynyard Station - Development and Use

{Note: this historical outline has been primarily adapted from the NSW Office of Environment and Heritage’s online listing sheet for Wynyard Station⁶. Where other sources have been used, they have been identified.}

The western side of the city underground loop line, on which Wynyard is located, extends from Central Station towards the harbour, with work beginning on the excavations for Wynyard Station in 1927. The station was built using a cut-and-cover method, representing (along with the rest of the underground network) a major technological and engineering undertaking for the period⁷.

In order to construct the station, much of Wynyard Park required excavation down to, and through, bedrock⁸. Wynyard Park had been created in the 1840s as a public park on the site of the former 1790s military barracks, which had been demolished after the military relocated to Paddington in 1836. The station was completed in early 1932 and officially opened on 19 March 1932 as part of the Sydney Harbour Bridge opening celebrations. Wynyard Park was reinstated over the new station after its completion and the new Railway House (now known as Transport House), housing administrative headquarters of the NSW Railways, was constructed over the station site in 1934-36⁹.

Wynyard Station originally comprised six platforms, two allocated for the North Shore line, two for the Mosman/Northern Beaches Line (never built) and two for the city loop line. However, Platforms 1 and 2 were instead utilised as a terminus for the North Shore tram service, which ran across the new Sydney Harbour Bridge¹⁰. The station was allocated a specific colour scheme in-keeping with the overall design principal of the underground system. As with the other stations, a cream colour was used for the main body of the tiles, however, a decorative band of blue tiles, contrasting with the peach-orange colour of the Town Hall accent tiles, allowed for quick visual distinction of Wynyard from the other stations on the City Circle line. These tiles were removed in an upgrade c.1970s-1980s but remain in situ in two fire escape stairways near the escalators.

The station was designed to be accessed via a ramped pedestrian subway from George Street through an arcade of shops or via a bank of three escalators (with room for a fourth) running from York Street to the concourse level (the fourth escalator was added in c.1952 to cope with increasing patronage and commuter congestion). An existing goods lift was extended for access to the loading docks and

⁶ NSW Office of Environment and Heritage: Online Heritage Database,
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4803268>.

⁷ Fraser, D. [ed.] (1989) *Sydney from Settlement to City: An engineering history of Sydney*.

⁸ Ibid.

⁹ Paddison, L.I. [ed.] (1955) *The Railways of New South Wales 1855-1955*.

¹⁰ Fraser, D. [ed.] (1989) *Sydney from Settlement to City: An engineering history of Sydney*.

to the new hotel and retail premises being built above the station in Carrington Street.

In 1958, the tram terminus at Wynyard was closed, as trams were discontinued across the city network¹¹. As a component of this closure, the tram station was decommissioned and the Platform 1 and 2 tunnels were converted into an underground car park for the railway station.

Over time, new pedestrian access ways were required to the concourse, as pedestrian flows to the station increased, and the concourse area was reconfigured to improve movement through the space. In 1977, a new subway via the CBA building in Jamieson and Margaret Streets was constructed; in 1988, a new pedestrian subway from No. 1 Margaret Street was added; and, in 1984, new access to the concourse from Wynyard Park was provided. In addition to the new access points, the ticket barriers within the concourse area were relocated in 1982 to form a north-south pedestrian thoroughfare through the former paid concourse and the station was generally upgraded. However, this modified layout soon became impractical; in 1995, the throughway was removed and the central paid concourse area was reinstated. The vast underground pedestrian network that was developed as a part of Wynyard Station was a popular construction concept during this time and created a multilevel, underground city¹².

Since the 1990s, there have been only minimal changes to the station area, although the retail arcade running along the main access way to Wynyard has evolved continuously. Changes made to the concourse and platforms have been operational and functional in nature, predominantly involving updates to the furniture and signage and general refreshment of the facilities.

Wynyard Station was not designed purely as a utilitarian commuter station but as a place where people could spend time in comfort while waiting for their trains. The Wynyard refreshments area was a part of the station that reflected an air of luxury and an exemplary design style, with Art Deco features that suited the design of the station as a whole. The refreshments area included a large milk bar with service area, a buffet and a Grill Room.

The Grill Room and buffet were an exceptionally elegant part of Wynyard Station, with Art Deco detailing and a communal atmosphere. A milk bar counter was arranged between the entrances to the Grill Room and to the buffet. The entrance to the Grill Room was to the left and the buffet to the right, separated inside by a kitchen and service area. Both entrances had distinguishing signage, made from chromium-plated letters indicating the “Grill” and the ‘Buffet’¹³. See figures 11-14 below for historical photographs of these areas.

¹¹ Fraser, D. [ed.] (1989) *Sydney from Settlement to City: An engineering history of Sydney*.

¹² Thalís, P., Cantrill, P. (2013) *Public Sydney: Drawing the City*

¹³ Railway Restaurant 1936 Model, Decoration and Glass, June 1936



Figure 11 – The Milk Bar counter of the Wynyard refreshments room with entrances to the Grill Room and Buffet areas. (Image Source: Art In Australia, August 15th 1936)



Figure 12 – The entrance to the Grill Room, with chromium-plated letters on the decorative doorway. (Image Source: Decoration and Glass, June 1936 Edition, provided by Peter Philips)



Figure 13 – The entrance to the buffet area within the Wynyard refreshments area (Image source: Art in Australia, August 15th 1936)

The Grill Room and buffet had marble walls and heavily moulded plastered ceilings, elements of which are still visible in some of the retail spaces. This detailing gave both spaces a sense of indulgence. The ceiling is moulded from fibrous plaster; the air-conditioning units were embedded into these plasterwork designs with subtlety. In the centre of the eastern wall of the buffet was a peach-tinted mirror that reflected the buffet and enlarged the appearance of the room.

The kitchen, with polished stainless steel benches and service areas, was known as one of the most modern in the country. The serving and seating areas were long, with specially designed chairs, and were arranged to accommodate patrons as efficiently as possible. These dining areas were able to seat up to 300 people at any

one time. The flooring was decorative rubber, however, these main decorative features, including the furniture and service areas, are no longer present.¹⁴



Figure 14 – The kitchen in between the Grill Room and the buffet of Wynyard Station, thought to be the most modern in the country at the time (Image source: *Decoration and Glass*, June 1936 Edition, by Peter Philips)



Figure 15 – A panorama photograph of the Wynyard concourse, taken 27.2.1932, just prior to the opening of the Station. Note the concrete floor finish and the exposed painted concrete formwork ceiling with box lighting in beam bays (Image source: *State Records of NSW: Photo Investigator*, ID #12685_a007_a00704_8735000035r).

¹⁴ Railway Restaurant 1936 Model, *Decoration and Glass*, June 1936



Figure 16 – A compiled panorama photograph of the Wynyard concourse, taken 27.2.1932, just prior to the opening of the Station. Note the box-shaped strip lights fitted into the ceiling throughout the station (*Image source: State Records of NSW: Photo Investigator, ID #12685_a007_a00704_8735000035r*).



Figure 17 – Photograph of No. 34-58 Carrington Street during the excavations for Wynyard Station in the late 1920s, taken by Hall & Co. (*Image source: State Library of Australia, Pictures Collection, Call # Home and Away-34831*).



Figure 18 – Photograph of the Wynyard concourse, showing the stairwells, taken 27.2.1932. The balustrading visible on the stairs, including the timber banisters, have been kept in situ today (Image source: State Records of NSW: Photo Investigator, ID #12685_a007_a00704_8735000030r).



Figure 19 – Photograph of the Wynyard concourse, showing the escalators up to the York Street entrance, taken 27.2.1932. Note the box light fittings and the wall/column tiling configuration. Other original features visible in this photo include the Basement level 3 mezzanine level (background, left), the York Street fire stair

with geometric wall tiling (mid-ground, right) and the high, beamed ceiling with box lighting within the bays
(Image source: State Records of NSW: Photo Investigator, ID #12685_a007_a00704_8735000032r).



Figure 20 – The above scene of the Wynyard concourse in closer detail, showing the escalators up to the York Street entrance, taken 27.2.1932. The concrete floor finish is quite clear in this photo. Note also the fire stair to the proper left of the escalators, with original geometric pattern wall tiling. (Image source: State Records of NSW: Photo Investigator, ID #12685_a007_a00704_8735000031r).



Figure 21 – Photograph of Platforms 5 & 6 (allocated for the City Circle services) as viewed from the stairway, taken 27.2.1932. Note the tiling on the wall in the centre of the image; a similar configuration to the tiling at

Town Hall, Wynyard had a slightly more decorative border design but the same polychromatic colour scheme. The tiling is mimicked in the Western Concourse fire stair (see above), which is still intact at present. (Image source: State Records of NSW: Photo Investigator, ID #12685_a007_a00704_873500027r).



Figure 22 – Photograph of Platforms 5 & 6 (allocated for the City Circle services), taken 27.2.1932. The tiling on the columns can be seen to sit just below the chamfered detail (Image source: State Records of NSW: Photo Investigator, ID #12685_a007_a00704_873500028r).



Figure 23 – Photograph of Platforms 3 & 4 (allocated for the North Shore Line services), taken 27.2.1932. The steel columns appear to be painted in a similar, if not identical, paint colour to the sections of wall above the tiling (Image source: State Records of NSW: Photo Investigator, ID #12685_a007_a00704_873500025r).



Figure 24 – Photograph of Platforms 3 & 4 (allocated for the North Shore Line services), taken 27.2.1932. Note the platform lighting visible at the top of the image (Image source: State Records of NSW: Photo Investigator, ID #12685_a007_a00704_873500026r).



Figure 25 – Photograph of commuters entering the platform area at Wynyard Station, taken 27.8.1948, sixteen years after the station first opened (Image source: State Records of NSW: Photo Investigator, ID #17420_a014_a014000659).



Figure 26 – Photograph of commuters using the York Street Escalators at Wynyard Station, taken 25.2.1948. The box lighting is still in place, visible at the top of the image, but appears quite discoloured (Image source: State Records of NSW: Photo Investigator, ID #17420_a014_a014000661).



Figure 27 – Another photograph of commuters using the York Street Escalators at Wynyard Station, looking downwards towards concourse, taken 25.2.1948 (Image source: State Records of NSW: Photo Investigator, ID #17420_a014_a014000660).



Figure 28 – Photograph of commuters on the platforms at Wynyard Station, taken 25.7.1948 (Image source: State Records of NSW: Photo Investigator, ID #17420_a014_a014000661).



Figure 29 – Photograph of the platforms at Wynyard Station, not dated but likely from the 1948 series of photographs. The platforms and structural elements appear quite worn in this photo (Image source: State Records of NSW: Photo Investigator, ID #17420_a014_a014000662).

4.3 Wynyard Station - Statement of Significance

The following Statement of Significance is reproduced from the NSW Office of Environment and Heritage's online listing sheet for Wynyard Station:

Wynyard Station has local significance as one group of underground stations built as a part of the city rail network during the 1920s and 1930s and as an essential linking station for both the city circle and north shore lines.

As the busiest station on the Cityrail network, Wynyard Station is a vital component of the city's working infrastructure.

It is associated with the works of J.J.C Bradfield, chief engineer for the city railway and Sydney Harbour Bridge construction, and features prominent elements of both practical and style designs of the original concept.

Remnant tiles, stairway features and layout all reflect the original 1930s station. York Street escalators are rare surviving elements of an earlier Glen Street Railway Station (now Milsons Point), relocated to Wynyard to make way for the Dorman and Long warehouses built for the construction of the Sydney Harbour Bridge¹⁵. Exposed riveted steel beams on platforms 3 and 4 have Dorman and Long stamped on them, providing a direct connection to this major engineering firm.

¹⁵ Note: this has subsequently been proved to be incorrect. The Milsons Point escalators were placed in storage and later used at Town Hall Station.

Current Layout over Original Plans



Figure 30 – Representation of the current layout of Wynyard Station (in colour) over a black and white hand-drawn base plan of the original Wynyard Station layout from the 1920s. The areas coloured in blue is the present extent of the UNPAID concourses throughout Wynyard Station. The areas coloured in yellow is the present extent of the PAID concourses. Areas in green are current retail spaces, and areas coloured in purple are Station facilities and back-of-house areas. The uncoloured areas are outside of the scope of works. Note that most of the basement levels of Transport House (north and south of the escalators in the western concourse) was undeveloped as part of the original Wynyard Station layout. (Image Source: Futurepast 26/08/2014)

4.4 Transport House

{Note: this historical outline has been primarily adapted from the NSW Office of Environment and Heritage’s online listing sheet for Wynyard Station¹⁶ and the draft conservation plan for Railway and Transport Houses, prepared by Allman Johnston Associates. Where other sources have been used, they have been identified.}

The whole Sydney City Region, including Wynyard, was originally home to the Dharug Aboriginal group. Rock engraving sites once common in the city area displayed the occupation, art and social systems of various groups. Few sites remain, many having been lost beneath later development.

The First Fleet arrived in Sydney 1788; later in the same year, military barracks were constructed on the site where Wynyard Station now stands. The George Street barracks was a prominent landmark and occupied fifteen acres in the centre of town. From the early days, various facilities developed around the barracks, including pubs and eating-houses. In 1836, when the barracks were moved to Darlinghurst, the old barracks at Wynyard were cut up and sold and Wynyard Park was established, named after General Edward Buckley Wynyard, commander of the British forces in Australia from 1848 to 1853.

By the mid nineteenth century, the Wynyard Park area was a thriving retail centre and its surrounding streets were a perfect location for the banking community because of their proximity to the General Post Office and Martin Place. With a financial boom underway, fuelled by gold rushes and the wool industry, the NSW Railway opened in 1855 with a line from Redfern to Parramatta. Trams, initially horse-drawn, but steam-hauled from the 1870s, ran through the city streets and connected to the most populous suburbs; steam trams were replaced by electric trams after 1899. The construction of the Harbour Bridge coincided with the proposal to electrify the city train network. Wynyard Station opened in 1932, at the same time as the first electric train crossed the Sydney Harbour Bridge, linking the North Shore line to the city.

Transport House was constructed in the early 1930s as the administrative home of the New South Wales Government Railways and was situated above the recently completed Wynyard railway station below.

Prominent Sydney architectural firm, H E Budden and Mackey, designed Transport House. In 1933, they had won the Sulman Award for design of the Primary Producers Bank at 105 Pitt Street, which was demolished in 1964. They went on to win the prize again in 1936 for the design of Transport House; the building was also awarded the Royal Institute of British Architects medal in 1939.

The new building was intended as the railway headquarters office and was to house all departments previously situated at Central. The opening of the building

¹⁶ NSW Office of Environment and Heritage: Online Heritage Database,
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4803268>.

represented a high point for the New South Wales Government Railways, coming soon after the completion of the city underground system and the extension of the electric lines over the recently constructed Sydney Harbour Bridge.

The original plans for the building were for a large office tower extending along York Street from Margaret to Erskine Street, with horizontally aligned wings each side of the vertical tower. The eventual design, however, only included the south wing and the tower. This simplified design has since been acknowledged as giving the Art Deco building a more modern look for the period than was intended.

The building was clad above the ground level with distinctive green terracotta tiles, which were the colour of the railway carriages at the time. Green thus marked the building as belonging to the railways. The steel and the bronze components of the building were manufactured at the Railway workshops at Chullora.

When it was built, Transport House was considered one of the most modern buildings in Sydney, with cutting-edge design features. Much of the interior was Art Deco in style, the building was air-conditioned throughout and escalators ran down to Wynyard Station below.

Some of the building's 1935 interiors are intact but are compromised by the major alterations that took place in 1973, particularly the loss of original Art Deco ground and upper floor lift foyer interiors.

The interior of the building retains most of its floor plan, however, the interiors have been progressively adapted since the building's construction. In particular, the lift and entry lobbies have seen substantial alterations, including the demolition of a northern wall to permit access to the adjoining Transport House.

York Street foyer

The main entrance from York Street led to the ground floor foyer, where four high-speed elevators were installed. The ground floor foyer walls were finished in Burrandar and Bringelets marble wall facings in two tones of green. The floor was patterned terrazzo and the ceiling was fibrous plaster in an Art Deco cornice design. The ceiling of the ground floor foyer featured a specially moulded, sand-blasted glass lighting feature made by Crown Crystal Glass Company Ltd.

Of the ground floor level, only the public access, escalators to Wynyard Railway concourse and the Arcade section to York Lane remain intact. The removal of the original York Street Entrance and street doors as well as the removal of the original foyer and lift foyer interiors took place during the 1973 conversion. In addition, subsequent refurbishments have taken place during the 1980s or 1990s.

The formal aesthetic qualities of the building as a whole have been impacted upon by the addition and integration of the 1973 Transport House on its northern end, alterations and additions made internally (most notable being the installation of new fire stairs and lifts), the loss of original lift foyer, lift, furniture and fit out components. The external qualities have been compromised to a small degree by the loss of the original York Street ground floor foyer and lift foyer.

4.5 Transport House Statement of Significance

The following Statement of Significance is reproduced from the NSW Office of Environment and Heritage's online listing sheet for Transport House:

The scale and architectural quality of Transport House is a reflection of the importance of the railway system to Sydney and New South Wales. It also documents the process of centralisation and rationalisation of state administration. Transport House is one of the most intact Art Deco Buildings in Sydney and one of the earliest fully resolved Art Deco expressions in the CBD (along with ACA at King and York Streets).

It is an important building by prominent firm of H. E. Budden and Mackey, and was awarded a Sulman medal in 1935 and Royal Institute of British Architects medal in 1939. Substantial important intact office interiors survive. The building is rare for its scale and extensive use of green terracotta facing, considered the most impressive in Sydney. It is a major element in the townscape of Wynyard Square Precinct.



Figure 31 – Transport House, looking from across Wynyard Park (Image Source: Draft Conservation Plan for Railway and Transport Houses 11-31 York Street Sydney, prepared by Allman Johnston Associates, 1999)

4.6 Wynyard Park

Wynyard Park is the site of the first military barracks in Australia, the present park taking its location, form and dimensions from the space of the original parade ground that the barracks occupied¹⁷. The site has a history of consistent use as open

¹⁷ NSW Office of Environment & Heritage: Online Heritage Database,
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424820>.

space from its first development as a military parade ground in 1792 to its current urban public recreation use. The site was transferred from military ownership to government land in the 1840s and is significant for its official dedication in 1887 as a square for public recreation, a role that it has maintained to the present day¹⁸. The park's most significant period was 1890-1910, when it was planned and established. The layout still reflects Late Victorian-period landscape design.

4.6.1 Wynyard Park Statement of Significance

The following Statement of Significance is reproduced from the NSW Office of Environment and Heritage's online listing sheet for Wynyard Park:

Wynyard Park is of historic, cultural and aesthetic significance at a state level, and historically at a national level. Wynyard Park has a history of consistent use as open space from the first development as a military parade ground in 1792 to its present urban public recreation use. It is significant for its earlier dedication in 1887 as an open space square for public recreation, a role which it has maintained to the present day. This late Victorian period related to its peak period from 1880-1910.

The park contains important plantings and monuments reflective of its periods of development.

The area has become a major townscape element by virtue of the exceptional quality and the uniformity of the buildings that define the surrounding streets. The street edges facing the park are of aesthetic significance for their strong sense of urban enclosure created by the uniformity of buildings lining the streets, resulting in the effect of an 'urban room'. The majority of these buildings are of a consistent height and street alignment and exhibit similar architectural themes. The surrounding predominant development is characterised by facades of strong visual depth, a high degree of architectural modelling and articulation, and changes in architectural treatment with height and level.

¹⁸ NSW Office of Environment & Heritage: Online Heritage Database,
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424651>.

4.7 Former Wynyard Tram Tunnels

The history of the former Wynyard Tram Tunnels is described on the NSW State Heritage Inventory as follows:

The Wynyard tram tunnels consist of two concrete lined arched tunnels heading north from Wynyard Station, reaching ground level on the south side of Argyle Street. Single line tunnels for the City Underground were built to be 4.6 metres wide and 3 metres high to the springline of the semi-circular arch, giving a centre height of 6.9 metres.

The former track areas around the platform concourse have been filled and the tracks, signals, indicators and electrical infrastructure have been removed although some evidence remains in riveted steel I-beam columns and other associated features. The former concourse area has been utilised as a car parking station since 1964 and the eastern tunnel provides the main exit from the car park to Cumberland Street, where a transverse penetration was made from the tunnel to the street. The floor of the tunnel is asphalted and lighting has been installed along the tunnel. The western tunnel was reputedly utilised as a police pistol firing range for some time but is now used for storage.

4.7.1 Wynyard Tram Tunnels Statement of Significance

The Statement of significance for the former Wynyard Tram Tunnels on the NSW State Heritage Inventory is as follows:

The former tram tunnels at Wynyard are significant as rare surviving remnants of the Sydney tramway network - at its peak was the largest tramway service in Australia and one of the largest urban tramway systems in the world - and as rare remnants of the only underground tramway and tram station in the system. The tram tunnels are closely associated with the Sydney Harbour Bridge and the design and specifications set down by JJC Bradfield, chief engineer and designer of the Sydney Harbour Bridge and the city underground railway network. The tunnels were constructed using engineering techniques that were at the forefront of civil engineering for the period.¹⁹

¹⁹ Statement of significance as outlined in the NSW Office of Environment and Heritage's online listing sheet for Transport House.

5 Physical Analysis of Wynyard Station

Futurepast Heritage Consulting Pty Ltd carried out a physical assessment of the project area on several occasions between July and October 2014. The analysis involved an investigation into the built form and landscape setting. It does not provide a detailed investigation of all fabric but an overview of the elements of the place to assist in determining significance.

The following section presents the descriptions provided in the RailCorp Heritage and Conservation Register listing sheet (in italics)²⁰, with additional comment or information presented below, based upon the observations from the site inspection.

5.1 Wynyard Station – Underground Station Areas (1932)

Precinct: Wynyard Station - Platforms

Platforms 3 and 4 above the concourse are open island platforms with exposed I-beam riveted steel columns and beams. Some beams have Dorman and Long Co stamped on them. The platforms are surfaced with ceramic tiles and are accessed via stairs and a recently installed lift. The stairways retain original 1932 timber balustrades and ironwork banisters in blue.

Platforms 5 and 6 are below the concourse and are also island platforms but with a tiled dividing wall down the centre. The ceilings are curved reflecting the underground stations of the city circle line as at Museum and St James.

Futurepast comment: Original fabric, in the form of the riveted steel I-beam girder columns, the timber stair balustrades and a small number of original timber doors to the small rooms beneath the staircases, remains extant. No other original fabric or finishes were observed on the platforms and both the steel columns and the timber doors have been painted in non-original colours.

Precinct: Wynyard Station – Paid Concourse

The concourse is divided into the public area, used to access the inner concourse or for through pedestrian traffic, and the paid concourse beyond the ticket barriers which provides access to the platforms. Within the paid concourse area, stairs lead to both upper and lower platforms with 1932 balustrades and banisters in place. A NSW Government Railways clock stamped Wynyard is also retained. Static and electronic displays indicate train running times.

Futurepast comment: Original fabric in the paid concourse is relatively minimal, aside from the base building structure, stairs and stair balustrades. Wall, ceiling and

²⁰ NSW Office of Environment & Heritage: Online Heritage Database,
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802010>.

floor finishes are all non-original, although there is a strong possibility that remnant finishes exist within concealed areas. Functional items such as ticket gates and station equipment have largely been upgraded to late 20th century technology. The large clock does not appear to be 1930s in design.

Precinct: Wynyard Station – Unpaid Concourse

Within the eastern unpaid concourse area, a stairway to the Hunter Connection pedestrian tunnel retains the original 1932 balustrades and banisters as seen inside the station. Ticket booths, station offices and small shops are located in the public area.

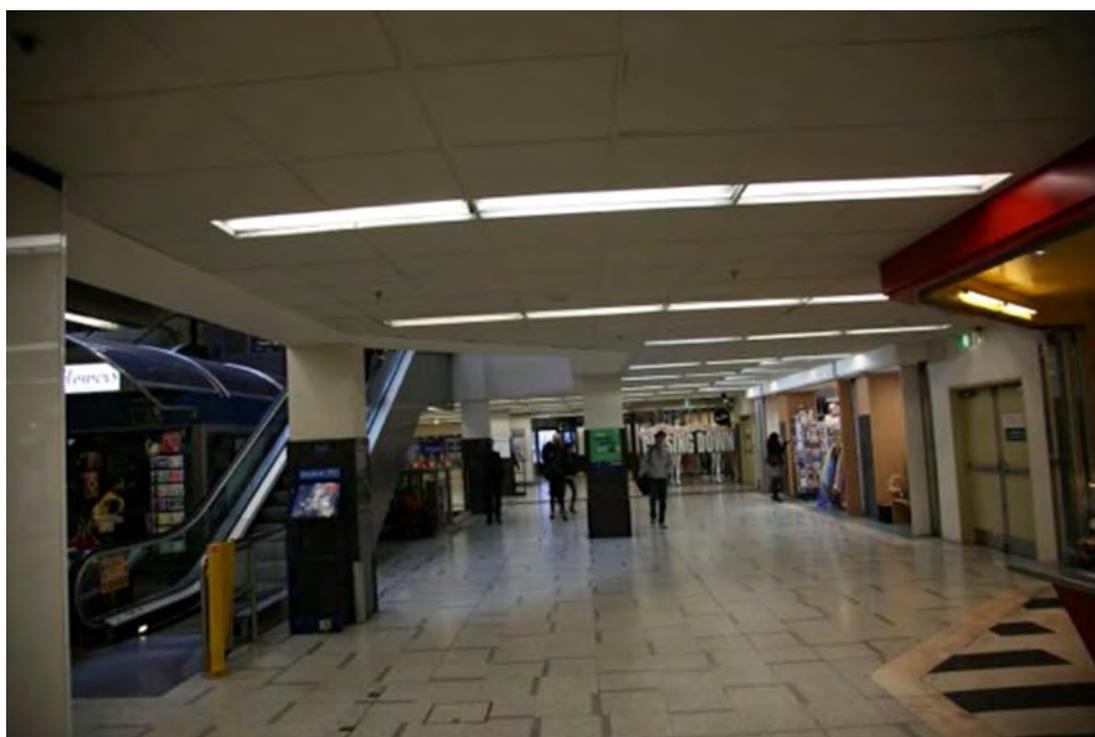


Figure 32 – The retail spaces in the northern unpaid concourse (Image source: Futurepast 22/08/2014)

Futurepast comment:

The stairway to the Hunter Arcade (referred above as the Hunter Connection) is not within the proposal scope, and has not been considered further.

The wall and floor tiles are relatively modern replacements, dating from the 1980s, with some additions dating to c.2000 from a pre-Olympics refresh of the station.

Remnant ceiling finishes relating to the former Grill Room are visible within some of the retail spaces along the north side of the eastern unpaid concourse. While this area of ceiling is fragmentary, it appears to be the only original fabric relating to the 1930s Wynyard Station Railway Refreshment Rooms still surviving. Other decorative elements relating to the former Grill Room may remain behind existing modern fitout works.

No areas of original tiling were in evidence anywhere in the general areas of the station, although the two fire-escape stairways adjacent to the escalators in the

western concourse (Transport House Basement Level 4) retain sections of the station's original colour scheme of cream tiles with decorative blue banding. These tiles are discontinuous in most areas.

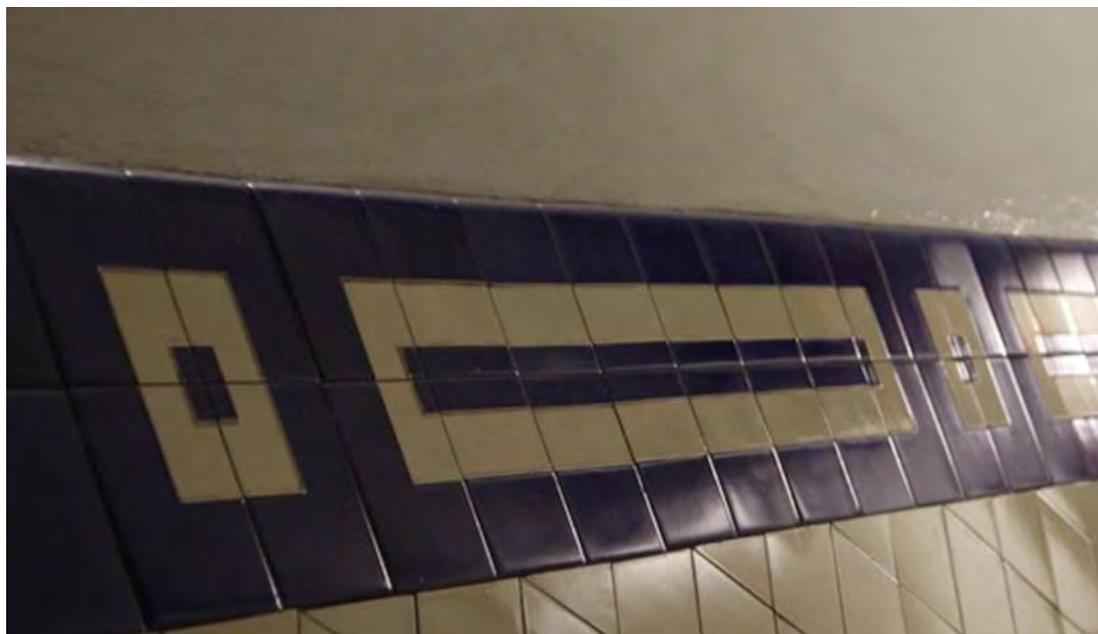


Figure 33 – Area of original tiling in the eastern fire stair (Image source: Futurepast 22/08/2014)

The Otis "L"-type escalators in the York Street entrance are original to the 1932 design and were relocated from Milsons Point, where they were installed to connect the temporary Milsons Point train station with the temporary tram terminus at Glen Street. With the opening of the bridge, both the temporary railway and tramway stations were removed and the escalators relocated. The escalators are encased in timber veneer panelling and have timber treads.

Futurepast comment: Recent research undertaken by the National Trust NSW²¹ has determined that these escalators were not those brought from Milsons Point but were new installations in this location.

²¹ "Don't wait, escalate." by Geoff Lillico, ARHS Bulletin, Vol 61 No. 869, March 2010



Figure 34 – The original York Street Escalators, between the western and eastern fire stairs (Image source: Futurepast 22/08/2014)

Adjacent to the escalators and to the immediate south, two fire escape stairways retain the Station's original tiled colour scheme of cream tiles with decorative blue banding.

Futurepast comment: Some of the wall tiling adjacent to the escalators is not original. The decorative blue dado band of tiling is fabric original to the 1930s station.

5.2 Transport House

The general description of Transport House, as per the SHR listing, is as follows:

Transport House is a 12-storey steel framed office building above Wynyard Station, designed by H. E. Budden and Mackey in the inter-war Art Deco Style.

The framed structure supports a broad asymmetrical façade, with horizontal bands of large bronze-framed windows. Contrast is provided by a modulated tower vertically emphasised by fins. Above ground floor the façade is clad in green terracotta tiles. The building features two main entrances incorporating stairs and escalators leading to Wynyard Station.

The interior of the building retains original office fit outs with fine timber joinery and decorative plaster ceilings. The first floor windows are notable for their individual design. The building is an elegant example of 1930s architecture. Transport House forms part of a group of buildings of a similar scale. Fragments of the underground railway spaces between George Street and Transport House also designed by H.E. Budden and Mackey survive in

York Street. In general, the exterior and interiors of Transport House is largely intact although the interiors are progressively being modernised.

Futurepast comment: As works for this proposal are restricted to the York Street foyer and Basement Levels 1 to 4, the façade and upper areas of the building were not inspected.



Figure 35 – The exterior of Transport House. Proposed works would impact Basement Levels 1 to 4 of the building. Basement Level 4 is the concourse level of Wynyard Station (Image source: Futurepast 22/08/2014)

5.2.1 York Street foyer

The York Street foyer is a simple open area with modern fixtures, including wall and floor tiling that were a part of a refurbishment in the 1980s or 1990s. There is signage at the top of the escalators indicating where the trains are located. The foyer retains no visible historic features of significance and no visible original fabric.

Along the western corridor of the York Street Foyer is a goods lift that provides vertical access between floors in Transport House. At present, this lift shaft has been decommissioned as the York Lane roller door opening and is enclosed with a brick wall (internally). The lift cage and mechanisms are still extant, though non-operational.

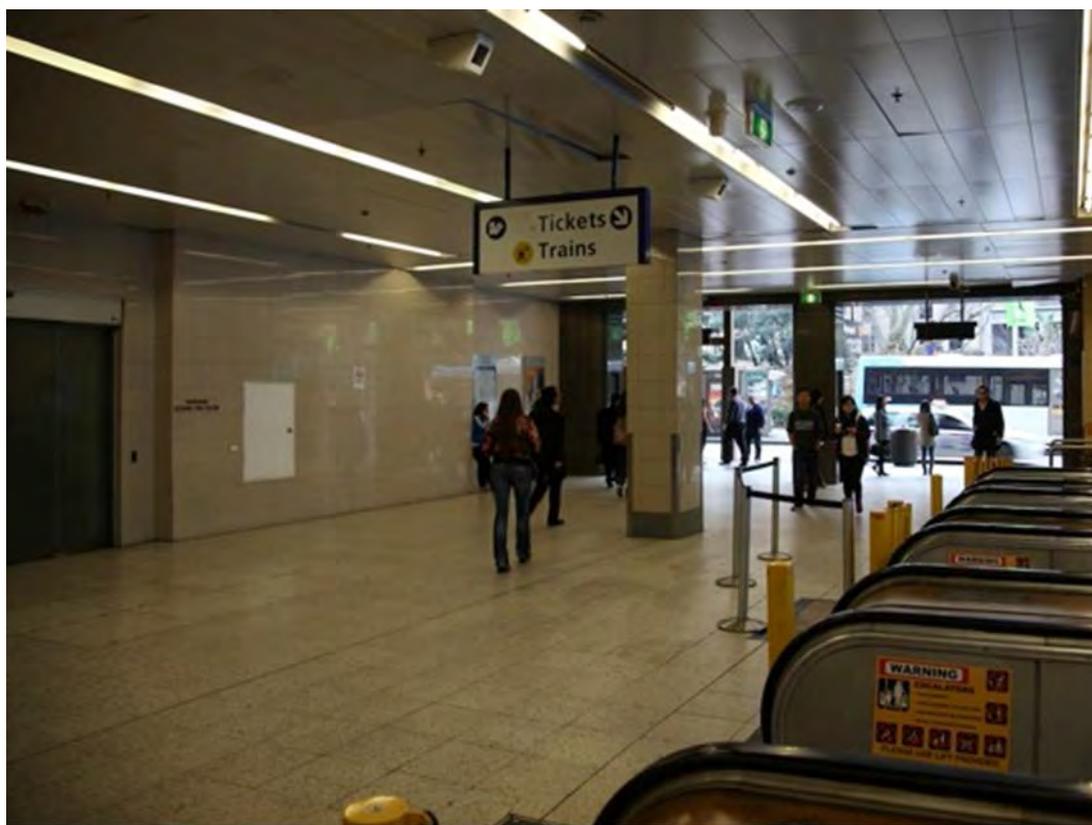


Figure 36 – The York Street foyer at the top of the escalators (Image source: Futurepast 22/08/2014)

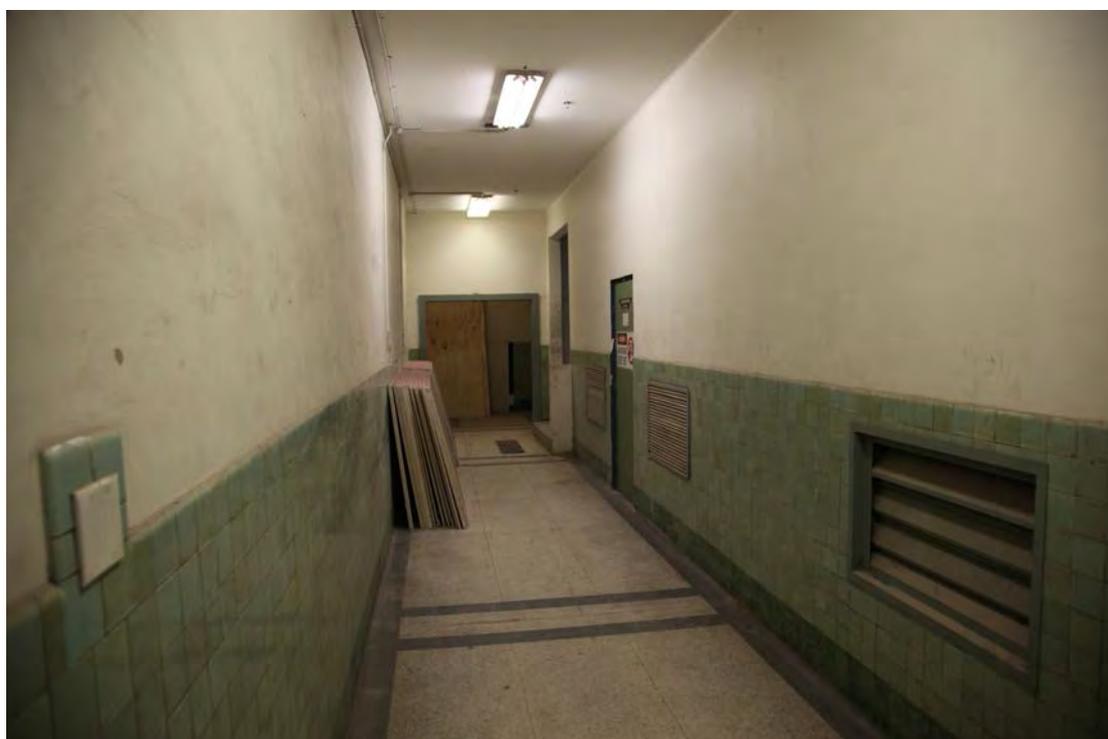


Figure 37 - View of western service corridor off York St foyer, showing original tiles and terrazzo flooring to be retained. (Image source: Futurepast 22/08/2014)



Figure 38 – View of external opening for York Street Foyer goods lift, from York Lane. At present, while the roller door is operable, the internal lift shaft has been closed off behind this opening with a masonry wall.

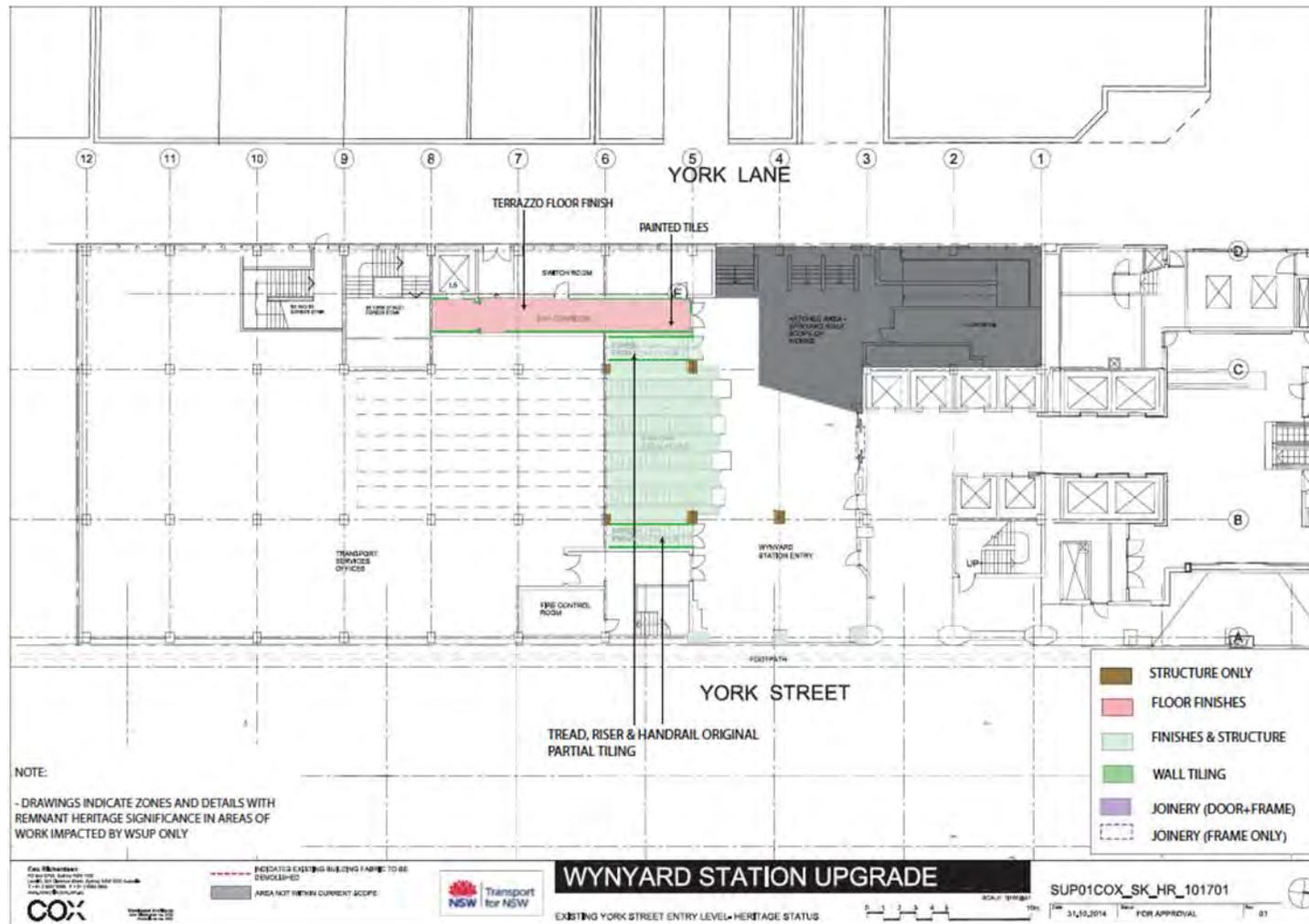


Figure 39 – Existing layout of York Street Foyer, with intact heritage fabric indicated in colour. (Source: Wynyard Station Upgrade, Drawing Issue For Approval, prepared by Cox Richardson, dated 31/10/14).

5.2.2 Basement Level 1

Basement Level 1 is used as a back-of-house office and storage area. There are rooms used to house miscellaneous equipment and a number of unused spaces. Several office spaces retain their original timber doors and glass window stencilling which are of significance. The flooring is exposed concrete and the walls are painted in a cream colour, which may be original but could also have been a part of a later refurbishment. In many areas, the walls have been damaged through service penetrations. Aside from the original office spaces, there is minimal significant original fabric on this level.



Figure 40 – Original timber doors in the back-of-house area of Basement Level 1 Transport House (Image source: Futurepast 22/08/2014)

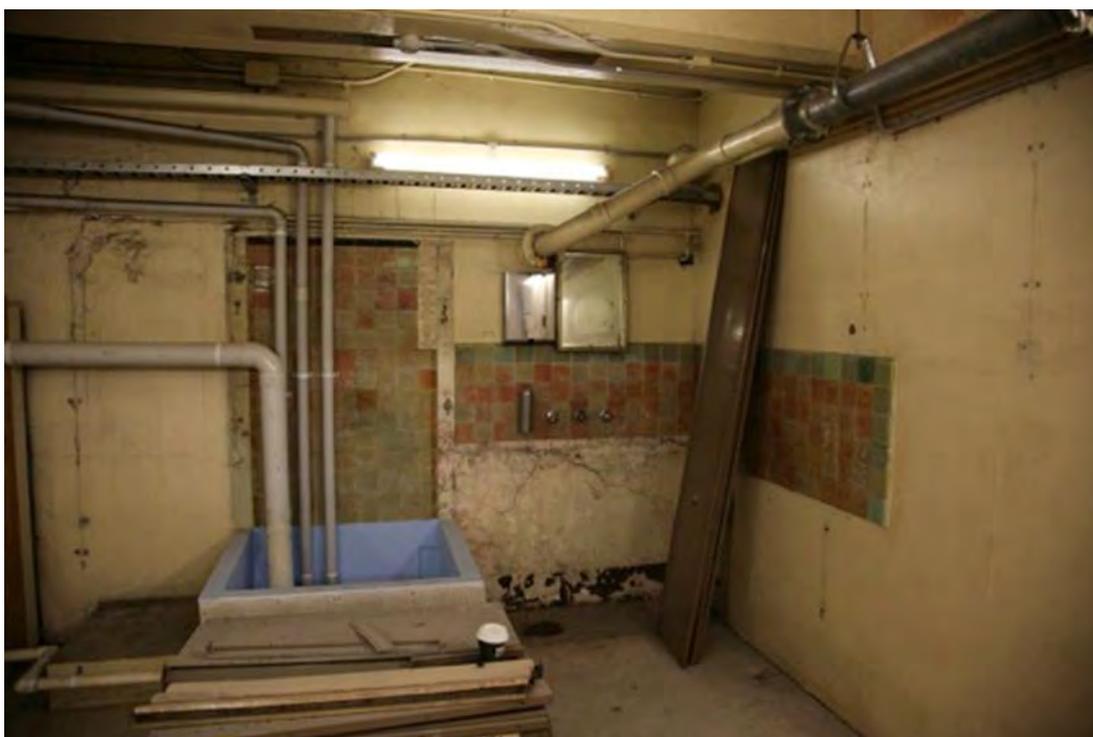


Figure 41 – Bathroom/kitchenette area on Basement Level 1, with remnant tiles and fixtures (Image Source: Futurepast 22/08/2014)



Figure 42 – Storage area on Basement Level 1 (Image source: Futurepast 22/08/2014)

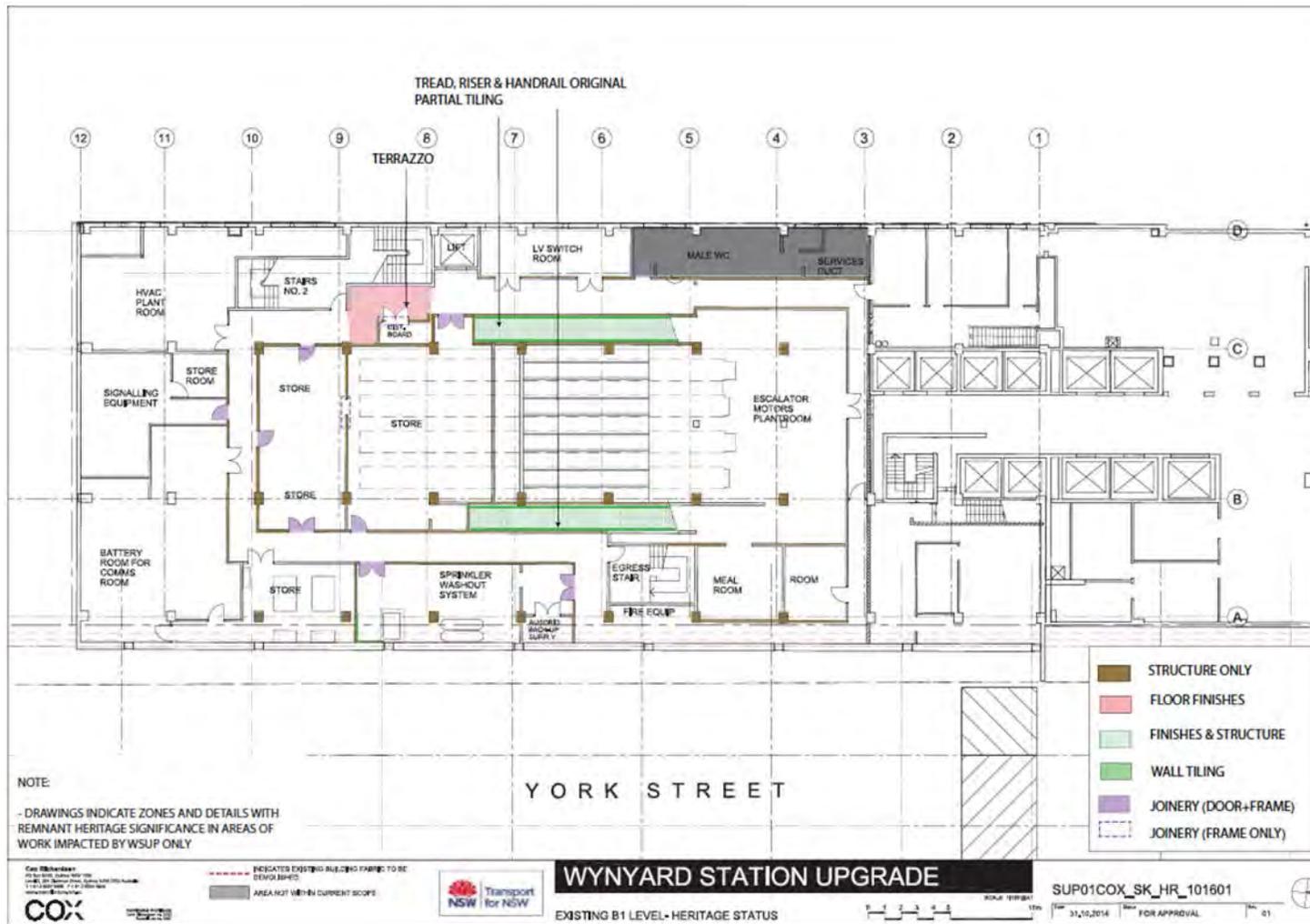


Figure 43 - Existing layout of Basement Level 1, with intact heritage fabric indicated in colour. (Source: Wynyard Station Upgrade, Drawing Issue For Approval, prepared by Cox Richardson, dated 31/10/14).

5.2.3 Basement Level 2

Basement Level 2 is used as office space and has a modern fit-out with updated lighting and office equipment. Sections of Basement Level 2 are divided by large metal fire doors, which have been painted orange. Aside from the general wall arrangement, one set of fire doors is the only original feature noted, although the possibility exists that original finishes could be retained beneath suspended ceilings and plasterboard partitions. All other doors have been replaced with modern steel office or fire doors.

The eastern fire stair within Basement Level 2, leading to Basement Level 4, retains small areas of original tiling and original metal balustrading.

The western fire stair within Basement Level 2, leading from Basement Level 3 to the York Street foyer retains small areas of original tiling and original metal balustrading

The northern sections of Basement Level 2, which are outside the scope of this proposal, have been impacted by Wynyard Walk. This includes structural changes to the basement and the construction of a new concrete flooring slab.



Figure 44 – Office spaces on Basement Level 2 (Image source: Futurepast 22/08/2014)



Figure 45 – Large metal fire doors on Basement Level 2 (Image Source: Futurepast 22/08/2014)



Figure 46 – Eastern fire stair on Basement Level 2 (Image Source: Futurepast 22/08/2014)



Figure 47 – Western fire stair looking up from Basement Level 3 to Basement Level 2 and 1 (Image Source: AECOM 24/08/2014)

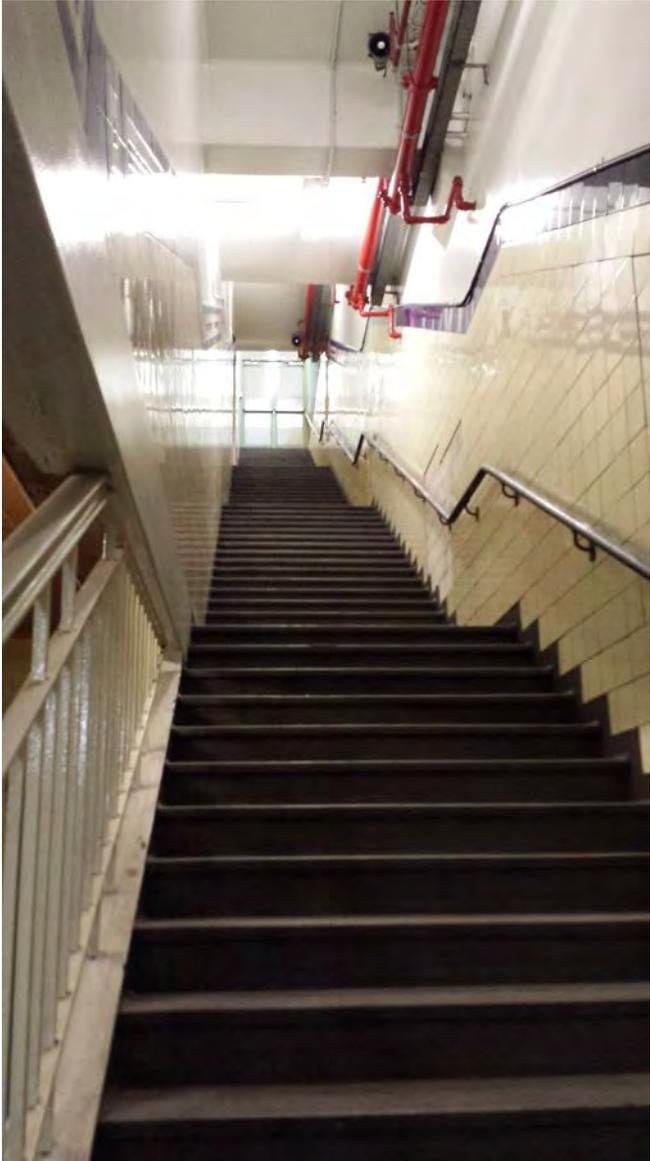


Figure 48 – Western fire stair looking up from Basement Level 3 to Basement Level 2 and 1 (Image Source: AECOM 24/08/2014)

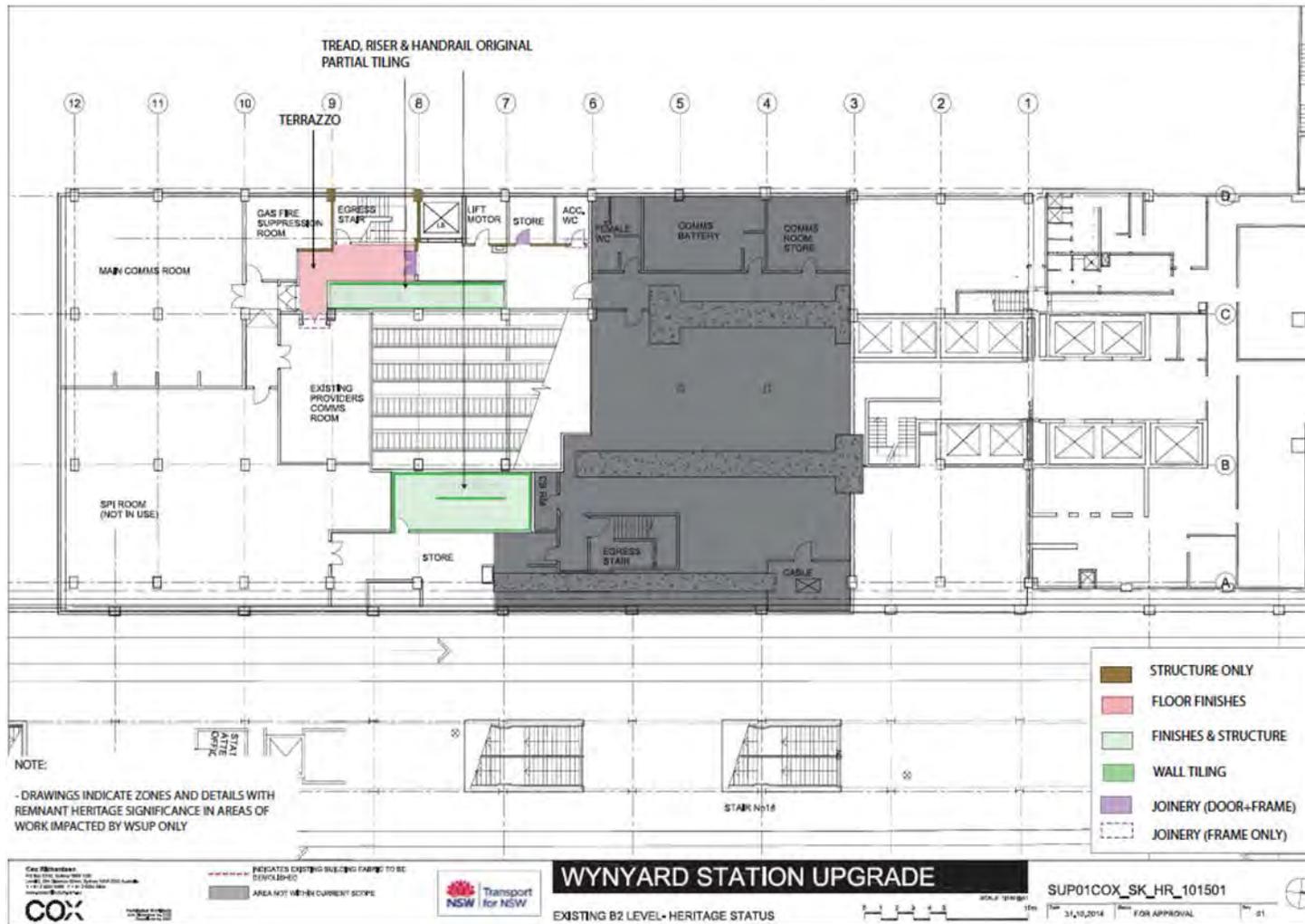


Figure 49 - Existing layout of Basement Level 2, with intact heritage fabric indicated in colour. (Source: Wynyard Station Upgrade, Drawing Issue For Approval, prepared by Cox Richardson, dated 31/10/14).

5.2.4 Basement Level 3

Basement Level 3 is the service corridor running along the western side of the western unpaid concourse. Originally this area contained a mezzanine that overlooked the unpaid concourse, however, this has been enclosed. The flooring is exposed concrete and areas of the walls are tiled. Like most areas, there are remnants of original tiling, however, the cream tiling appears to have been a refurbishment undertaken in the 1980s and most tiling is discontinuous, with large areas of loss. This floor also provides access to the service spaces beneath the escalators.



Figure 50 – Basement Level 3 at the bottom of the fire stair that leads up to York Street level.

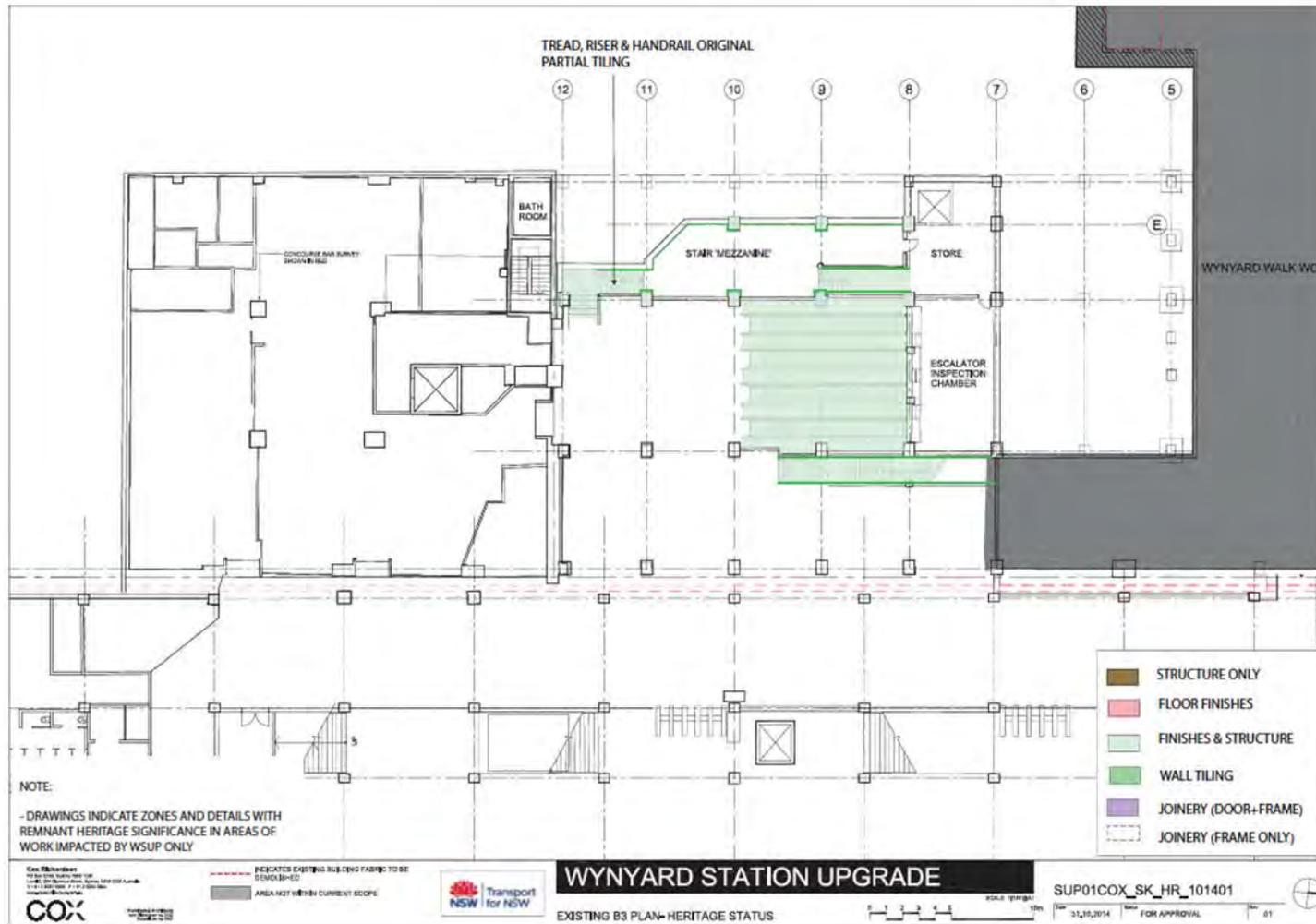


Figure 51 - Existing layout of Basement Level 3, with intact heritage fabric indicated in colour. (Source: Wynyard Station Upgrade, Drawing Issue For Approval, prepared by Cox Richardson, dated 31/10/14).

5.2.5 Basement Level 4

Basement Level 4 is the western unpaid concourse level of Wynyard Station, where the majority of proposed works would occur. This area is largely integrated into Wynyard Station itself and does not present as part of Transport House.

The Otis "L"-type escalators in the York Street entrance are original to the 1932 design and were relocated from Milsons Point, where they were installed to connect the temporary Milsons Point train station with the temporary tram terminus at Glen Street. With the opening of the bridge, both the temporary railway and tramway stations were removed and the escalators relocated. The escalators are encased in timber veneer panelling and have timber treads.

Futurepast comment: Recent research has determined that these escalators were not those brought from Milsons Point, but were new installations in this location.

Adjacent to the escalators and to the immediate south, two fire escape stairways retain the Station's original tiled colour scheme of cream tiles with decorative blue banding.

Futurepast comment: Some of the wall tiling adjacent to the escalators is not original. The decorative blue dado band of tiling is fabric original to the 1930s station (see figure 46). Apart from the two fire stairs on either side of the escalators, no areas of blue and cream decorative tiling were in evidence anywhere in the general areas of the station. These tiles are discontinuous in most areas. One area of remnant tile finishes were observed at the top of one column only in the western unpaid concourse.

The Wynyard Concourse Bar at the south end of this area was not originally excavated as a part of the Transport House construction. Similarly, the area immediately north of the escalators was left as unexcavated rock, which is now being removed by the Wynyard Walk project. The Concourse Bar lies outside of the SHR listing for Transport House.



Figure 52 – Area of original tiling in the eastern fire stair (Image source: Futurepast 22/08/2014)



Figure 53 – The original York Street Escalators, between the western and eastern fire stairs (Image source: Futurepast 22/08/2014)

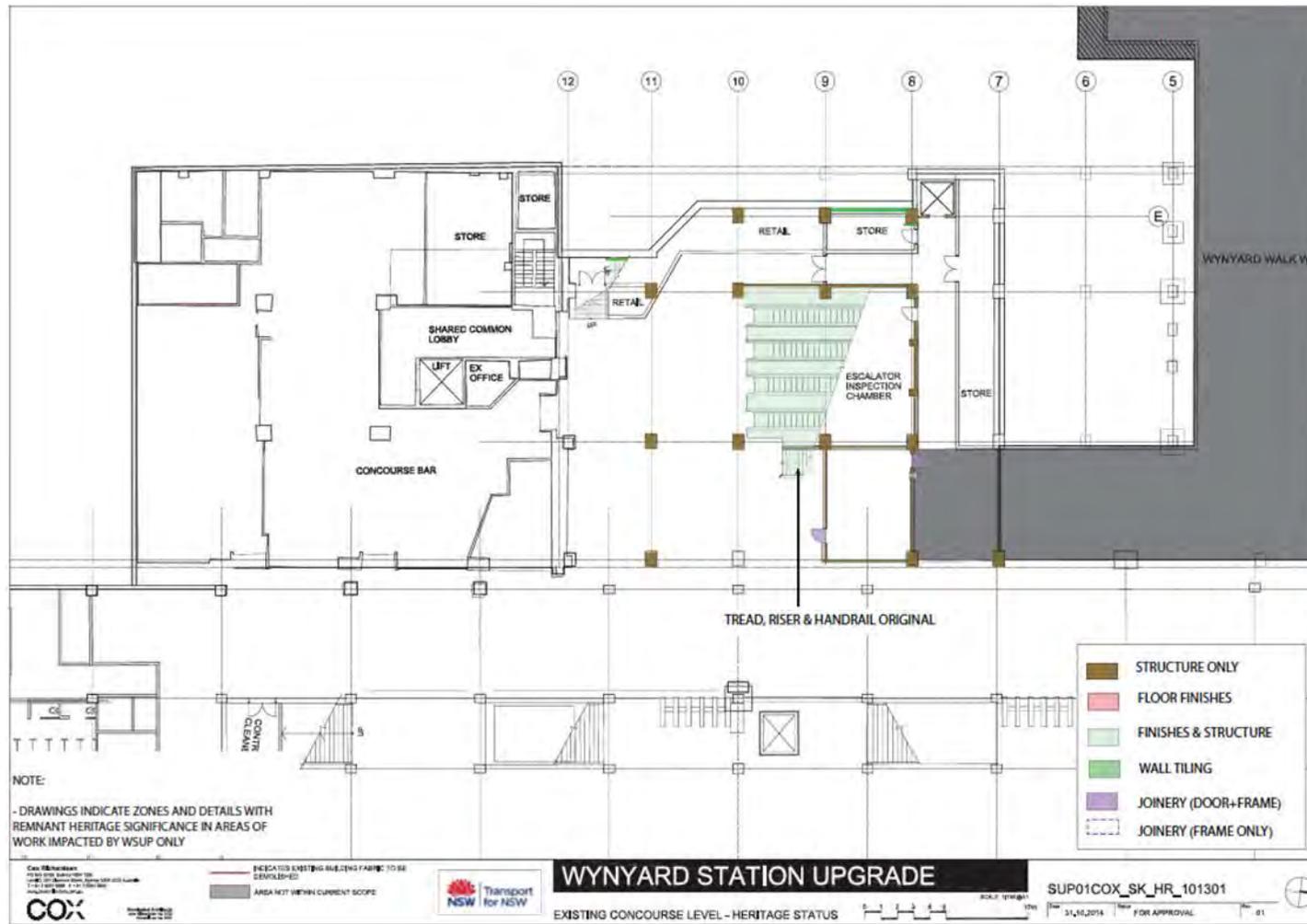


Figure 54 - Existing layout of Basement Level 4, with intact heritage fabric indicated in colour. (Source: Wynyard Station Upgrade, Drawing Issue For Approval, prepared by Cox Richardson, dated 31/10/14).

5.3 Wynyard Park

Precinct: Wynyard Park

Listing description: *Wynyard Park, Sydney is bounded on the north by Margaret Street, on the east by Carrington Street, in the south by Wynyard Street and on the west by York Street. It is an area of 0.7 hectares, and presently a small section of 11 square metres has been excised for use by the State Rail Authority. In addition, the State Transit Authority has erected numerous bus shelters on the York and Carrington Street footpaths.*

The park is surrounded by buildings on the other side of the bounding streets. The park has some restricted vistas along the bounding streets and along Erskine Street which terminates at York Street near the southern end of the park. Park includes mature border plantings of Moreton Bay Figs, Flindersia Australis and Plane trees, statue of Dunmore Lang by Giovanni Fontana (1890), Art Nouveau toilet block including fences, signs and lights, sandstone walls.

Futurepast comment: The area of Wynyard Park was originally part of the grounds of the colonial military barracks. The park was completely excavated out in the 1920s for the construction of the rail and tram tunnels as well as Wynyard Station itself. Further disturbance occurred during the construction of the domed lightwell in the 1990s (referred to as the Wynyard Park dome). The finishes used throughout this area are modern sandstone, for kerbing, garden edging, bollards and vent stacks. Mature trees line the sides of the park.



Figure 55 – Wynyard Park, looking east over the park from York Street (Image Source: Futurepast 22/08/2014)

5.4 Former Wynyard Tram Tunnels

The former Wynyard Tram Tunnels are unadorned concrete tunnels, which have been converted and extended for use as an underground car park. This work has included the insertion of a mezzanine level and various service spaces including a car wash, offices and vehicle service centre. There is no visible evidence of the tramway use of the space. The Wynyard Car Park occupies an area largely under the southern end of Wynyard Park.

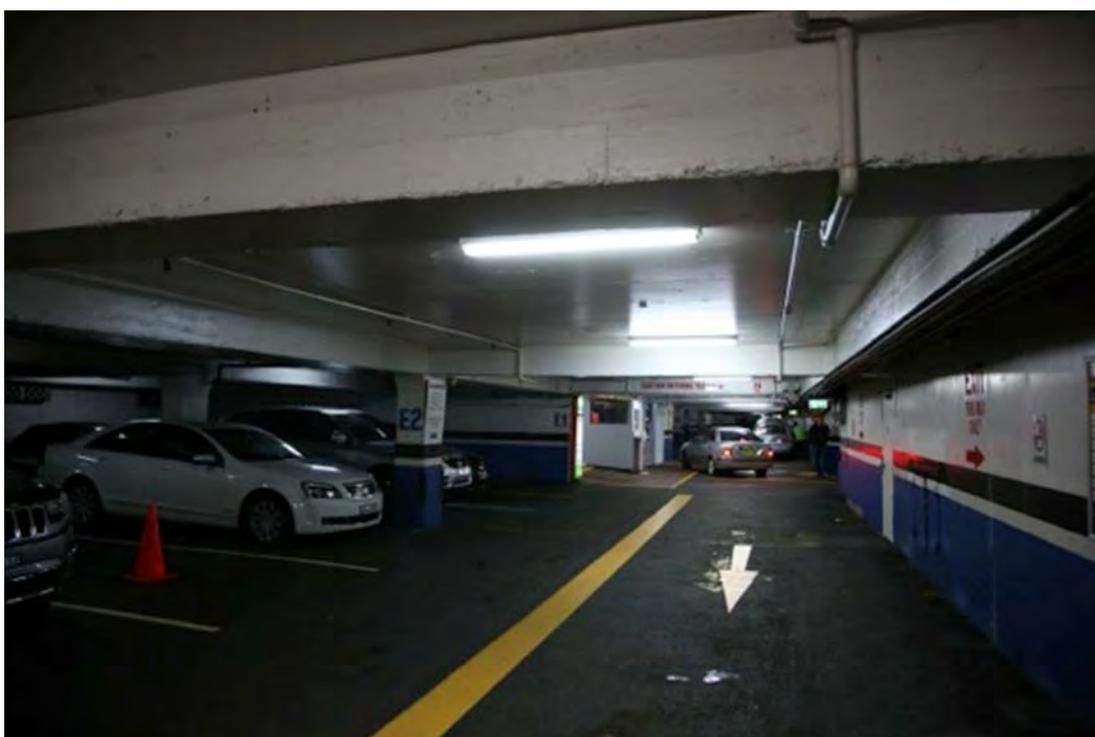


Figure 56 - Typical view of the modern carpark that utilises the area originally Wynyard Station platforms 1/2, facing north. (Image Source: Futurepast 22/08/2014)

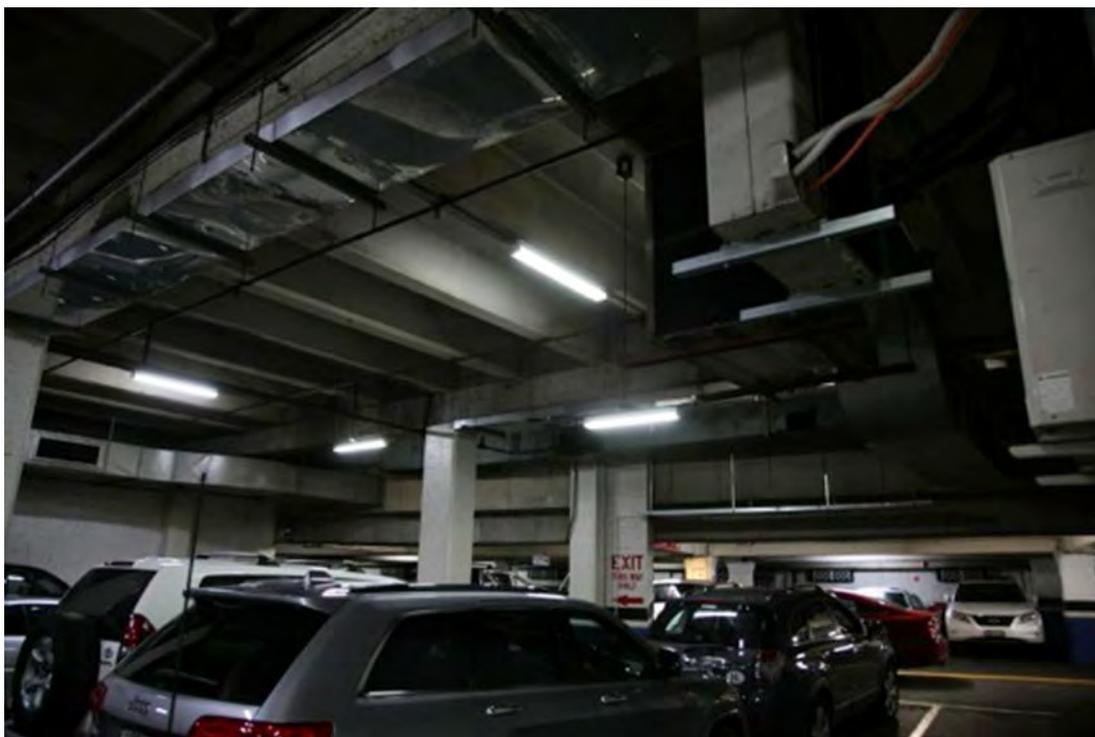


Figure 57 - View of the roof structure of the modern carpark that utilises the area originally Wynyard Station platforms 1/2. This location is directly beneath Wynyard Park. The fitout relates to the modern carpark use.
Image Source: Futurepast 22/08/2014)